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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
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District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

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R E V I S E D**

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD

TUESDAY, JANUARY 8, 1991

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

1. * A. Minutes of the Regional Railroad Authority Board Meeting of November 20, 1990.
B. Minutes of the Regional Railroad Authority Board Meeting of December 11, 1990.
2. Chairman's Comments
3. * Appoint Officers for 1991 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee.
4. * A. Discontinue further analysis of LRT on Arcade Street in Northeast Corridor; and
B. Discontinue further analysis of LRT on T.H. 36 and I-694 in Northeast Corridor.
5. Update on LRT Coordination Plan - Discussion only.
6. Update on Midway Corridor - Discussion only.
7. * Ratify Partial Payment No. 6 to SRF, Inc. in the amount of \$44,152.39.

* Action is requested.

*Work session
April 9*

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 20, 1990

A special meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, November 20, 1990 in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 1:10 P.M.

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

ALSO PRESENT: David MacMillan represented the County Attorney's Office
Terry Schutten, Kathryn DeSpiegelaere, James Van Houdt,
Ed Glaubitz, Len Olson, Chris Samuel, Terry Lindeke, Jill
Goski, James E. Tolaas, Frances Glendenning

Chairman Finley asked if all members had had an opportunity to look at the resolution which was discussed at the Board Meeting on November 13, 1990, this was revised to include mention of our goals and objectives, and to indicate this Board's preference for alignment in the Midway Corridor, as I-94.

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

WHEREAS, An Environmental Impact Statement for the Midway Corridor is being prepared for Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority that addresses alternatives outlined in the Scoping Report adopted on April 24, 1990 by Ramsey County Regional Railroad Authority; and

R90-79
WHEREAS, As part of the Midway Corridor Environmental Impact Statement process it was necessary to eliminate some alternatives and study others in greater detail; and

WHEREAS, On June 26, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Environmental Impact Statement for the Midway Corridor:

1. On I-94 from the Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 would be examined further.
2. On University Avenue from Oak/Washington to Rice Street, the alternative of 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing and 1/2 mile station spacing would be examined further.

3. On Burlington Northern/Pierce Butler Route from Fourth Street to Raymond Avenue, the alternative of LRT adjacent to the University of Minnesota Transitway would be examined further.
4. On Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route would be examined further; and

WHEREAS, On October 9, 1990, Ramsey County Regional Railroad Authority adopted a resolution that in the Capitol area, the preferred surface alignment for LRT is 12th Street/Cedar Street to compare to a preferred tunnel alignment with a station in the Capitol Mall; and

WHEREAS, On October 23, 1990, Ramsey County Regional Railroad Authority adopted a resolution that designated Cedar and Fourth Streets on the surface in Downtown St. Paul as the preferred location for LRT in the Draft Environmental Impact Statement for the Midway Corridor; and

WHEREAS, It is anticipated that the Draft Environmental Impact Statement will be released in late December, 1990. Ramsey County Regional Railroad Authority may indicate a preferred alternative for LRT in the Midway area and in the Capitol area, in addition to the alignment already indicated for the Downtown St. Paul area, in the Draft Environmental Impact Statement. The preferred alignment will not become final until after a public comment period, including hearings, and after Ramsey County Regional Railroad Authority Commissioners have reviewed information that is received during the comment period. It will be possible for Ramsey County Regional Railroad Authority, based on the information received during the public comment period, to make a final decision that differs from the recommended alternative in the Draft Environmental Impact Statement; and

WHEREAS, Ramsey County Regional Railroad Authority adopted the following goals for LRT in June, 1988:

1. To integrate a Ramsey County LRT system with other counties' LRT systems, with other transit services and other transportation services in the metropolitan area.
2. To reduce the need for roadway construction or expansion; to assist in relieving congestion on roadways in Ramsey County.
3. To enhance economic development in Ramsey County.
4. To decrease costs of transportation services in Ramsey County.

5. To respond to mobility needs in Ramsey County.
6. To reduce environmental impacts associated with the automobile in Ramsey County.
7. To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that the Draft Environmental Impact Statement indicates that:

1. Soo Line/I-94 is the tentative preferred alternative in the Midway Corridor for the following reasons:

- A. It best meets the goals for LRT adopted by Ramsey County Regional Railroad Authority.
- B. I-94 is most consistent with the regional LRT system being proposed.
- C. It has desirable characteristics relating to its speed, ridership and impact on auto use.
- D. It is least disruptive to neighborhoods and businesses, both during and after construction.
- E. It will offer a visible alternative mode of transportation to the auto user when the adjacent freeway is congested.
- F. Coordination with the Minnesota Department of Transportation's I-94 reconstruction project can occur in a timely manner.
- G. It allows maintenance of existing east/west bus routes on University Avenue and Thomas Avenue to serve local transit trips.
- H. It offers an opportunity to decrease, rather than exacerbate, air pollution.
- I. Its cost is comparable to that of the other alignments that were considered.
- J. The most severe adverse environmental impacts, including air quality degradation and traffic congestion, are associated with the University Avenue alternative.
- K. The most severe economic impacts during the construction period occur on the University Avenue alignment alternative.

- L. The long-term economic development impacts of LRT on any of the three Midway Corridor alignments are expected to generate no measurable negative economic impacts on the remaining two alignments.
 - M. While LRT is expected to have positive long-term impacts on existing uses and development opportunities which will be most positive for the University Avenue alignment, such impacts will be only modest.
2. The surface alternative on Twelfth Street to Cedar Street will be discussed in the Draft Environmental Impact Statement in the Capitol Area and additional discussion will occur about a tunnel alternative recommended by the Capitol Area Architectural and Planning Board for that area; and Be It Further

RESOLVED, That the final selection of alternatives will not be made until Ramsey County Regional Railroad Authority has reviewed and considered all comments that are received during the review period for the Draft Environmental Impact Statement for LRT in the Midway Corridor.

Roll Call: Ayes - 7, (Ahrens, Hunt, McCarty, Norgard, Schaber, Salverda, Finley)
Nays - 0. MOTION ADOPTED.

Chairman Finley asked that the names of the members and the votes be listed on the Board Resolution, so this will be complete should it be necessary to distribute a copy if a request is received.

1. Approve the 1991 Ramsey County Regional Railroad Authority Budget.

Adopt a total tax levy of \$3,239,449 for 1991.

Chairman Finley suggested that before this Board entertains a motion. The budget is down \$675,000 from last year, but what he thinks is that we could cut the acquisition, suggesting a cut of 1/2 million, which would give us a reduction from last year, almost \$1.2 million, which is significant. We could probably cut more out of the acquisition, but in case the legislation does not develop exactly the way we would like, we may need some money, then we would have to have a substantial. This way we would hopefully be developing a surplus. This is his suggestion, and would welcome any motion or suggestions.

Commissioner McCarty said the real consideration in his mind is what do we intend to do with right-of way acquisition, this in his mind is a capital expenditure and a construction project. How do we intend to do this, are we going to do this on Ramsey County tax base, but we have already decided that is not possible. We have all been on record that what is required here is the metro-wide sales tax. In his own mind, even if we did acquire properties, then the next logical step is construction. If the Legislature turns thumbs down on that, then where do we go.

Commissioner McCarty continued, he is equating the acquisition costs as being part and parcel of the construction cost. So, he was not prepared to support one dollar for acquisition costs. We have \$1.7 million from last year that we have not used. The contingent appropriation has another 1/2 million on the heels of \$300,000, he does not know if this \$500,000 is justified. He feels we do not need \$20,000 for travel as he has seen all the lines he needs to see. He is a little hard-nosed about the whole thing, and is sensitive too about the constituent input which has been very direct. He feels we could go down to \$1.2 million and still be able to do the things we are committed to, the planning.

Chairman Finley asked that Ms. DeSpiegelare should address what the matrix calls for, as he believes this dealt with acquisition at the local level under both the scenarios, both Mn/DOT and the Joint Powers. He remembers under these the counties do the acquiring.

Ms. DeSpiegelaere said the the Regional Development and Financial Plan did say that on Group B Corridors there would be a local contribution of 10%. The reason you see the amount in the budget this year is that should you decide that there is something you want to move forward with, this will build up some reserves to match the Regional and State funding.

Commissioner McCarty asked if we would need more than the 10% of the \$17,280,000, if we go into right-of-way acquisition. Chairman Finley said Ms. DeSpiegelaere did not say acquisition, this was to build up a reserve to match a 10% that may be required for the construction, the design, the implementation of light rail on Group B and Group C Corridors. We do not want to put in construction, as our feeling is that we should not have to use funds for that, but that is not the position that is presently within the Coordination Plan and the Development Plan. The Development Plan has already been submitted to the Legislature. If the Legislature feels that there should be local funding, we have not taken the position that we feel there should be, we do not want to. That is why Chairman Finley was saying to build up some funds, as we may need funds at the local level. To ticket substantiatally at one time is not - we can make a substantial cut now, and come out half way decent, so it will look good.

Commissioner Schaber would like to know how much we are going to roll over in these accounts.

James Van Houtt explained, in the tax levy right-of-way acquisition account, we have \$975,000. He was just talking levy as that is under our control, the grants are not due yet. If we took the \$1.5 million and added the \$975,000, we would be about \$2,475,000. In 1990 we have a current balance in the Contingent Account of \$300,000, and we need \$100,000 for the tunnel, this leaves us \$200,000. In the budget here it is \$500,000, so with the \$200,000 balance and this \$500,000, we would be at \$700,000. There might be some project administration, but he does not have the final bill, so he cannot tell you what this would be.

Chairman Finley said at the present time we have \$209,075 from the 1990.

Commissioner Schaber would like to know what we are looking at for the corridor acquisitions. Chairman Finley said it is hard to say as right now we are getting the appraisals.

Ms. DeSpiegelaere believes there is a possibility for 91, we have had little success in moving this forward, as far as the cost for the corridor, the BN had an appraisal done itself and estimated the cost at \$6.5 million. It was the feeling from the Friends of Ramsey County that this could be a substantially smaller figure. Negotiations may not be at top dollars.

David MacMillan explained that the \$6.5 million appraisal by the railroad included a lot of land that they are no longer offering. A lot of the surplus land is no longer available, this was not just the 100 foot trackage, so BN has reduced it themselves already by a substantial amount.

Commissioner Schaber has a philosophical question, if we start to build up some surplus, and then all of a sudden it is going to be taken over by someone else, and we have this amount, are they going to tend to say that those kinds of funds should go into the pot since they have already been allocated. He is a little concerned that we might get caught, he does not know legally if they can do that or not. He feels we should be as bare bones as possible and not hurt ourselves as Chairman Finley had indicated by building up the kitty, Commissioner Schaber is just trying to weigh one against the other.

Chairman Finley said that Hennepin County is concerned because they have acquired a lot of land to the tune of several millions, and they are concerned that maybe that will get thrown into the pot.

Ms. DeSpiegelaere added that she has discussed this surplus with Mr. Van Houdt to some length. Mr. Van Houdt said that maybe we cannot stop this from going into the pot, as he and Ms. DeSpiegelaere share the same concerns.

Ms. DeSpiegelaere continued, that is the alternative, if we have money built up, the Legislature could ask that it could be used for light rail. You may not want the 200% increase, so one of the questions among themselves is how should they plan the budget, should they plan it as if we are going to continue LRT, we do not know, so we have to plan that we may be doing it ourselves. However, something else could happen. At the same time Mr. Van Houdt pointed out that these funds are here to insure if Legislation is introduced regarding someone else doing LRT that our levy does not go with that organization. She had asked Mr. MacMillan to research if there is a change what would happen to Ramsey County's levy.

Mr. MacMillan informed the Board that Ms. DeSpiegelaere several weeks ago asked him to do some research on this. Right now there nothing in either the Statute or the organic resolution which the County Board passed establishing the RRA to indicate what happens to funds in the event of dissolution, or the event that something else occurs. Clearly, however, if the Legislature wants to do something with the money, they would have authority to do whatever they wish with the money that is in the accounts. The RRA is a subdivision of the State of Minnesota, and is

subject to Legislative controls.

Commissioner Ahrens would be more comfortable to see it changed to right of way acquisition for the B Corridors or future corridors, C Corridors. This is for two reasons, first of all that anyone who picks this document up, would just say why are you levying the right-of-way when you say you are going down I-94. We need to identify it. The other thing is quite possibly if we have it worded this way, and the Legislature should come along with the Central Corridor and say they want to use our money, at least we would have this as a backup, and say this money was never intended to go for the Central Corridor, but for future corridors. She would like this redone so it makes it very clear that what we are talking about is B and C Corridors.

Chairman Finley agreed that this is a very good point.

Commissioner Hunt added that we should specify that the reason we are doing this is that we want to protect these corridors for future use, should that be desirable, rather than have it acquired by someone else, whether public or private, for some other use that might make LRT impossible in that corridor in the future.

Commissioner McCarty asked if we can protect ourselves in the manner in which Commissioner Ahrens has suggested. If they can transfer the funds legislatively, if that authority, what is to say that they cannot move it from B to something else. Mr. MacMillan said they can.

Chairman Finley thinks what Commissioner Ahrens has mentioned is a good point, it is not the Legislature so much as the people that may be looking at it, not from the appropriation standpoint, but thinking of all kinds of reasons for it to be in there that are not really the reasons. As long as we identify our reasons, which is for the B and C Corridors. The concern is that we may be looking at it from the standpoint of supplementing the A Corridor which is not the case. We are not supporting that, and that is why he does not like to identify it as construction or design as we have not supported that. He would rather have it acquisition, but in reality those funds could be transferred to that type of a category if it was absolutely necessary.

Mr. MacMillan stated that this body itself can do whatever transferring it wants.

Commissioner McCarty spoke about the issue of corridors, the jury is still out as far as the NE Corridor. We have been looking at several other alignments other than BN, so he is not excited about funds for BN.

Commissioner Ahrens said, it may not be, but Dakota County has now awakened, and they are moving ahead. It may be that the next Corridor that is built is not the N.E., it may be going south, so this could apply to anything that came along that seemed to be appropriate.

Chairman Finley mentioned the South Corridor, a B Corridor, we were successful in reallocating the State funds so that there was not only \$75,000 going to Ramsey, but \$200,000 going to Dakota County so that will be their priority corridor which will hopefully take some of the pressure off of us, and will be where it should be in Dakota since most of it lies in Dakota County, but we will still have the funds available to do that.

Commissioner Schaber discussed the total budget, it seems as if we took \$1 million out of the right of way acquisition, and took \$300,000 out of the Contingent Account, we would be down to \$1.9 million as far as the budget is concerned. He is concerned about having a lot of money in this account. He reiterated his concern with the Legislature about having a whole lot of money lying around, we are rolling over \$975,000 in the account, \$200,000 in the other account, this would get us down under \$2 million.

Chairman Finley asked if it is an actual roll over of dollars, the \$975,000. Mr. Van Houdt explained this will stay right in your fund balance available for appropriation when the RRA has use for it. This will be real money if we collect 100% of property taxes this year. They may ask you to change that and put it into an account, and Ms. DeSpiegelaere and he will come back at a later date, we have to certify these figures.

Chairman Finley wished to say one thing regarding the levy, because of the 10% matter which we lost on a 6 to 5 vote at the RTB, continue to plunge it away much like Long Lake, reminding the Dakota County and Washington County representatives as to how much we levy in comparison to them, and that they should relook at it, as who are they to say that we have not done more than our fair share. He is not so sure of getting any place, but he has a feeling that we are. Because he will not be at the meeting next week the RTB has delayed the Coordination Plan for a vote, and he would like to make another attempt to get that taken out. He does not know whether or not \$1.9 million is, it is still a significant amount, he is not saying that, but it is certain a lot more than Anoka County or anyone else is getting. He wished to point out that this is one of the things that he has been saying is that we have been levying \$3 million, we did this, and that. He asked Commissioners Spartz and Derus as to when they were going to catch up to Ramsey County in their decision making process on alignments, as they do not have the alignment laid out on the Hennepin County side.

Commissioner Schaber appreciates that, but he is concerned that we are rolling over another \$1 million. We could be criticized also if we start to roll over a lot of dollars, but he is particularly concerned with the financing at the Legislature if we have a large pot of money.

The Board discussed the contingency account, and the reduction of this. Ms. DeSpiegelaere mentioned the particular study of the Capitol area, and the possibility of a grant.

Chairman Finley said the Legislature cut down the second half of the allocation, so we got the lion's share, we got the most money, we got \$75,000 for the South, and over \$900,000 for the Midway out of the total of \$2.6. Dakota got \$200,000.

Ms. DeSpiegelaere added that in July it is possible we could get additional grant funds from Mn/DOT.

Commissioner Schaber's recommendation would be Contingency of \$200,000 plus roll over, and \$1 million plus \$975,000.

Mr. Van Houdt said we need a motion to reappropriate those funds from Fund Balance, then if he does not have them in Fund Balance, he would have to report that to the State, there is no obligation against them. That is what he is worried about. They prescribe the format that we have to fill out. If they are reallocated, then you can say they are for B Corridors, etc.

Commissioner Ahrens asked how would we show that as it is not \$400,000 in tax levy, but it is \$200,000 tax levy, and Mr. Van Houdt said it would not show up on the sheet of paper, but it is part of the financing of the \$400,000. This would apply to the acquisition account also. Mr. Van Houdt explained you are drawing it out of fund balance and putting it in your budget, and this is real money.

Chairman Finley feels the resolution should be changed to reduce the tax levy, cut \$1 million out of the right of way acquisition, \$200,000 out of the Contingency Fund, and reallocation the fund balance of \$975,000 to the right of way acquisition, thereby reducing the levy by \$1.1 million in addition to the \$675,000 that was originally suggested.

Chairman Finley asked Ms. DeSpiegelaere if she can see anything on the horizon that would indicate that we could not live within that type of budget. Ms. DeSpiegelaere said that there are two things, the Capitol Tunnel Study and the additional work on the South Corridor.

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

R90-80
WHEREAS, The Ramsey County Regional Railroad Authority was organized by Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of Minnesota, to exercise chereunder part of the sovereign power of the state; and

WHEREAS, The Ramsey County Regional Railroad Authority, pursuant to Minnesota Statutes 398A, Subdivision 8, amended by Minnesota Laws 1988, Chapter 719, Article 5, Section 36, published notice of its intent to levy a tax on all taxpayers in Ramsey County to raise not to exceed the amount permitted by law on all taxable property situated with Ramsey County; and

WHEREAS, The budget of the Ramsey County Regional Railroad Authority is within the dollar limitation of \$7,395,893, as permitted by law, and reflects an estimated tax not exceeding 0.04835 percent of the market value of all taxable property situated within the municipalities named in its organizing resolution; and

WHEREAS, The Director of Light Rail Transit Planning proposed a 1991 tax levy for the Ramsey County Regional Railroad Authority of \$3,239,449 which was a decrease of \$675,817 or 17% from the 1990 tax levy; and

WHEREAS, The Ramsey County Regional Railroad Authority after careful deliberations reduced the 1991 levy by an additional \$1,326,000 or 34% for a total reduction of \$2,001,817 or 51% from the 1990 tax levy; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1991 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1991 Tax Levy Statement
Countywide Levy

1991 Approved Budget	<u>\$3,125,930</u>
FINANCING	
Estimated Revenue	75,000
Fund Balance	<u>1,175,000</u>
Total	\$1,250,000
Current Taxes Receivable (Tax Levy)	1,875,930
Plus Estimated Tax Delinquency	<u>37,519</u>
Total Tax Levy:	<u>\$1,913,449</u>

WHEREAS, Minnesota Statutes, Section 398A.04, Subdivision 8, permits a tax levy for a Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1991 a tax rate percentum necessary to raise a Total Tax Levy of \$1,913,449.

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

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

DECEMBER 11, 1990

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, December 11, 1990 in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 11:30 A.M.

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

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Pete Vanderpoel, Karen Tero, Don Ahern, Jill Goski, James Tolaas, Paul Mardell, Bill Wareham, Toni Baker, Corbin Kidde, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of November 13, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting held on November 13, 1990, as written.

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

2. Chairman's Comments

Chairman Finley said he had brought the Board up to date regarding the European Trip with the Legislator last week, so he will not go back through that.

There was a Forum last night out on West Minnehaha regarding the Midway Corridor, this was very, very well attended, about 75 people attended. Commissioner Ahrens was there also, and we share the belief that the bottom line that if there was any one thing that was significant is that they were very concerned about the continuation of the bus service as they have it now on University and Thomas Avenue. This would probably be the major concern that was expressed across the Board.

Chairman Finley continued, some of the others had concerns no build, no one seemed to be very well informed as to what has been going on, to be honest. There was very little information.

Commissioner Ahrens mentioned the first speaker, he went on and on, he was going to put bicycles on rail, and this would save a lot of cost, affect the environment, and will maintain the privacy of your transportation.

Chairman Finley mentioned another thing that happened at the RTB, they had the Coordination Plan which came from the Advisory Committee. We had three amendments to the Coordination Plan, all of which passed. A copy of Chairman Finley's amendments suggestions to this plan, dated December 6, was distributed to the Board. All of these passed.

Chairman Finley continued, the crux of one of them was that one-half of the cent for the sales tax would be allocated for LRT, without the other half being delineated, exactly as to how it would be distributed on the financial part. On the organization part, he suggested that Mn/DOT, RTB, and Met Council and MTC be voting members of the Joint Powers Board, and this passed unanimously.

Another part was that in the event that LRT is constructed within a highway right-of-way, that Mn/DOT be specifically allocated as the designer and the contractor in that right-of-way. This starts moving a little bit toward the Legislative, and especially since what he has found is that they are most concerned about the first corridor, since we have tentatively made that allocation. But, the overall policies would still be by the Joint Powers Board, with voting membership of not only the counties, but the others.

Commissioner Hunt asked what about the other part of the right-of-way that would not be in the highway. Chairman Finley said they could continue that, there would be no prohibition, but at least they are into it, and it would probably make sense that they continue with it, although they did not deal specifically with that. Commissioner Hunt feels that it would not make sense to have two different groups involved.

Chairman Finley added, the part of it he did not do yesterday, because he did not want to get into a hassle of one county or two counties, but what they stressed, there was another amendment that he stressed, that the MTC, as he believes we have all found this to be true in our travels, must be an integral part of the whole planning system, from the planning, the design, and the actual construction. That MTC would be a part of the planning and processing from the beginning. This was pointed out, and there will be some language to that effect in the Coordination Plan.

Commissioner Schaber absolutely agrees with that, if the MTC is not in and signing off as we go, then we would turn it over to them to operate, and it should not be right, then they could say because they were not a part in the design stage and particular decisions, it may not work. We absolutely need them to be a very significant player from the get go on everything we do.

Chairman Finley stated that the MTC will be a voting member on the Joint Powers Board, and also be an integral part of essentially what will be is like an Executive Committee, the RTB has tentatively agreed that there will be Committee overseeing the professional staff who will be dealing with the contracts, because the Board would be more cumbersome with all those additional voting members. Rather than moving, as the Executive Committee, as pointed out whether there should be two counties, three counties, as to what that membership would be. The point he was trying to make that the MTC, that there should be a sub-committee and there should be a representatives of the MTC on there, so they did that verbally as to the structure.

Chairman Finley added that the Chairman of the RTB had another amendment to the amendment which they voted down, as this was redundant. There were no other amendments to the plan, other than those which he presented.

Commissioner Ahrens asked if there is likely to be any changes in the membership of the RTB in the next few months. Chairman Finley replied that not in the next few months, but they are looking at June because the Governor will be making appointments to the Metropolitan Council, so these will be changed. Then those Council Members will be voting on the terms which will be expiring in 1991 on the RTB.

Commissioner Ahrens is interested in the changes on the Met Council. Ms DeSpiegelaere said there are four or five members that will be changed, the Governor's appointments could change early as he appoints them directly to Council, the others are appointed by the Metropolitan Council.

Chairman Finley added, the Met Council appoints the RTB, so the changes at the Met Council means they may change these as the terms expire on the RTB, as some terms expire in 1992. The Chair is appointed by the Governor for four years, so this is a set term. There may be a hassle on this. Mr. O'Toole told him yesterday that he was appointed for this term also. His warrant, which may be a proclamation from the Governor, says four years. Doris Carnicas is the handicapped representative, and he does not know about this. Ms. DeSpiegelaere commented that her term is not up.

Chairman Finley said the statutory requirements were two and four years, depending upon the different places. His term was four years, but some were for two years. It looks like it will probably ^{be} June before they will be a change, by the time the Governor gets through all the Met Council positions, Mike McLaughlin's position is one that comes up. Mary Hauser's slot will be vacant.

Commissioner McCarty asked about the position on the RTB on the use of the sales tax, or the proposal of the sales tax for LRT. He referred to Chairman Finley's letter to Senator Langseth. Chairman Finley asked if Commissioner McCarty had a copy of the letter which was distributed before he entered the meeting.

Chairman Finley explained that they had deleted the portion that said one-half, they left in the one cent for transportation with one-half for LRT, and deleted the portion that the other half be specifically designated for anything, but it is for transportation purposes.

Commissioner McCarty commented that that leaves the highway issue in.

Commissioner Ahrens asked for instructions, as when they have the meeting on Friday they may have a problem, as we did support putting this in originally. Chairman Finley asked that she make a note as he did not delete the entire sentence, you would delete it after the word construction. Commissioner Ahrens is concerned as that is the part that was discussed so long at the Advisory Committee, and it was in support of those counties that were not going to participate in the early part.

Chairman Finley said that even the municipal officials on the RTB felt that this could create a whole series of problems. The sentence says there should be 1¢ sales tax, with 1/2 dedicated to LRT construction. The one cent is for transportation purposes. If we had adopted the entire language, it would be exactly what we have done, which would have been 1% for transportation. That is what he was going to bring in. They decided to leave the 1/2% dedicated to LRT, so that we knew there would be some specific amount that would be dedicated to LRT, the balance would be left up to whoever the distributor of funds would be for whatever the transportation purposes, whether it is RTB, Mn/DOT. The Legislature likes to have the flexibility to allocate.

Commissioner Hunt understands that the Advisory Committee members should really this position as a practical approach to getting the desired report from the Legislature. Chairman Finley reiterated they like to have flexibility.

Commissioner Hunt said at the Advisory Committee they can restate our original position, but point out that it has come to compromise.

Commissioner McCarty discussed a meeting the Transportation Board had where it was mentioned that a member had been informed by an RTB staff member, that there would be a new direction, that the sales tax would be dedicated to transit and there was no consideration for highway. He assured them this was not the case, that there would be a consideration for the counties who would be paying the sales tax, but may not receive LRT facilities for ten or twenty years.

Chairman Finley said we have not backed away, and the sentence includes broad-based transportation. This was amended at the RTB meeting yesterday. This provides flexibility, you are not allocating 1/2¢ for municipalities and counties, it may be that you want to use some of that 1/2¢ for bus service which would not be a county or municipal function, you might want it for metro mobility for highways, for County State Aid Roads - there are a series of things that you might want that would not come directly from the municipality. The vote on this was unanimous.

Chairman Finley said it was interesting as Scott County spoke very much in behalf of this, as he did not like the restriction that was in there.

Commissioner Hunt feels it is important to point out to the Advisory Committee that it was a unanimous decision.

3. Adopt Midway Corridor LRT DRAFT EIS for purposes of public review.

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

WHEREAS, Ramsey County Regional Railroad Authority has completed information for a Draft Environmental Statement for LRT for the Midway Corridor; Now, Therefore, Be It

R90-81
RESOLVED, That the Draft Environmental Impact Statement for LRT for the Midway Corridor is adopted for purposes of public review and comment.

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

4. Authorize request for grant funds in amount of \$75,000 from Mn/DOT and RTB, and authorize staff to solicit proposals for architectural drawings for tunnel and surface alternatives for LRT on the Capitol Mall.

Chairman Finley said this is a request for \$150,000 for the project, but the grant funds will be \$75,000. He can assure this Board that there is a lot of concern regarding tunnels among the Legislators, whether it be at the Capitol or in Minneapolis as they are very concerned about the cost of doing it. He thinks that the powers that be in the Capitol area have to start talking to some of the people that have an interest in LRT at the Capitol as they do not share the position that has been taken so far by the Architectural Board.

Commissioner Schaber is amazed about the Capitol Area people who are concerned about the esthetics when they allow the large number of school buses to be parked around the Capitol. If there are esthetics, the LRT is quiet, nice, and is not as sensitive as the yellow school buses.

Gary Grefenberg was present, and he said is that they see that LRT may be the one way to remove the temporary visual blight caused by the school buses. The recommendation from the staff would allow them to get into some of these cost issues further, as well as to see if there is less than a tunnel alternative which might meet their esthetic concerns without the cost of a tunnel.

Chairman Finley said there are some real concerns about it, the fact that it may cost an extra \$45 to \$50 million.

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

WHEREAS, Ramsey County Regional Railroad Authority has completed work for a Draft Environmental Impact Statement for LRT for the Midway Corridor that includes information on a surface alternative along 12th Street in the Capitol area; and

WHEREAS, The Capitol Area Architectural and Planning Board has indicated a preference for a tunnel alignment for LRT in the Capitol area; and

WHEREAS, Before detailed engineering work on a tunnel alternative is undertaken, it has been recommended by Capitol Area Architectural and Planning Board staff and Ramsey County Regional Railroad Authority staff that architectural drawings of elements associated with both a tunnel and a surface LRT alternative on the Capitol Mall be obtained; Now Therefore, Be It

R90-82
RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to request from the Minnesota Department of Transportation and the Regional Transit Board that grant funds that have been awarded to Ramsey County Regional Railroad Authority for Phase II Preliminary Engineering for the Midway Corridor be made available to fund 50% of the cost of the Capitol area work proposed. The total cost of the architectural drawings and associated engineering is anticipated not to exceed \$150,000 and therefore the amount of grant funds requested will be \$75,000; and Be It Further

RESOLVED, That staff of Ramsey County Regional Railroad Authority is authorized to issue a request for proposal for the architectural work and to negotiate a contract for that work at a cost not to exceed \$110,000.

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

5. Update on Regional Coordination Plan

Chairman Finley said this as already been discussed under Chairman's Comments.

6. Update on Rail Coordination Meeting

No report was given on this meeting at this time.

7. Update on Northeast Corridor Alignment Study

Commissioner Schaber informed the Board that he had attended a meeting with Ms. DeSpiegelaere last week at the YMCA on Arcade Street, particularly the issue was continued looking at going down Arcade Street. He made some very strong comments about what he thought about this particular recommendation. The Land Committee of District 5 of the Community Council agreed that Arcade Street should be dropped from any further consideration. He believes that this was again approved at their Advisory Committee.

Ms. DeSpiegelaere added that the next day the NE Corridor Committee agreed to that also. The Intergovernmental Committee will be meeting next week, and they will be bringing this issue before them.

8. Approve South Corridor Alignment/Scoping Study Contract and authorize the Chairman of the RCRRA to sign the contract on behalf of the RCRRA.

This is the project we will undertake with Dakota County, this is the first portion of conducting an EIS of the alignment, then doing a Scoping Document. This would move the South Corridor project along.

Chairman Finley commented that the percentage looks good, as our share is only 28%.

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

WHEREAS, Resolution R90-61 authorized Ramsey County Regional Railroad Authority staff to negotiate a contract with BRW, Inc. for an LRT study for the South Corridor with the caveat that BRW must demonstrate that it has added sufficient staff to perform the work in a timely and efficient manner, subject to concurrence by the Dakota County Regional Railroad Authority; and

WHEREAS, RCRRA staff has completed negotiations with BRW, Inc. and the Dakota County Regional Railroad Authority for an alignment/scoping study for light rail transit in the South Corridor and developed a professional services agreement and supporting documentation; and

R90-83
WHEREAS, BRW has submitted a letter identifying project staffing provisions which will ensure timely and efficient execution of all study tasks and contract requirements; Now, Therefore, Be It

RESOLVED, That Professional Services Agreement DCRRA/RCRRA-90-002 providing for an alignment/scoping study for light rail transit in the South Corridor is approved, subject to concurrent approval by the Dakota County Regional Railroad Authority; and Be it Further

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

9. Ratify Partial Payment No. 13 to BRW, Inc. in the amount of \$79,406.61.

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

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 September 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

R90-84
WHEREAS, BRW, Inc. Invoice No. 59864, Partial Payment No. 13, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$79,406.61 for Ramsey County Regional Railroad Authority's share of services rendered through September 30, 1990 is hereby ratified.

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

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>12/27/90</u> Authorized Signature Date	Board Action Requested CHAIRMAN'S COMMENTS
Request Justification	

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

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 8, 1991

F. L. Glendon

12/27/90

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

Regional Railroad Authority _____ Originating Department _____ <i>Kathryn DelSieghe</i> _____ Authorized Signature Date	Board Action Requested Appoint officers for 1991 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee ACTION IS REQUESTED
--	---

Request Justification

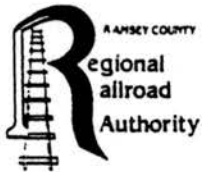
See attached proposed resolution

Budgeting and Accounting <i>E. J. Blaylock</i> _____ County Attorney <i>[Signature]</i> _____ Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
--	---

Comments / Recommendation _____

Documentation certified complete for:

Committee / Meeting Date _____	Signature _____	Date _____
Committee / Meeting Date _____	Signature <i>F. L. Henderson</i> _____	Date _____
January 8, 1991	Signature _____	Date _____
Board Date _____		



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1991:

John T. Finley, Chairman
Duane W. McCarty, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Joint Light Rail Transit Advisory Committee for 1991:

Diane Ahrens
Ruby Hunt

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 12/28/90
Authorized Signature Date

Board Action Requested

1. Discontinue further analysis of LRT on Arcade Street in Northeast Corridor;
2. Discontinue further analysis of LRT on T.H. 36 and I-694 in Northeast Corridor

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution on Arcade Street
 2. Proposed resolution on T.H. 36 and I-694
 3. Memorandum from K. DeSpiegelaere
 4. Material from SRF
 5. Previous resolutions on Arcade Street (RCRRA and St.Paul)

Budgeting and Accounting: Ed Klamt
County Attorney: [Signature]
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
January 8, 1991

Signature

Date
12/27/90

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on August 28, 1990, that Arcade Street from East Seventh Street to Wheelock Parkway within the City of St. Paul had characteristics that would diminish its suitability for LRT and requested specific actions by the City of St. Paul in regard to Arcade Street if it was to be considered as a location for LRT; and

WHEREAS, The City Council of St. Paul adopted a resolution on October 9, 1990, that Arcade Street should be considered further for LRT; and

WHEREAS, Additional analysis has been completed of Arcade Street that indicates that it has severe right of way constraints, a high number of at-grade crossings, lower speeds and similar or lower potential LRT ridership in comparison to other LRT alignments being considered; and

WHEREAS, The Land Use Committee of District 5 Community Council, the Northeast Corridor Task Force, and the Intergovernmental Committee of Ramsey County Regional Railroad Authority have recommended that Arcade Street has been studied sufficiently and further consideration of LRT on Arcade Street is not warranted; Now, Therefore, Be It

RESOLVED, That further consideration of Arcade Street as an alignment for LRT is not warranted.

Staff
The Technical Committee agreed,

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority is preparing a study of LRT alignments in the Northeast Corridor; and

WHEREAS, Combinations of alignments using T.H. 36 or I-694 have been suggested and analysis has indicated that these two locations would:

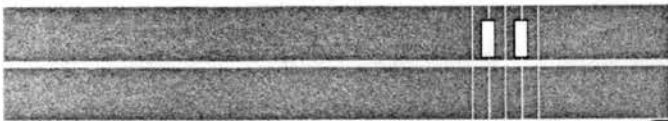
- (a) introduce circuitry into the Northeast Corridor,
- (b) be relatively more expensive to construct and attract fewer riders than other alignments being considered; and
- (c) could be considered when an East/West Crosstown LRT Corridor as recommended in the Comprehensive LRT Plan for Ramsey County is studied; and

WHEREAS, The Northeast Corridor Task Force and Intergovernmental Committee have recommended that analysis of these alignments no longer be continued as part of the Northeast Corridor Alignment Study; Now, Therefore, Be It

RESOLVED, That additional analysis of T.H. 36 and I-694 as alignments for LRT in the Northeast Corridor is not warranted.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Northeast Corridor Alignments

DATE: December 27, 1990

Two actions are requested to be taken by Ramsey County Regional Railroad Authority on the Northeast Corridor:

1. Arcade Street

Sufficient study of LRT on Arcade Street has been completed to indicate that further consideration is not warranted. Due to severe right of way constraints and the very high number of at-grade crossings, LRT operation on Arcade Street is not recommended.

Discussion:

Material is attached that provides a background for the recommendation. In December, District 5 Community Council's Land Use Committee unanimously adopted a motion that Arcade Street should not be considered further for LRT. Similar motions were passed by the Northeast Corridor Task Force and the Intergovernmental Committee in December.

2. T.H. 36 and I-694

Do not pursue study of LRT on T.H. 36 or I-694 as alignments in the Northeast Corridor study. These alignments will receive study at a future date as part of the East/West Crosstown LRT Corridor recommended in the Comprehensive LRT Plan for Ramsey County.

Discussion:

Material is attached that provides a background for the recommendation. In December, the Northeast Corridor Task Force and the Intergovernmental Committee adopted similar recommendations.

Page 2

Charleen Zimmer, SRF project manager of the Northeast Corridor Alignment Study, will brief you on progress on the Northeast Corridor.

Four alignment alternatives will remain under analysis if these recommendations are adopted. They are: I-35E/BN; Willard Munger/T.H. 61; Burlington Northern; Willard Munger/BN.

Recommendation:

Two resolutions are attached for your consideration on these subjects.

KD/blk
Attachments



STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

AGENDA ITEM THREE

SRF No. 0901380

MEMORANDUM

TO: Kathryn DeSpiegelaere
FROM: Strgar-Roscoe-Fausch, Inc.
DATE: November 29, 1990
SUBJECT: NORTHEAST CORRIDOR ALIGNMENT STUDY
ALIGNMENT SUMMARY

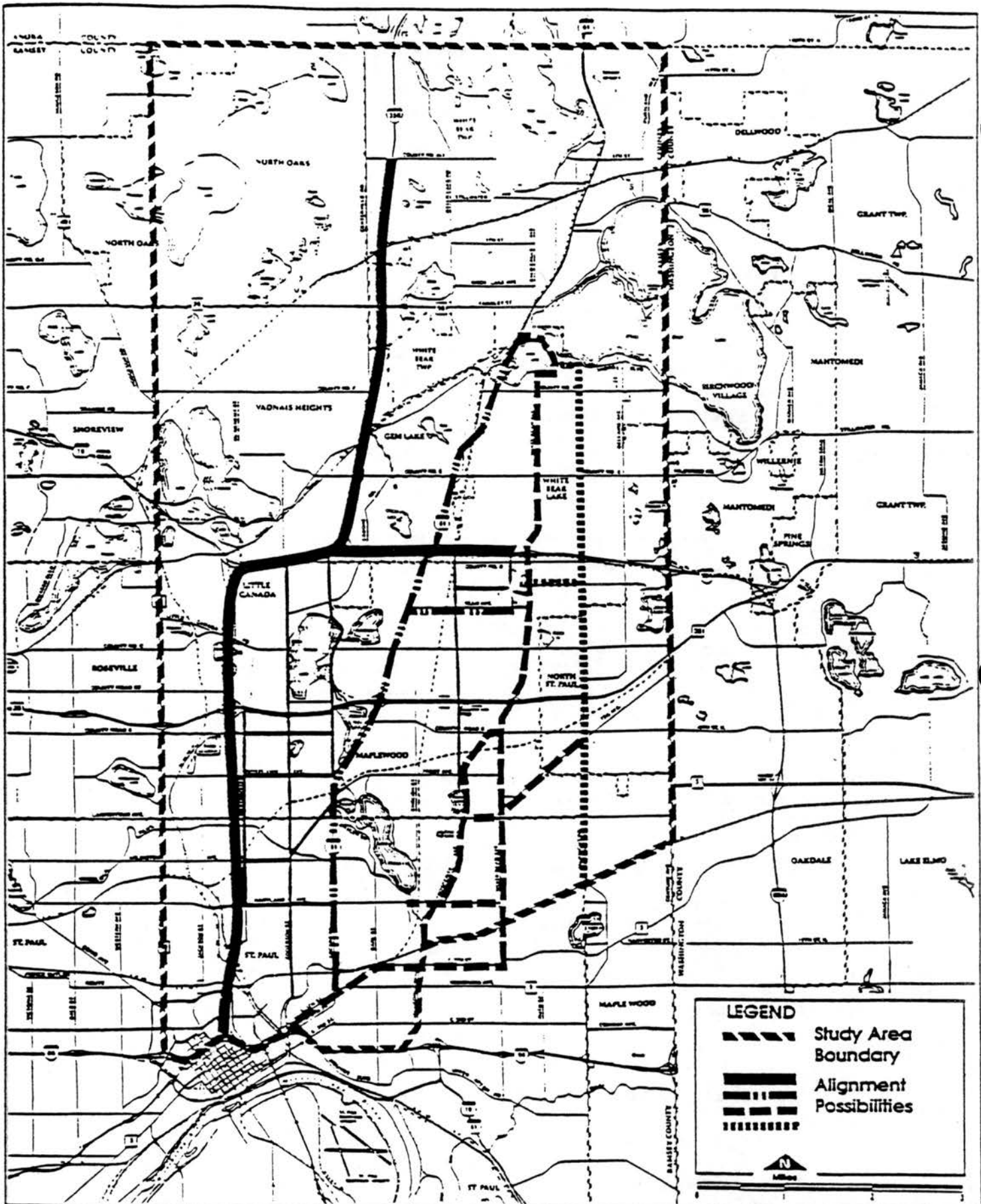
The process for identifying a preferred alignment for the Northeast Corridor followed two steps. In the first step, the realm of potential alignment alternatives was developed. After analysis of basic information about them, they were narrowed to a manageable set of alternatives to receive additional, more detailed study.

The purpose of this memorandum is to summarize, step by step, the manner in which the current alignments have emerged from this process.

Step One--Selecting Alignment Alternatives

A large number of possible alignments within the study area were initially identified (Figures 1 and 2). In order to develop a reasonable number of alternatives, all possible alignments were screened against the following first level evaluation criteria:

1. Serve most of the study area
2. Serve major trip generators
3. Minimize route circuitry and travel time
4. Capability for high-speed transit service
5. Have adequate right-of-way (ROW) width



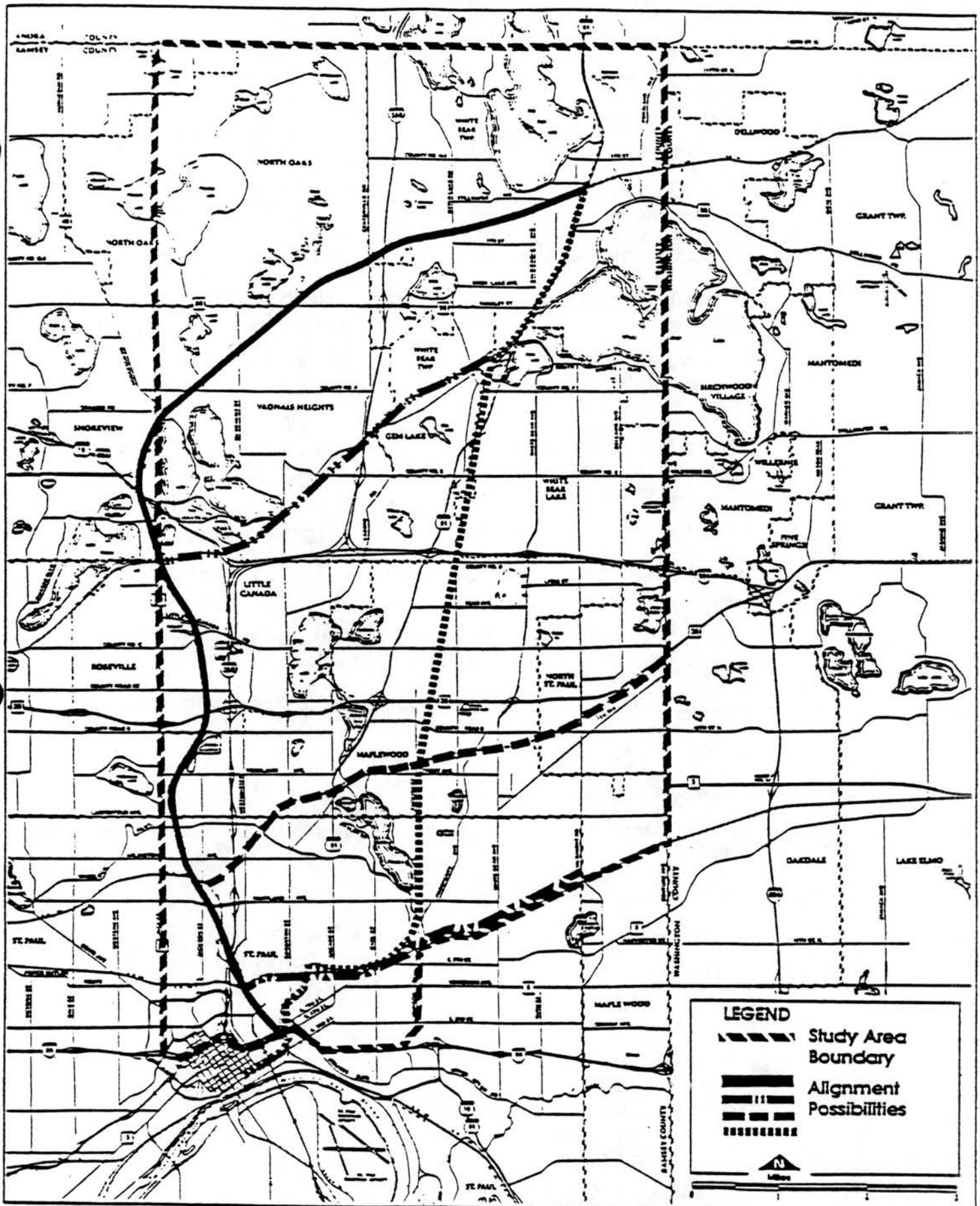
Northeast Corridor LRT Alignment Study

Figure 1



SRF

Initial Alignment Possibilities
along Streets and Highways



Northeast Corridor LRT Alignment Study

Figure 2

Alignment alternatives or segments that were recommended not to be studied beyond the first level screening included:

1. Soo Line Railroad Alignment and CNW Railroad/McKnight Road Alignment--These alignments were dropped because they do not fully serve the study area, provide inadequate service to transit trip generators, and have circuitous routing.
2. I-35E North of Highway 96--was dropped because it provides inadequate service to transit generators (White Bear Lake).
3. The following alternative alignments were dropped due to inadequate right-of-way:

Arcade: East Seventh to Wheelock Parkway.

T.H. 61: Wheelock Parkway to Munger Trail; Goose Lake

East Seventh Street: Entire

White Bear Avenue: Entire

4. Maryland Avenue, Prosperity Avenue, Parkway Drive and other local streets were dropped due to inadequate right-of-way and/or because they are not capable of high-speed transit service.
5. T.H. 36 and I-694 were dropped because they provide circuitous routing for full length radial alignments.
6. Mississippi/Westminster/Soo Line Railroad--segments were eliminated due to right-of-constraints and slow LRT speeds.

Step Two--Selecting A Preferred Alignment

The adopted evaluation criteria for selecting a preferred LRT alignment include:

1. Projected daily LRT ridership
2. Estimated new transit riders (impact on congestion)
3. Travel time
4. Estimated capital cost
5. Estimated operating costs
6. Right-of-way acquisition required
7. Economic impacts
8. Traffic and parking impacts

9. Pedestrian, handicapped and trail user impacts (access, safety)
10. Neighborhood impacts (noise, visual)
11. Potential for other significant environmental impacts (wetlands)
12. Compatibility with existing plans (city, park, etc.)

Information collection and analysis regarding these criteria is continuing. Based upon this analysis and actions of the advisory committees and the Ramsey County Regional Railroad Authority, the selected study alignments have been further refined.

1. Burlington Northern Railroad Alignment

Based upon engineering analysis, a connection into downtown St. Paul is recommended via the Burlington Northern Railroad going under I-94, over active railroad lines and the proposed East CBD Bypass and under Lafayette Freeway. Based upon the Midway Corridor Environmental Impact Study work, the preferred LRT alignment in downtown St. Paul is at-grade on Cedar and Fourth Streets. Connection of a Northeast Corridor Burlington Northern alignment to Fourth Street can be via Prince and Broadway or Fifth and Broadway (south or north of the Gillette Plant).

2. Munger Trail/T.H. 61 Alignment

A downtown connection to Cedar Street is recommended via 12th Street and a bridge structure from 12th/Jackson to the median of I-35E at approximately University Avenue. A connection to downtown via Westminster/Mississippi Street/Soo Line Railroad was screened out due to right-of-way constraints and local impacts. This routing is recommended for all alignments using portions of I-35E. LRT would operate on I-35E to the Munger Trail and then on the west side of T.H. 61.

An Arcade Street/T.H. 61 alignment has not been actively studied due to concerns of the Rail Authority regarding insufficient right-of-way on Arcade Street. In September the Rail Authority asked the City of St. Paul to demonstrate its commitment to the Arcade Street alternative by taking specific steps. In October, the City requested the Rail Authority to complete the study of the Arcade Street alignment. See attached copies of resolutions. The Rail Authority will consider the matter.

3. Munger Trail/Burlington Northern Alignment

For study evaluation purposes, this alternative was established as a stand-alone alignment. LRT would operate on 12th Street, I-35E, Munger Trail and primarily abandoned Burlington Northern right-of-way to White Bear Lake.

4. I-35E/Burlington Northern Alignment

LRT would operate on 12th Street, I-35E, active Burlington Northern right-of-way to White Bear Lake.

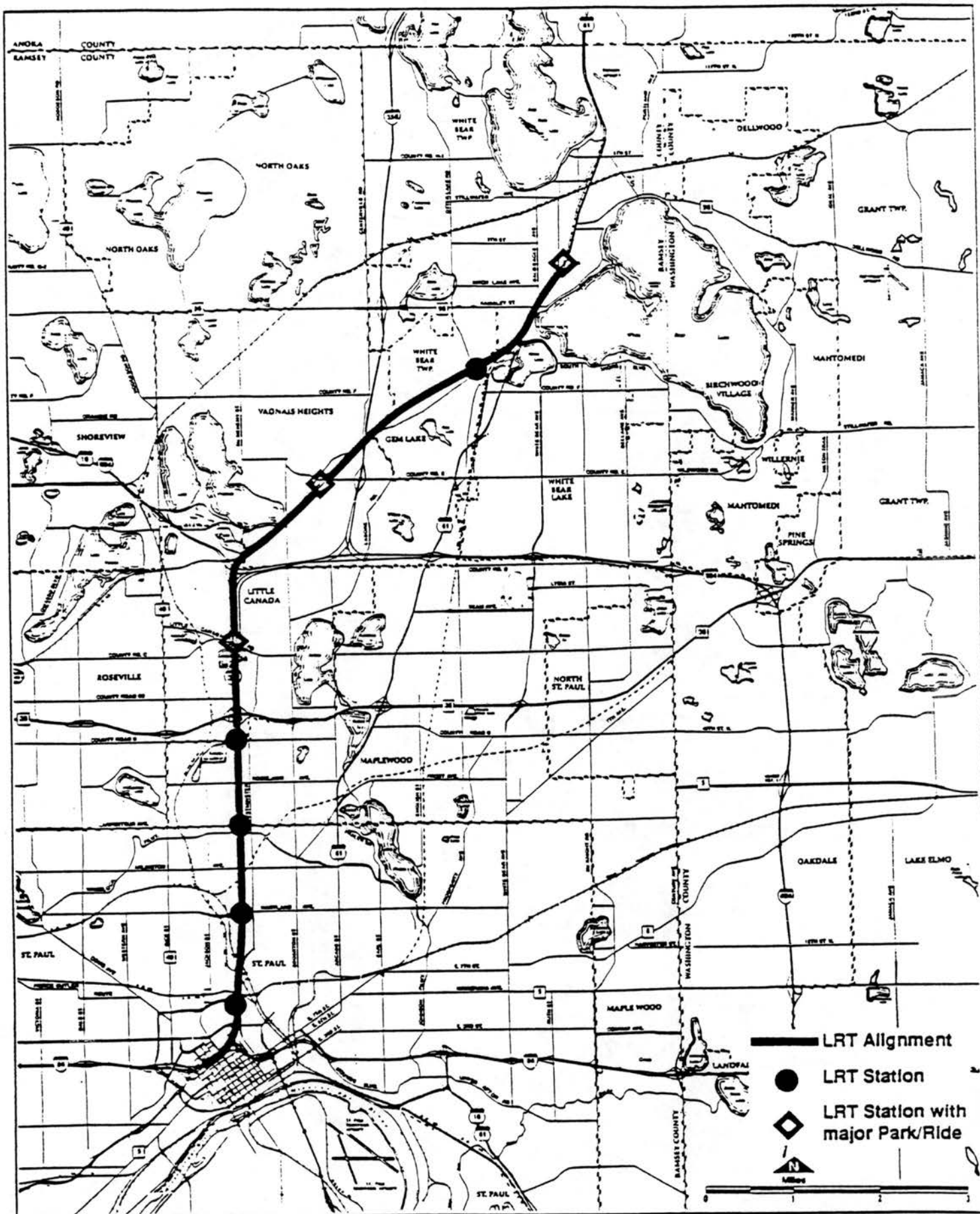
Summary characteristics of the current alignments are shown in Table 1. The alignments are shown in Figures 3 through 6. Further refinement of alignments may occur as a result of continued analysis and committee/authority recommendations and actions.

WG:bba

TABLE 1
SUMMARY OF ALIGNMENT CHARACTERISTICS
NORTHEAST CORRIDOR ALIGNMENT STUDY

Criteria	I-35E/BN	Munger/T.H. 61	BN	Munger/BN
1. Projected Ridership	11,600	9,600	12,100	10,800
- 2010 Daily LRT Riders				
2. New Riders	To be Added			
- 2010 Daily LRT Riders				
3. Travel Time				
- One-Way From St. Paul	23 Minutes	26 Minutes	26 Minutes	26 Minutes
- CBD to White Bear Lake				
- Route Length	11.5 Miles	10.7 Miles	11.1 Miles	11.2 Miles
4. Capital Costs	To be Added			
- Number of Stations	10	12	15	13
5. Operating Costs	To be Added			
6. Right-of-Way				
- Primary Types	Freeway/ Railroad	Trail/ Expressway	Railroad	Trail/ Railroad
- Constraints	Few	Some	Few	Few
7. Economic Impacts	To be Added			
8. Traffic/Parking Impacts				
- At-Grade Crossings	10	33	13	15
- Other	To be Added			

	I-35E/BN	Munger/T.H. 61	BN	Munger/BN
9. Pedestrian/Handicapped/ Trail User Impacts	To be Added			
- Access				
- Safety				
10. Neighborhood Impacts	To be Added			
- Noise				
- Other				
11. Environmental Issues	To be Added			
12. Compatibility with Land Use Plans	To be Added			



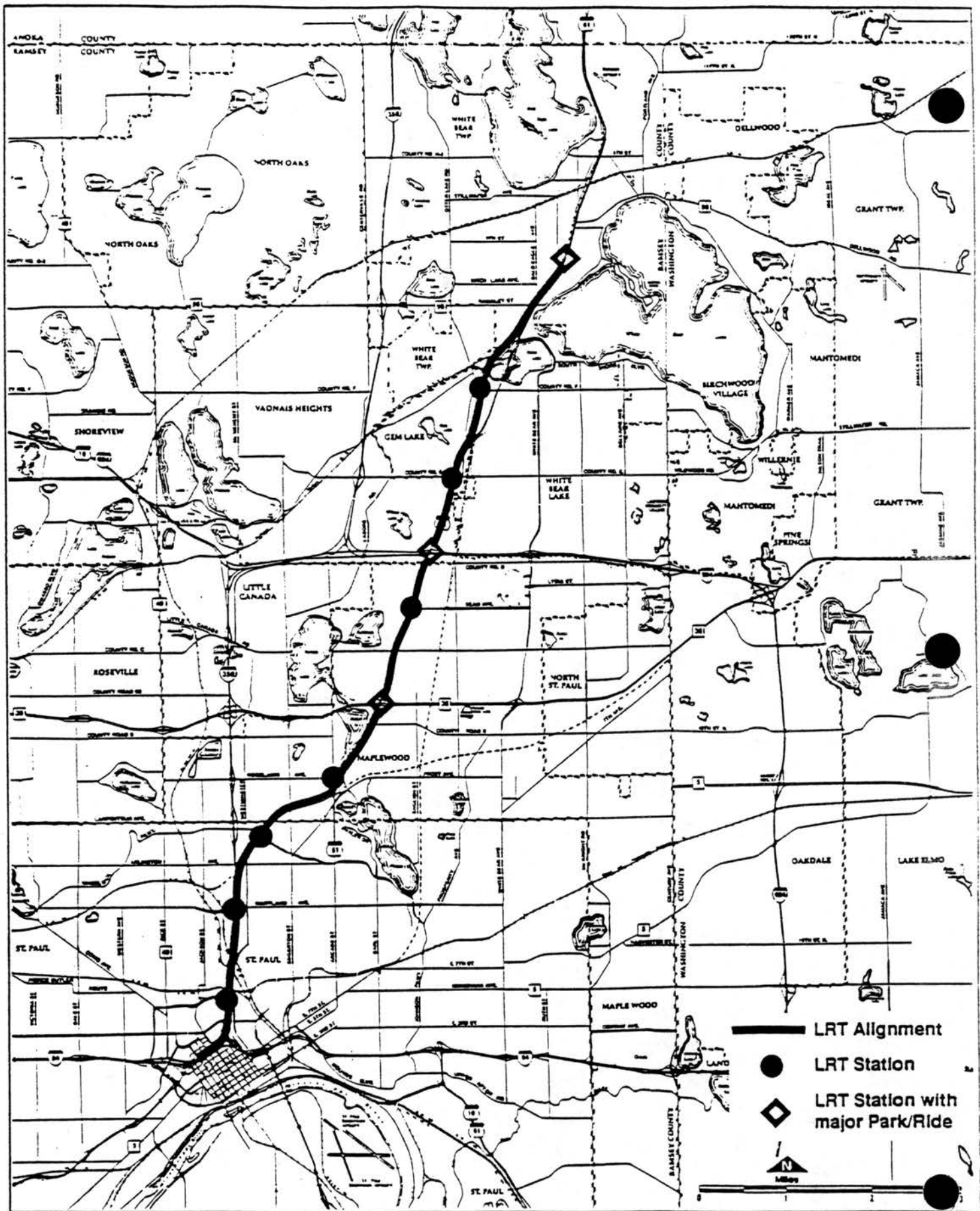
Northeast Corridor LRT Alignment Study

Figure 3



SRF

I-35E/BN Alignment



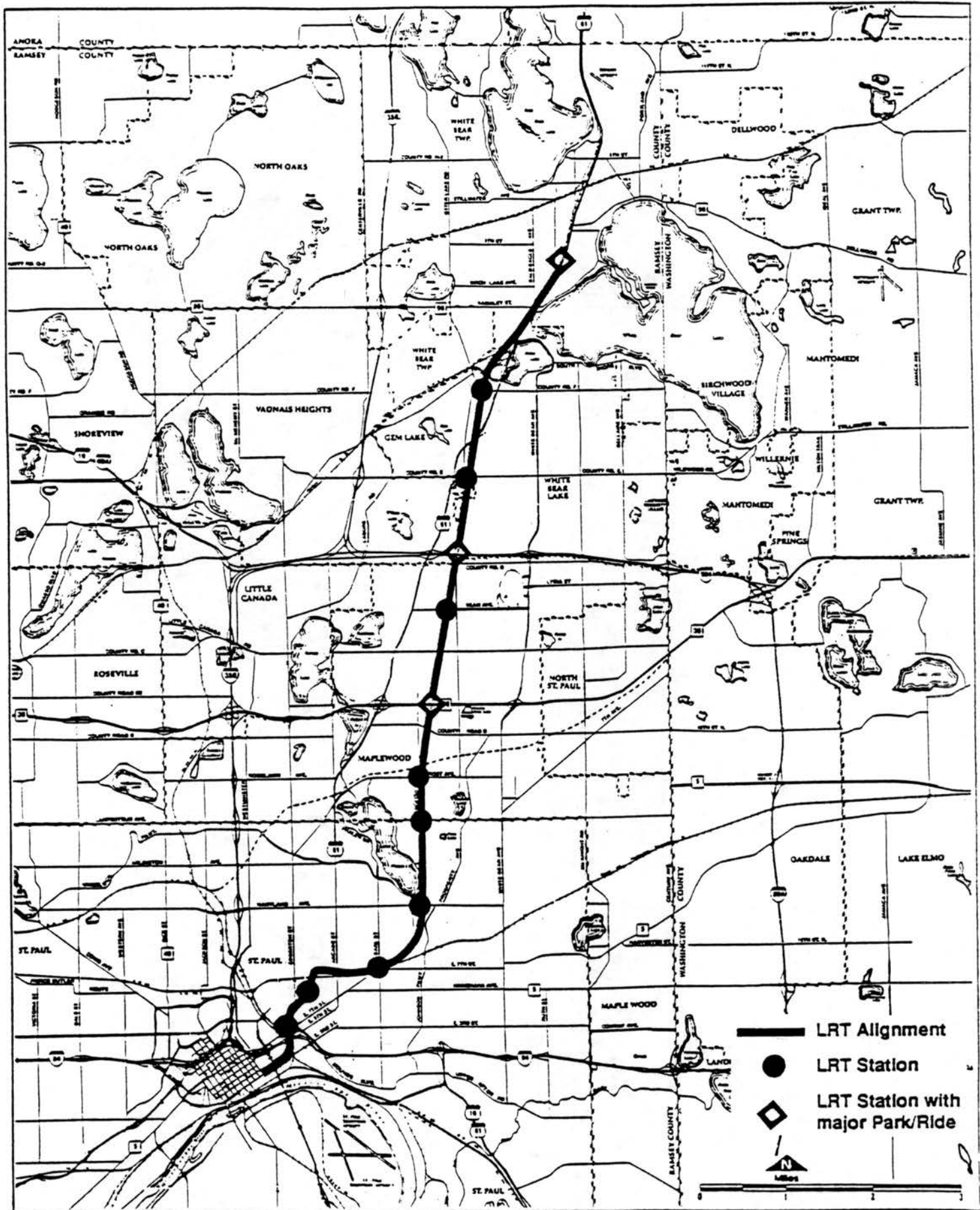
Northeast Corridor LRT Alignment Study

Figure 4



SRF

Munger Trail/T.H. 61 Alignment



Northeast Corridor LRT Alignment Study

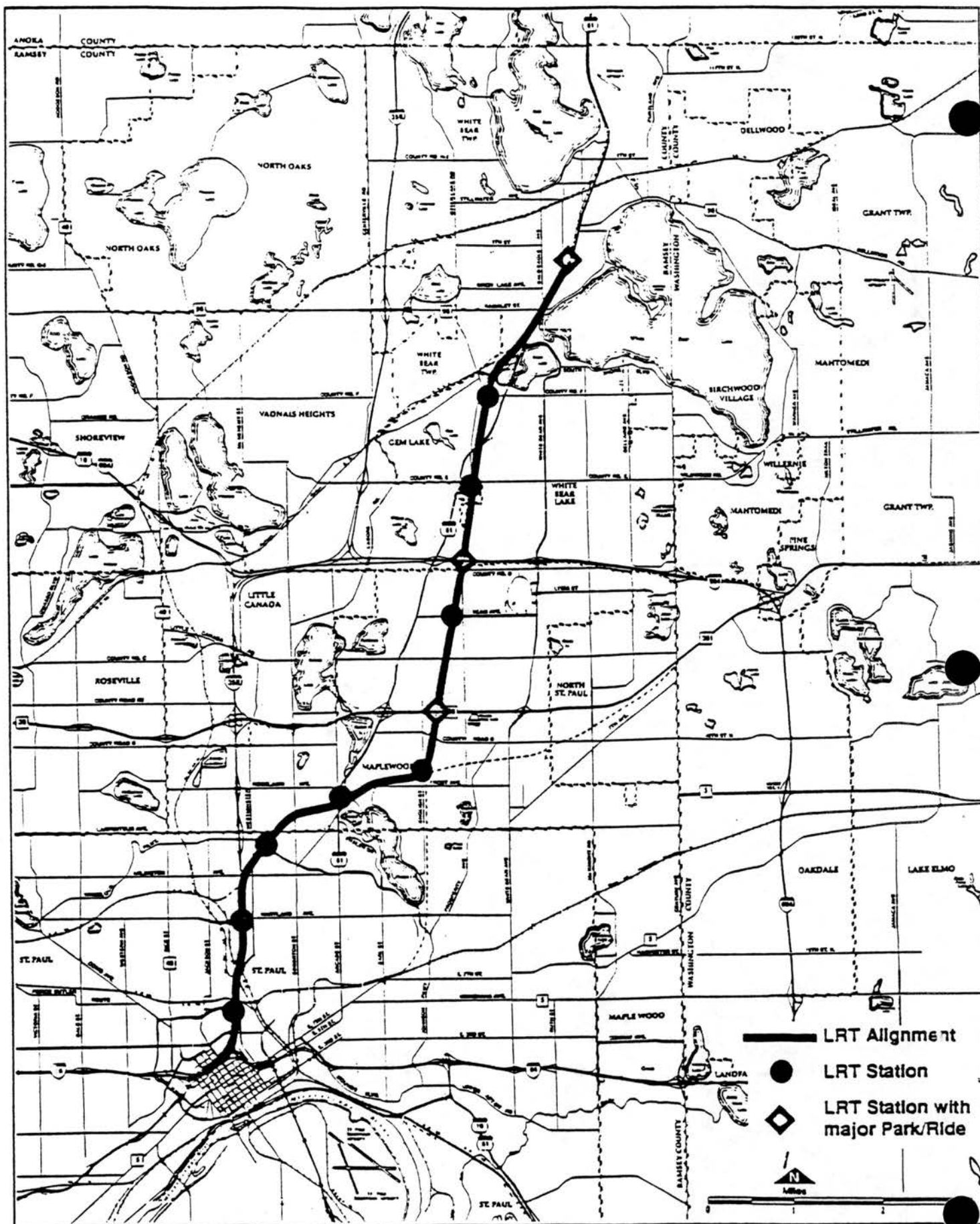
Figure 5



SRF

Burlington Northern Alignment

15



Northeast Corridor LRT Alignment Study

Figure 6



SRF

Munger Trail/BN Alignment

1. SUB-ALIGNMENTS

LRT could operate either on Highway 36 or I-694 as east-west connections between I-35E and either T.H. 61 or the Burlington Northern. The segments would substitute for the Munger Trail segment or the Burlington Northern segment through Vadnais Heights.

Highway 36:

LRT speeds on an alignment using Highway 36 would be faster than the Munger Trail/T.H. 61 alternative or the Burlington Northern alternative. However, ridership would likely be lower than other alignments. Compared to an I-35E/Burlington Northern alignment, there would be far fewer LRT riders coming from north and west of I-35E. A Highway 36 alignment could also expect fewer riders out of the Lake Phalen area. Highway 36 would require complete reconstruction and widening for LRT to operate in the median. Right-of-way restrictions may exist in the Keller Lake/Gervais Lake area and also where bridge structures are needed for the transition from Highway 36 to I-35E and from Highway 36 to either T.H. 61 or the Burlington Northern right-of-way.

I-694:

Similar to a Highway 36 routing, an alignment with operation on I-694 would be expected to attract fewer riders than an I-35E/Burlington Northern or Burlington Northern alignment which have the highest ridership projections. The overall alignment would be longer and slower than an I-35E alignment without corresponding gains. The overall service area population would be less than either of these other alignments. Freeway reconstruction through the I-35E/I-694 commons area to accommodate LRT would be very expensive.

Summary

LRT operation on Highway 36 or I-694 introduces circuitry into the radial corridor, would be relatively more expensive to construct, and would likely attract fewer riders than competing alignments.

Recommendation

Continue study of adopted alignments and do not pursue study of LRT on Highway 36 or I-694 alignments due to higher costs and lower LRT ridership.

2. SERVICE TO MAPLEWOOD MALL

With the current alignments under study, service from Maplewood Mall to the nearest LRT station is accomplished through feeder bus, except for the I-35E/Burlington Northern alignment. Feeder buses would operate at a relatively high frequency with timed-transfers to meet trains at LRT stations. On the Burlington Northern alignment, feeder buses would run from the Mall down Beam Avenue to the Beam/Burlington Northern elevated station--a distance of three-quarters of a mile. On the Munger Trail/T.H. 61 alignment, feeder buses would travel from the Mall to the end of Beam Avenue where the Beam/T.H. 61 at-grade station is proposed--a distance of one mile.

Other options for transit service between the Mall and the mainline LRT alignment include a deviation of the LRT alignment itself, a separate spur LRT line requiring a transfer, and shuttle bus service. While there are alternative routings for an LRT deviation to the Mall (in and out via Beam, a loop along Beam and County Road D, etc.), the minimum additional travel time introduced would be approximately two minutes in the case of the Burlington Northern alignment and three minutes for the Munger/T.H. 61 alignment.

This additional travel time adds 8 percent and 12 percent respectively in the overall travel time of the alignments. This is expected to produce approximately a 5 percent decrease in daily ridership. While the Mall does generate some LRT trips, the small net increase in such riders compared to the feeder bus plus LRT scenario is more than offset by the delays introduced for the entire LRT route and those taking through trips.

An LRT spur line at some future date would eliminate the delay for the majority of riders, but would also generate considerable additional capital and operating expense. Perhaps 300 to 500 riders per day would be expected to use this spurline. A more cost-effective solution that offers a higher level of service than conventional feeder buses may be dedicated shuttle bus service between the Mall and LRT stations.

Recommendation

As a major trip generator in the region, Maplewood Mall must be well served by transit. While direct connections of LRT to the Mall do not appear warranted at this time, LRT and other transit options should continue to be addressed in future studies.

ORIGINAL

Council File # 907820

Green Sheet # _____

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

Presented By _____

Referred To _____

Committee: Date _____

WHEREAS, St. Paul is committed to an open process of reviewing all alternative alignments in the Northeast Corridor; and

WHEREAS, it has been recommended by the neighborhood that an alignment along Arcade should be studied; and

WHEREAS, approval of an alignment by MNDOT, business, or the neighborhood prior to the study being completed is inappropriate and is not being requested of the other alignments being considered;

THEREFORE, BE IT RESOLVED, that the City of St. Paul requests the Ramsey County Regional Rail Authority to complete the study of the Arcade Street Alignment along with the other potential alignments being considered for the Northeast Corridor. and the City does not prefer any alignment at this time.

BE IT FURTHER RESOLVED, that the City will work with the Rail Authority on this alignment, as it has on all other alignments, to analyze traffic, access, relocation, economic and land use implications.

BE IT FINALLY RESOLVED, that the agency responsible for LRT is responsible for acquiring the right-of-way for LRT on all alignments, not the City of St. Paul.

	Yeas	Nays	Absent
Dimond			
Goswitz			
Long			
Maccabee			
Rettman			
Thune			
Wilson			

Requested by Department of: _____

By: _____

Form Approved by City Attorney

By: 10/5/90

Approved by Mayor for Submission to Council

By: _____

Adopted by Council: Date OCT 9 1990

Adoption Certified by Council Secretary

By: James Schuchert

Approved by Mayor: Date OCT 11 1990

By: _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: August 28, 1990

No. R90 -

Page 1 of 2

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on proposed alignments for study for potential locations for LRT in the Northeast Corridor at the LRT forum by advisory committees and by citizens; and

WHEREAS, It has been recommended that the Northeast Corridor LRT Alignment Study consider further an alignment along Arcade Street from East Seventh Street to Wheelock Parkway within the City of St. Paul; and

WHEREAS, These comments have been carefully considered; and

WHEREAS, Arcade Street is currently under the jurisdiction of the Minnesota Department of Transportation; and

WHEREAS, Arcade Street has a width of 60 feet and the minimum desirable width on Arcade Street in order to accommodate LRT is 93 feet; and

WHEREAS, In order for Arcade Street to be considered further for LRT it would be necessary to alter the character of existing land uses; and

WHEREAS, The proposal to consider LRT further on Arcade Street would require strong support from the City of St. Paul; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will consider Arcade Street further as a potential alignment for light rail transit only if by November 20:

1. The City Council of St. Paul adopts a resolution that indicates support for additional consideration of LRT along Arcade Street in the Northeast Corridor and an understanding of the implications of insufficient right of way for LRT on the street at this time; and
2. The Council in its resolution indicates a commitment to an analysis of the traffic, access, relocation and economic/land use implications if LRT is to be considered further on Arcade Street; and

John T. Finley, Chairman

By


Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: August 28, 1990

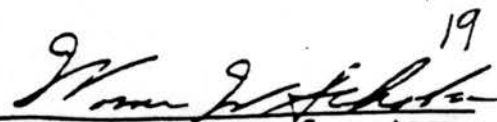
No. R90 -

page 2 of 2

3. There is an understanding that the agency responsible for LRT will not absorb the land use/transportation costs associated with acquiring sufficient right of way to accommodate LRT on Arcade Street; and
4. Neighborhood, business and Minnesota Department of Transportation concurrence has been received by the City of St. Paul for the proposed LRT study of Arcade Street by Ramsey County Regional Railroad Authority before November 20; and
5. The continued assessment of LRT on Arcade Street is still desired by the City Council of St. Paul at that time.

John T. Finley, Chairman

By


Warren W. Schaber, Secretary

SRF

STRGAR-ROSCOE-FAUSCH, INC.
CONSULTING ENGINEERS
TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

AGENDA ITEM FOUR

SRF No. 0901380

MEMORANDUM

TO: Kathryn DeSpiegelaere
FROM: Strgar-Roscoe-Fausch, Inc.
DATE: November 29, 1990
SUBJECT: NORTHEAST CORRIDOR ALIGNMENT STUDY
ISSUES REVIEW

Several special issues exist for the Northeast Corridor Alignment study. These issues will be addressed through additional analysis and committee discussion.

1. Sub-Alignments (attached)

Interest has been expressed in LRT operation on Highway 36 and I-694. Currently no alternative alignments include these roadways.

2. Service to Maplewood Mall (attached)

With the current LRT alignments being considered, service to the Mall is accomplished through feeder bus connections. The exception is the I-35E/Burlington Northern alignment where the Mall is outside the LRT service area.

3. Arcade Street (attached)

Information on potential LRT operation on Arcade Street is attached.

4. Joint Trail/LRT Use

Issues associated with joint trail/LRT use will be evaluated. These include a review of experience elsewhere and design considerations with respect to safety, access, security, noise and environmental concerns.

5. Safety/Neighborhood Issues

Alignments will be assessed in relation to the type of alignments and the neighborhoods through which LRT would pass. Of particular concern are pedestrian access to

3. LRT OPERATION ON ARCADE STREET (T.H. 61)

The Ramsey County Rail Authority is considering further study of LRT on Arcade Street as expressed by the City of St. Paul. Following is a brief summary of the characteristics of an LRT alignment that includes operation on Arcade Street.

Right-of-Way

Substantial additional right-of-way is required for LRT to operate on Arcade Street. From York Street to Wheelock Parkway (approximately one mile), the existing street has two 10-foot traffic lanes plus a parking lane on each side of the street. On some blocks the parking lanes become traffic lanes during peak hours. In addition, there is a sidewalk or boulevard on each side of the street for a total right-of-way of 60 feet.

Double-track LRT running down the center of Arcade Street requires a minimum of 27 feet of right-of-way. At station platforms (which could be located at York, Maryland, and Wheelock), the required right-of-way would expand to 39 feet for a distance of 320 feet with an additional length for tapers. State aid standards require an urban roadway with this traffic volume (13,000 average daily traffic) to have four traffic lanes totalling 52 feet in width. Thus, on a reconstructed Arcade Street, the total right-of-way for LRT, four traffic lanes, two parking lanes, and sidewalks would be as much as 131 feet or more than double the existing right-of-way of 60 feet.

Beyond Wheelock Parkway to Roselawn (about 1 mile), the Arcade T.H. 61 right-of-way widens to 170 feet.

LRT Operating Speeds/At-Grade Crossings

The maximum LRT speed on Arcade would be 25 mph. The overall alignment travel time would likely be several minutes slower than the Munger Trail/T.H. 61 and other alignments. The number of at-grade street crossings on Arcade from York to Wheelock is 18; from Wheelock to Roselawn there are 9. The total alignment would have 54 at-grade crossings versus 33 for Munger/T.H. 61 and 10 to 15 for the other alignments.

Estimated LRT Ridership

For the full-length alignment (Burlington Northern/Arcade/T.H. 61), the estimated daily ridership is 10,700. The ridership estimates for other alignments are:

Munger/T.H. 61	=	9,600
Munger/Burlington Northern	=	10,800
I-35E/Burlington Northern	=	11,600
Burlington Northern	=	12,100

Affected Buildings

Construction of LRT would require right-of-way acquisition along one side of Arcade Street. Buildings potentially affected include:

Segment	Commercial	Residential	Church	School
<u>East</u>				
York to Maryland	23	7	0	0
Maryland to Wheelock	<u>12</u>	<u>6</u>	<u>1</u>	<u>1</u>
	35	13	1	1
<u>West</u>				
York to Maryland	27	3	0	0
Maryland to Wheelock	<u>16</u>	<u>2</u>	<u>0</u>	<u>1</u>
	43	5	0	1

The YMCA is also located on the west side of Arcade.

Transitions to Other Alignment Segments

LRT would connect from Arcade Street on the south to Burlington Northern right-of-way using a 1,900 foot bridge structure passing behind Seeger Square/Hardees down into the cut section.

For LRT connecting from Arcade Street/T.H. 61 to the west side of T.H. 61, a signalized at-grade crossing or bridge crossing would be needed in the vicinity of Roselawn.

Recommendation

Sufficient study of LRT on Arcade Street has been completed to indicate that further consideration is not warranted. Due to severe right-of-way constraints and the very high number of at-grade crossings, LRT operation on Arcade Street is not recommended.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority	Board Action Requested
Originating Department	Update on LRT Coordination Plan
<i>Latham Delprighe</i> Authorized Signature	
Date 12/8/90	
DISCUSSION ONLY	

Request Justification

A verbal report will be given by Commissioner Finley. The RTB adopted the Coordination Plan as recommended by the Joint LRT Advisory Committee since your last Regional Railroad Authority meeting.

Budgeting and Accounting <i>Ed Blauvelt</i> County Attorney <i>James J. ...</i> Risk Manager Data Processing Previous Action taken on Request		Date / Time Received By
---	--	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 8, 1991	<i>J. L. Henderson</i>	12/17/90
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Board Action Requested

Update on Midway Corridor

Originating Department

K. DeSpiegelaere

12/29/90

Authorized Signature

Date

DISCUSSION ONLY

Request Justification

A verbal report will be given by Kathryn DeSpiegelaere. Since the last Regional Railroad Authority meeting, a forum was held at the University of St. Thomas. The Intergovernmental Committee recommended I-94 as an alignment in the Midway Corridor. Coordination with the Minnesota Department of Transportation and Federal Highway Administration is occurring so that the Midway Corridor project will satisfy requirements if the selected alignment is on federal aid right of way. Both I-94 and University Avenue are on federal aid right of way.

Public hearings are scheduled on the Draft EIS on Feb. 25 at 7 PM at Concordia College and Feb. 26 at 3 PM in the Council Chambers at the Courthouse.

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

January 8, 1991

F. L. Glendon

12/27/90

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority		Board Action Requested
Originating Department		Ratify Partial Payment No. 6 to SRF, Inc. in the amount of \$44,152.39.
<u>F. W. Spiegel</u>	<u>12/28/90</u>	<u>ACTION IS REQUESTED</u>
Authorized Signature	Date	

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$44,152.39 for the period ending October 31, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 6
- 3) SRF, Inc. Invoice No. 6 and attachments

Budgeting and Accounting <u>Ed Glavin</u>	Date / Time Received By
County Attorney <u>Jim M. Th...</u>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 8, 1991	<u>F. L. Glendinning</u>	<u>12/27/90</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 Strgar-Roscoe-Fausch, Inc. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 6, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through October 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$44,152.39 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1990 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Diane Ahrens	_____	_____	_____
John T. Finley	_____	_____	_____
Ruby Hunt	_____	_____	_____
Duane W. McCarty	_____	_____	_____
Hal Norgard	_____	_____	_____
Don Salverda	_____	_____	_____
Warren W. Schaber	_____	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority

Date November 29, 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	\$44,152.39
15-17	18-20	21-25	26-31	32-41

\$44,152.39

Total

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

3 53-76
 8 Address One Carlson Parkway North, Suite 150
Minneapolis, MN
 City State 33-54 Zip Code 55-59

Soc Sec No
 OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 6; Inv. #6; NE Corr. Align. Study
 9-60
5 Agreement PA017; Acct. 59107-020102; 10/31/90
 9-60

For Risk Management
 Use Only

6
 8
 Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: [Signature]

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 6

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 28 NOV 90

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

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

ACCOUNT NUMBER 59107-020102	PERCENT COMPLETED	53.3%
TOTAL VALUE OF WORK CERTIFIED - 31 OCT 90		\$130,598.44
LESS 5% RETAINAGE		\$6,529.92
AMOUNT DUE		\$124,068.52
LESS PREVIOUSLY APPROVED PAYMENTS:		\$79,916.13
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$44,152.39</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.

12/6/90 F. W. L. [Signature]
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/6/90 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00
PARTIAL PAYMENT TOTAL:	\$124,068.52

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$124,068.52
AMOUNT REMAINING ON AGREEMENT	<u>\$120,796.48</u>

Monthly Progress Report

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

10/31/90

RE: NORTHEAST CORRIDOR LRT ALIGNMENT STUDY

SUMMARY OF WORK CONDUCTED THROUGH 10/31/90:

1. Completed work on forecasting.
2. Completed engineering analysis of alignments.
3. Began work on land use and other impact evaluation.
4. Prepared for and attended committee meetings and other meetings as requested by RCRRA staff.
5. Project management.

PROBLEMS/CONCERNS

1. St. Paul resolution regarding Arcade Street may impact budget and schedule depending on RCRRA decision on how to proceed.

To the best of our knowledge, this constitutes completion of 60% of our portion of the project. 53% of budget has been spent to date.

BUDGET ACTIVITY THRU PERIOD ENDING OCTOBER 31, 1990
 NORTHEAST CORRIDOR LRT ALIGNMENT STUDY
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 COMMISSION NO. 0901380

SRF ACTIVITY	BUDGET	CURRENT	TO DATE	BALANCE	BUDGET TO DATE	ESTIMATE PERCENT COMPLETE
1. Project Initiation	\$3.600	\$0	\$3.600	\$0	100%	100%
2. Develop Alternatives	\$13.260	\$11.088	\$24.348	(\$11.088)	184%	100%
3. Coordination Requirements	\$8.160	\$0	\$1.425	\$6.735	17%	30%
4. Analysis of Alignments	\$15.020	\$4.316	\$19.336	(\$4.316)	129%	100%
5. Refine corridor definitions	\$21.880	\$0	\$6.394	\$15.486	29%	100%
6. Refine Ridership Forecasts	\$26.160	\$2.067	\$20.922	\$5.238	80%	100%
7. Evaluation of Alternatives	\$37.940	\$16.663	\$23.440	\$14.500	62%	20%
8. Draft Report	\$16.520	\$22	\$22	\$16.498	0%	0%
9. Community Participation	\$53.900	\$10.488	\$25.675	\$28.225	48%	50%
10. Final Report	\$7.340	\$0	\$0	\$7.340	0%	0%
11. Contingency	\$22.265	\$0	\$0	\$22.265	0%	0%
12. Direct Costs	\$18.820	\$1.832	\$5.436	\$13.384	29%	20%
TOTAL BUDGET	\$244.865	\$46.474	\$130.598	\$114.267	53%	60%

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: 10/31/90
Invoice No.: 6
Period Ending: 10/31/90

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 October:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	29,240.36	109,757.83
Total Direct Non-Salary Costs	1,831.67	5,436.44
Subconsultant	15,404.17	15,404.17
 TOTAL FEE EARNED	 46,476.20	 130,598.44
Less 5% Retainage	2,323.81	6,529.92
 TOTAL AMOUNT DUE THIS INVOICE	 44,152.39 =====	

BUDGET \$244,865.00
PERCENT COMPLETE 53.3%

COMMISSION # 901380
 NORTHEAST LRT CORRIDOR STUDY
 PERIOD ENDING OCTOBER 30, 1990

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	85.00	11.0	935.00
C. Zimmer	Principal	80.00	21.5	1720.00
J. Kern	Associate	80.00	27.0	2160.00
W. Gardner	Trans. Planner	63.82	159.5	10179.29
C. Kennedy	Trans. Planner	45.04	0.5	22.52
T. Thorson	Landscape Architect	71.41	0.5	35.71
L. Wiley	Landscape Architect	36.30	133.2	4835.16
M. Iisakka	Sr. Technician	49.50	12.0	594.00
D. Paulu	Sr. Technician	42.90	55.0	2359.50
W. Baker	Technician	37.13	15.5	575.52
D. Wold	Technician	36.66	1.0	36.66
V. Martinez	Technician	35.51	68.5	2432.44
L. Grover	Technician	33.83	53.5	1809.91
L. Meichsner	Technician	29.70	1.0	29.70
J. Lubarda	Admin. Assistant	44.55	14.1	628.16
B. Bersie-Ashfeld	Word Processor	41.25	12.1	499.13
L. Charley	Word Processor	27.72	10.2	282.74
K. Dooley	Clerical	26.23	4.0	104.92
-----	TOTALS -----		600.1	29240.36

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

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	176.05
2	PARKING	14.10
9	SPECIAL DELIVERY	54.20
10	POSTAGE	105.60
13	IN-HOUSE COPY DUPLICATION	377.40
17	PRINTING	161.35
21	FILM & DEVELOPING	56.73
22	SUPPLIES	5.00
51	CPP 10 X 12 PAPER	384.58
52	CPP 12 X 18 PAPER	229.84
53	CPP 20 X 24 PAPER	62.64
55	CPPAB 10X12 PAPER. ADHES.BACK	18.36
56	CPF 10 X 12 FILM	58.86
57	CPF 12 X 18 FILM	8.18
58	CPFAB 10X12 FILM. ADHES.BACK	14.28
64	CPP 10 X 12 PAPER - THIN	80.36
69	CPFAB 12X18 FILM. ADHES.BACK	8.58
80	BRUNING BOND PRINTS	7.64
82	BRUNING MYLAR PRINTS	7.92

TOTAL DIRECT EXPENSES

1831.67

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

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	31	C Zimmer								115.0		29.90
1	31	J Kern								52.0		13.52
1	31	W Gardner								358.0		93.08
1	31	V Martinez								25.0		6.50
1	31	L Meichsner								26.5		6.89
1	31	J Luberda								56.6		14.72
1	31	K Dooley								44.0		11.44
2	31	C Zimmer									10.00	10.00
2	31	W Gardner									3.75	3.75
2	31	V Martinez									0.25	0.25
2	31	K Dooley									0.10	0.10
9	18	Accounts Payable									29.70	29.70
9	31	Accounts Payable									24.50	24.50
10	16	In-House									38.40	38.40
10	29	In-House									62.40	62.40
10	29	In-House									0.25	0.25
10	29	In-House									4.55	4.55
13	1	In-House	38	9			342					34.20
13	26	In-House	5	58			290					29.00
13	29	In-House	2	60			120					12.00
13	29	In-House	6	57			342					34.20
13	29	In-House	67	40			2680					268.00
17	1	Accounts Payable									46.05	46.05
17	1	Accounts Payable									115.30	115.30
21	10	Accounts Payable									8.29	8.29
21	31	Accounts Payable									18.29	18.29
21	31	Accounts Payable									16.43	16.43
21	31	W Gardner									13.72	13.72
22	31	W Gardner									5.00	5.00
51	1	In-House						2				11.48
51	2	In-House						13				74.62
51	3	In-House						6				34.44
51	5	In-House						16				91.84
51	8	In-House						4				22.96
51	11	In-House						3				17.22
51	12	In-House						2				11.48
51	19	In-House						3				17.22
51	23	In-House						18				103.32
52	1	In-House						2				13.52
52	3	In-House						1				6.76
52	3	In-House						2				13.52
52	4	In-House						15				101.40
52	8	In-House						4				27.04
52	11	In-House						8				54.08
52	12	In-House						1				6.76
52	19	In-House						1				6.76
53	1	In-House						4				41.76
53	2	In-House						2				20.88

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

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
55	15	In-House						1				6.12
55	23	In-House						2				12.24
56	22	In-House						4				26.16
56	22	In-House						5				32.70
57	3	In-House						1				8.18
58	4	In-House						2				14.28
64	5	In-House						11				63.14
64	16	In-House						3				17.22
69	4	In-House						1				8.58
80	2	In-House			36.0	55.0	2					2.20
80	7	In-House			24.0	36.0	2					0.96
80	18	In-House			24.0	36.0	6					2.88
80	18	In-House			24.0	48.0	1					0.64
80	29	In-House			24.0	36.0	2					0.96
82	3	In-House			24.0	36.0	3					7.92

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

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

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 22, 1991

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

1. * Minutes of the Regional Railroad Board Meeting of January 8, 1991.
2. Chairman's Comments
3. * Appoint members to South Corridor Task Force Advisory Committee.
4. * Approve Light Rail Transit Assistance Contract #67231 with the State of Minnesota in the amount of \$1,219,629, and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract on behalf of the Authority.
5. Update on Legislation.
6. * Ratify Partial Payment No. 14 to BRW, Inc. in the amount of \$212,654.63.
7. * Ratify Partial Payment No. 7 to SRF, Inc. in the amount of \$11,612.66.

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 8, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, January 8, 1991 in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:40 A.M.

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

Also Present: Ed Glaubitz, Gary Simpson, Hugh Faville, Robert Clarkson, Patrick O'Malley, Jill Goski, James Tolaas, Charleen Zimmer, Toni Baker, Karen Tero, Terry Schutten, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

1. A. Minutes - of the Regional Railroad Authority Board Meeting of November 20, 1990, and B. of the Regional Railroad Authority Board Meeting of December 11, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes A. of the Regional Railroad Authority Board Meeting of November 20, 1990, and B. of the Regional Railroad Authority Board Meeting of December 11, 1990, as written.

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

2. Chairman's Comments

Chairman Finley informed the Board that the RTB approved our request for \$75,000 reallocation for the study of the tunnel in the Capitol Area, with the understanding that at the next funding cycle, it will be replaced by the State. If you recall, we put in \$75,000 and we were asking the State to put in \$75,000.

Ms. DeSpiegelaere had a suggestion at this time to set a date for a Work Session for this Board to meet. It will be on a Tuesday, the second Tuesday of the month. This could be after the Board meeting at 3:00 P.M. What she is suggesting

is that we would have the comments on the Draft EIS back by March 13th on the Midway Corridor, and you may want a work session for any comments on the major issues and how to address them.

Chairman Finley asked how this would fit with your schedules, this is an advance notice.

Ms. DeSpiegelaere will set it for immediately following the Board Meeting, and check on offsite locations. The Board Members will check their schedules.

3. Appoint Officers for 1991 for Ramsey County Regional Railroad Authority and Joint LRT Advisory Committee

Chairman Finley asked if there were any changes or recommendations.

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

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1991:

R91-01
John T. Finley, Chairman
Duane W. McCarty, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Joint Light Rail Transit Advisory Committee for 1991:

Diane Ahrens
Ruby Hunt

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

4. A. Discontinue further analysis of LRT on Arcade Street in Northeast Corridor;
B. Discontinue further analysis of LRT on T.H. 36 and I-694 in Northeast Corridor

Ms. DeSpiegelaere introduced Charleen Zimmer who is the project manager for the Northeast Corridor Study, she would like to brief the Board on the progress of the study and indicate to you why these recommendations are being made.

Chairman Finley suggested that the proposed resolution, if we adopt it, should be revised to reflect just who has recommended that this analysis be discontinued. He then realized that the resolution does show the committees who have made a decision on this.

Charleen Zimmer addressed Board, she had available some transparencies to show. It has been sometime since they have been before you regarding this project. Ms. DeSpiegelaere has requested that we do a brief summary of the work done to date, status report on what they are going to be doing in the future, and to also spend some time on the issues that were mentioned.

When SRF initially started this project, the Technical Committee, the Task Force, the Intergovernmental Committee and the RRA approved a set of six initial criteria to look at all possible alternatives in this corridor, and narrow this down to three primary alignments that we can study.

The Evaluation Criteria is to serve most of the study area, the northeastern geographic portion of the County, primarily to the east of Rice Street, and north of I-94, to serve the major trip generators in that area, to minimize travel time and along with that, provide the capacity to provide a higher speed transit service than we have today, to try to minimize the acquisition of right-of-way, provide light rail where we have adequate right-of-way width, and to make sure that we have the opportunity to extend corridors in the future.

Using these criteria, they looked at essentially every highway and street in the area, along with county roads, to determine in a general sense the feasibility of that route as an alternative alignment for light rail. During that process the majority of local streets, which she pointed out on the map, were ruled out because they do not provide very good route continuity, they have narrow right-of-way widths, and of course they have the potential for impacting residential neighborhoods, and they do not have much opportunity for high speed or more rapid transit than we have today. In addition, there were some significant roadways that were ruled out, including McKnight and White Bear Avenue because of some specific conditions. In the case of McKnight because it was so far east of the study area, and in the case of White Bear, because it is such a primary traffic corridor.

In the first initial phase they also looked at the rail and trail corridors in the study area. There are some things that are important to point out here, in terms of that initial evaluation. The first is that the Soo Line alignment to the western part of the study area was eliminated from study because it was so far west, and because it overlaps into the Northwest or Snelling Corridor that was proposed in the Comprehensive Plan. Also, the CNW which is an active railroad, was eliminated as this somewhat overlaps into the East Corridor of the 94 Corridor that was recommended in the Comprehensive Plan.

As a result of the initial evaluation, three primary alignments were identified for future study, the 35E Alignment follows 35E up to 694 interchange and then connects with the BN RR, and cuts to the Northeast into White Bear.

Ms. Zimmer continued, the second alignment uses primarily Trunk Highway 61, then connects via the Willard Munger Trail to 35E, and comes into St. Paul via 35E. Initially there was a proposal to look at Westminster Avenue, which has very narrow right-of-way, a lot of grade crossings, it is a residential neighborhood, and in addition to that they had looked at using the Soo Line to come into St. Paul. They found from a technical engineering and cost perspective, it would be very difficult if not impossible to use the Soo Line as an entrance into St. Paul, but that we were going to have to use 35E for this alignment. Even if they had used a stretch of Westminster, they were going to have to use the freeway for this alignment. As a result of that, the recommendation was to keep this alignment, using a short stretch of 35E.

The third primary alignment uses the BN RR for the entire length of the Corridor. There is a sub alignment that is also being looked at which is really a hybrid between the BN, the Willard Munger Trail and 35E.

After some discussion with the Technical Committee and the Task Force, these criteria (which she showed on the projector) are the ones they are using to look at in more detail, including ridership, both daily, projected 2010 ridership, and total ridership, new riders, travel time, estimated capital and operating costs, the amount of right-of-way required, and then a whole series of neighborhood and community impacts including economic impacts, traffic and parking, pedestrian impact including accessibility issues and trail rail shared right-of-way issues, environmental neighborhood impacts such as visual and noise, and also the potential for other environmental impacts. They also addressed the issue of compatibility with existing land use.

They are nearing completion of the technical analysis, although much of that work has yet to be presented.

Briefly, to give you an idea of how the alignment alternatives look today in terms of ridership, the 35E is predicted to have 11,600 daily riders in 2010, Hwy. 61 Munger will have 9,600, the Munger BN 10,800, and the BN 12,100.

Ridership is very closely linked to travel time, and to the number of stations, and the length of the facility. Travel time ranges from 23 to 26 minutes, and the number of stations range from 10 to 14. There are a few more stations on the BN alignment, and that is related primarily to the types of land uses better being served in that area, and we have the ability to connect a larger number of feeder routes, particularly in the St. Paul area with the BN alignment than with the 35E alignment.

At this point they have looked at right-of-way acquisition requirements along each of these alignments, and for the most part, with the exception of where Munger would connect with 61, there will likely be some small right-of-way acquisition required, and also in the case of park and ride facilities there may be acquisition required. For the most part, none of these primary alignments would require major right-of-way acquisition.

In terms of the number of at grade crossings, T.H. 61 alignment has about two to three times as many grade crossings as the other alignments, and that reflects in the ridership and in the travel time.

Also, the remaining tasks which they are in the process of completing, they have just reported to the Technical Committee and Task Force on economic impact, safety impact, noise impacts, and these will be brought to you at your future meetings. By the end of this month they will have completed the technical analysis and will be reporting to the Technical Committee and Task Force on the remaining items. They do expect within the next month to be talking about evaluating all of the impacts, and talking about preferred alignment.

Ms. Zimmer continued, as they have gone through this process, there have been issues that have come up that she would like to talk about today, two of which require some decision or direction from the Rail Authority, and she will comment on the recommendations of the Technical Committee and Task Force, as well as the Intergovernmental Committee, to this Board.

The first is a question of using 694, or 36 instead of the Munger Trail as a connection between 35E and 61, or the BN. To orient the Board, she pointed out the Munger Trail connection on the map. This trail is currently owned by the DNR, and it has been developed as a hiking, biking trail. She pointed out 36 and 694, the suggestion was made in this hybrid alignment that we might stay on 35E to either 36 or to 694, and then connect over to either 61 or to the BN. They did some additional analysis on these connections. In the Comprehensive Plan that was approved by the RRA, there is a long term east-west connection in the vicinity of 36/694 that is recommended. As they looked at this in this particular study, they are looking primarily at the north-south alignment and which alignments will give us the best benefit, cost effectiveness, for serving the trips that are primarily on north-south oriented.

In looking at the 694/36 connections, they have some concerns about the high costs, because in both cases we would be extending the length of construction, the length of the route, and in both cases we would be extending that portion of the route, that would be constructed within a freeway right-of-way. Particularly in the case of 694, 35E Common Section, they would anticipate quite difficult construction and possibly right-of-way acquisition related to having to redesign that major interchange. In the case of 36 there are also impacts on Keller Lake, as 36 is actually built right through the lake in that area, and there would be some significant impacts there in widening for LRT. In both cases it does increase the length of the route, and in neither case would we expect to see an increase in ridership. In fact, they had some concern that there might actually be a decrease because of increased trip length. Because of that they are not recommending for a substitute for the Munger Trail, either 694 or 36, and that recommendation has been supported by the three Committees who are advising you.

The second issue if there is some issue in providing a connection, or actually deviating the alignment along BN or T.H. 61 to swing to the east to connect

more closely to the Maplewood Mall area, so they were asked to look in a little bit more detail as to how this might occur, what the potential impacts would be on ridership and on costs. While they have not completed the capital cost estimates for any of the alignments at this time, what they can say at this point, is that they have looked at ridership, although it was not shown on the chart Ms. Zimmer had available, while they would expect to gain 300 to 400 riders to and from the Maplewood area - because by going further to the east, they increase the length of this alignment, and there the travel time - they would lose about the same number of riders from north of 694 point to point, other than the Maplewood Mall area. The analysis suggests that the ridership would be pretty much a wash, one way or the other, we would not gain or lose ridership, but we will increase the cost as we are extending the length of the line by about a mile, at a cost of probably \$15 to \$20 million addition.

There are a large number of grade crossings, depending again on how you build the connection in, there is a lot of development going on in that area. There is some potential for coordinating LRT with new roadway construction. There is not at this time a specific alignment that would be preferred or could be selected at this time for bringing that line in closer to the Mall area because of some uncertainties as to development and new road construction in the Maplewood area. They do not think that this decision has to be made at this time, as it does not really influence the selection of the primary alignment. They do feel that it is a decision that this Board could make at some later date. Therefore, they are not at this time asking the RRA to make a specific decision.

The last issue has to do with the Arcade Alignment. You may remember that when we initially brought this to you, there was a recommendation to study Arcade, although there was an acknowledgement that there were some serious problems with that. The RRA sent a resolution to the City of St. Paul, asking the City of St. Paul to indicate their position on this alignment. St. Paul sent a resolution back stating that they would like some additional study, but at this time were not willing to take responsibility for right-of-way acquisition. Some additional work was done on the Arcade Alignment, and the recommendation supported by all three Advisory Committees is that the Arcade Alignment not be further studied, primarily for the following reasons: there are severe right-of-way impact issues; in order to construct LRT along Arcade without having dramatic impacts on travel and parking, it is expected that it would require a substantial right-of-way acquisition. On the east side, assuming that LRT went on the east side, this would require the acquisition of up to 35 commercial buildings, 13 residential buildings, one church, and one school. If it were on the west, it would mean 43 commercial buildings, 5 residential school in addition to the YMCA which is located on the west side of Arcade.

Ms. Zimmer continued, they also looked at the grade crossings, and this alignment would have the highest number of grade crossings of any of the alignments so that affects the travel time quite a bit. It in fact has the slowest travel time of all of the potential alignments, and has the second lowest ridership in the magnitude level of the Munger-61 alternative. Because of right-of-way acquisition, this would have a higher cost than the other alternatives. For those reasons, they are recommending that Arcade not be further considered as an Alignment Alternative

for the Northeast Corridor, and that also is an issue that they would like direction from this Board on today.

This concluded Ms. Zimmer's formal presentation, and she asked for any questions.

Commissioner Hunt moved the staff recommendation on the two resolutions proposed, and this was seconded by Commissioner Ahrens.

Chairman Finley referred to the resolution on Page 2 of the documentation, he thinks besides the Northeast Corridor Task Force and the Environmental Committee, hasn't the Technical Committee also recommended dropping the Arcade analysis.

Ms. DeSpiegelaere explained that the Technical Committee does not make formal motions, so they have not formally recommended this action.

Chairman Finley suggested that maybe we should include in the resolution that they have consented to it, as this is a request from the City of St. Paul, and the Technical Committee consists of staff people from the City of St. Paul, and in this particular resolution, it is important that we address that.

Ms. DeSpiegelaere pointed out that she believed Chairman Finley was referring to the first resolution, which is actually numbered page 1 in the documentation.

Chairman Finley added in this particular resolution, we should lay out the reasons why, just in summary, the impacts. Ms. DeSpiegelaere said that some of these are in the three Whereas clauses. Chairman Finley upon reading the resolution again, said that did cover what he had in mind.

Chairman Finley reiterated that the Technical Committee involvement should be included in the resolution, as this is the St. Paul staff who are included on this Committee, as oftentimes the City Council, as we found when they do show up for a meeting, that they do not think that their staff has had any involvement in what is going on.

Commissioner Hunt's motion includes the recommended change, this was seconded by Commissioner Ahrens, for the first resolution regarding Arcade Alignment.

R91-02
WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on August 28, 1990, that Arcade Street from East Seventh Street to Wheelock Parkway within the City of St. Paul had characteristics that would diminish its suitability for LRT and requested specific actions by the City of St. Paul in regard to Arcade Street if it was to be considered as a location for LRT; and

WHEREAS, The City Council of St. Paul adopted a resolution on October 9, 1990, that Arcade Street should be considered further for LRT; and

WHEREAS, Additional analysis has been completed of Arcade Street that indicates that it has severe right of way constraints, a high number of at-grade crossings, lower speeds and similar or lower potential LRT ridership in comparison to other LRT alignments being considered; and

WHEREAS, The Technical Staff Committee agreed, the Land Use Committee of District 5 Community Council, the Northeast Corridor Task Force and the Intergovernmental Committee of Ramsey County Regional Railroad Authority have recommended that Arcade Street has been studied sufficiently and further consideration of LRT on Arcade Street is not warranted; Now, Therefore, Be It

RESOLVED, That further consideration of Arcade Street as an alignment for LRT is not warranted.

R91-02
Roll Call: Ayes - 7, Nays - 0
Motion adopted.

WHEREAS, Ramsey County Regional Railroad Authority is preparing a study of LRT alignments in the Northeast Corridor; and

WHEREAS, Combinations of alignments using T.H. 36 or I-694 have been suggested and analysis has indicated that these two locations would:

- R91-03
- (a) introduce circuitry into the Northeast Corridor,
 - (b) be relatively more expensive to construct and attract fewer riders than other alignments being considered; and
 - (c) could be considered when an East/West Crosstown LRT Corridor as recommended in the Comprehensive LRT Plan for Ramsey County is studied; and

WHEREAS, The Northeast Corridor Task Force and Intergovernmental Committee have recommended that analysis of these alignments no longer be continued as part of the Northeast Corridor Alignment Study; Now, Therefore, Be It

RESOLVED, That additional analysis of T.H. 36 and I-694 as alignments for LRT in the Northeast Corridor is not warranted.

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

5. Update on LRT Coordination Plan

Chairman Finley informed the Board the Advisory Committee and the RTB adopted the Coordination Plan. They had some minor modifications, they added a little bit from Mn/DOT being involved in highway right-of-way as the lead construction agency. They also without going back to the Advisory Committee added what he thought was originally supposed to be in the Advisory Committee recommendation, is that there be an Executive Committee consisting of the counties through which a corridor transverses, and the Mn/DOT if it is on the highway right-of-way, the MTC, and that would be it. This was added to the plan at the RTB. It was originally approved at Committee and should have gone over to the Advisory Committee, but somehow, this was missed, so they added to it at the RTB Board Meeting so that it was clear that there would be an Executive Committee.

Commissioner McCarty asked if the Transportation Board is still standing on Mn/DOT as the lead agency. Chairman Finley believes that is still their recommendation. He pointed out that it does not make sense to have Mn/DOT as the lead agency on corridors not on the highway.

Chairman Finley said that we gave some testimony at the Board, Ms. DeSpiegelaere was there as he was unable to be present, also Hennepin and Anoka Counties were represented at the last public meeting. Ms. DeSpiegelaere said the Transportation Board conducted these hearings.

Chairman Finley added that we sent our resolution to the Public Hearing, and Ms. DeSpiegelaere handled this.

6. Update on the Midway Corridor

Ms. DeSpiegelaere gave an update on the Midway Corridor, there have been several meetings since we last met. The Forum was held at the University of St. Thomas in December, and there were approximately fifty people attending. Commissioner Ahrens chaired this Forum.

The Intergovernmental Committee which Chairman Finley chaired met, and recommended I-94 unanimously.

Last night there was a meeting at Merriam Park, District Council, which Commissioner Ahrens and Ms. DeSpiegelaere attended. That committee was not a full District Council, but they recommended I-94 as the alignment for the Midway Corridor.

In addition, we are having a coordination with Mn/DOT and Federal Highway Administration, and she asked that James Tolaas give a brief summary on this.

James Tolaas addressed the Board, we have just completed the State process for the Draft EIS, and we will be entering a review period now in the next couple of months, and in order to save time with the Federal process, it will be necessary to utilize either I-94 or University Avenue. We have worked with the Transportation Department and the Federal Highway Administration representatives to find a process we can follow, and have initiated that. The process is essentially reliance on that Draft EIS, to incorporate language and introductory material to qualify that with an Environmental Assessment which will lead up to a finding of no significant impact for either I-94 or University Avenue. As we complete our State process, we will also gain permission, formal acceptance, of the use of Federal route designation of right-of-way, being I-94 or University Avenue, for implementation of LRT.

If we complete the State process without that approval, we would then be faced with a process that would have to be done in addition. Mr. Tolaas showed how limited that work is, he had a draft document of the introductory materials, this is basically a cover sheet, an introduction, a definition of which portion of the alignments under consideration are subject to the Federal process. Then it has a matrix which flags all of the sections of the Draft Document that cover those portions of the right-of-way. If that goes well, and it appears that the Federal Highway Administration and the DOT were very much in favor of making this work well for us, we should be completing this about the same time we complete the EIS.

Commissioner Schaber asked why are we doing University Avenue. Mr. Tolaas explained at this point there has not been a final selection of the alignment, and both are Federal Aid designation routes. So, to automatically preclude University Avenue at this point would be perhaps premature. If we did it after the fact, we would not have to do University, but to do it parallel, we have to include all portions.

Chairman Finley said we have to look at alternatives on Midway under the law anyway, both Federal and State, under the EIS. Mr. Tolaas said that is correct. However, he believes if there was a formal decision to do only I-94, and we had completed our final EIS, we could then proceed.

Commissioner Schaber understands then that to do it parallel you have to include both. It seems like a lot of extra work. Mr. Tolaas said what we have to emphasize is that aside from introductory and summary language, there are two sheet of matrix type information prepared for each alignment, so it is very limited. He estimates it will be about \$3,000 as long as we do not run into a snag in the Federal process. They have indicated that this is outside of the scope of the original work, and it is. At that point we are looking at an UMTA process and the Federal Highway Administration approval process which is outside of the work plan. This will be the next piece after the completion of the State process.

7. Ratify Partial Payment No. 6 to SRF, Inc. in the amount of \$44,152.39.

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

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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 6, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through October 31, 1990; Now, Therefore, Be It

R91-04 RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$44,152.39 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1990 is hereby ratified.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____ Originating Department John T. Finley/s/ _____ 1/14/91 _____ 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 _____

January 22, 1991 _____

Board Date

Signature _____

Signature _____

Signature _____

Date _____

Date _____

1/14/91 _____

Date _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

R. W. Spigelberg 1/11/91
Authorized Signature Date

Board Action Requested

Appoint members to South Corridor Task Force
Advisory Committee.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Goski

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
January 22, 1991

Signature

Date

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the South Corridor Advisory Committee; Now, Therefore, Be It

RESOLVED, That the representatives and alternates appointed to representative Ramsey County on the South Corridor Advisory Committee are:

District 3

Fred Perez, Representative
Brian Miller, Alternate

District 4

Karin DuPaul, Representative
Clarence Seidel, Alternate

District 17

Doug Hoskin, Representative
Alternate to be named later

Concord Street Business Association

John Flores, Representative
Samuel O. Verdeja, Alternate

St. Paul Area Chamber of Commerce

Phil Jungwirth, Representative
William Faulkner, Alternate

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning
FROM: Jill Goski, Community Participation Coordinator 
SUBJECT: Appointments to South Corridor Advisory Committee
DATE: January 11, 1991

In August, 1990, the Ramsey County Regional Railroad Authority (RCRRA) approved a Public Participation Program for the South Corridor LRT Alignment/Scoping Study. The South Corridor project is a cooperative effort between the RCRRA and the Dakota County Regional Railroad Authority (DCRRA) with shared responsibility for the public participation program.

RCRRA is responsible for appointing representatives to the South Corridor Advisory Committee from the affected St. Paul District Councils (Districts 3, 4, and 17) and Ramsey County business groups along the corridor (Concord Street Business Association and St. Paul Area Chamber of Commerce). Letters to the affected groups have resulted in a list of nominees for approval by the RCRRA.

DCRRA is responsible for appointing representatives to the South Corridor Advisory Committee from the affected Dakota County cities (Eagan, Inver Grove Heights, Mendota Heights, South St. Paul, Sunfish Lake, and West St. Paul) and business groups along the corridor (North Dakota Chamber of Commerce, South St. Paul Chamber of Commerce). Total membership of the group will be 24. DCRRA, as the lead agency on this project, will appoint the chair for the group.

Recommendation:

The resolution appointing Ramsey County members to the South Corridor Advisory Committee has been prepared for consideration by the RCRRA.

JG/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>Authorized Signature</u> <u>1/11/91</u> <u>Date</u>	Board Action Requested Approve Light Rail Assistance Contract #67231 with the State of Minnesota in the amount of \$1,219,629, and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract on behalf of the Authority. ACTION IS REQUESTED
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Request Justification

See attached: 1) Proposed resolution
 2) Memorandum from Kathryn DeSpiegelaere dated January 7, 1991
 3) Light Rail Transit Assistance Contract #67231

Budgeting and Accounting <u>Ed Blauzy</u> County Attorney <u>Paul M. Miller</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____ Committee / Meeting Date January 22, 1991 Board Date _____	Signature _____ Signature _____ Signature <u>F. L. Blum</u>	Date _____ Date 1/11/91 Date _____
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Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority applied for 1991 State light rail transit funds administered through the Minnesota Department of Transportation; and

WHEREAS, The distribution of available 1991 State light rail transit funds to participating metro area counties resulted in allocation of \$1,219,629 to Ramsey County; and

WHEREAS, 1991 State light rail transit funds allocated to Ramsey County are to be split over two project areas:

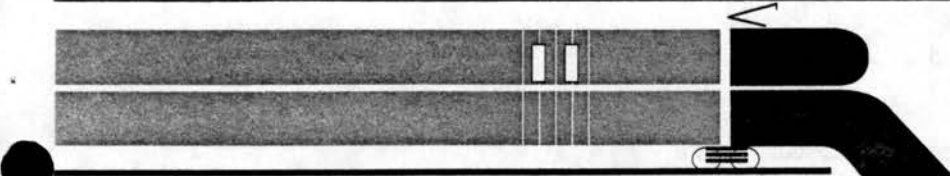
- 1) Phase II Preliminary Engineering-Midway Corridor...\$1,144,629
- 2) South Corridor EIS Study.....\$ 75,000
\$1,219,629

WHEREAS, The Minnesota Department of Transportation has prepared a Light Rail Transit Assistance Contract (#67231) governing issuance and use of 1991 funds in the amount of \$1,219,629 in support of identified Ramsey County light rail transit studies; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves Light Rail Transit Assistance Contract #67231 in the amount of \$1,219,629 and authorizes the Chairman to sign the contract on behalf of the Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: 1991 State Light Rail Transit Assistance Contract #67231

DATE: January 7, 1991

The Regional Transit Board has approved allocation of Minnesota Department of Transportation funding assistance for Light Rail Transit planning and engineering by Regional Railroad Authorities in 1991. Ramsey County's portion of this allocation is \$1,219,629, to be split over two project areas:

1) Phase II Preliminary Engineering - Midway Corridor....	\$1,144,629
2) South Corridor EIS Studies.....	\$ 75,000

TOTAL	<u>\$1,219,629</u>

This allocation does replace \$100,000 advanced from earlier Phase II Preliminary Engineering allocations to Phase I PE/EIS work on tunnel alternatives in downtown St. Paul and the Capitol area.

The grant allocation as identified must be matched by Ramsey County levy sources. Matching funds in the amount of \$1,144,629, identified for Phase II PE - Midway Corridor studies were included in the 1990 tax levy. Matching funds in the amount of \$75,000, identified for South Corridor EIS studies, are included in the 1991 tax levy.

Attached is Light Rail Transit Assistance Contract #67231 governing issuance and use of funds in 1991.

Recommendation

Approve 1991 state Light Rail Transit Assistance Contract #67231 in the amount of \$1,219,629 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on behalf of the Authority.

KD/blk
Attachment

Contract Number #67231

LIGHT RAIL TRANSIT ASSISTANCE CONTRACT

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

WITNESSETH THAT:

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

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

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

I. Financial Participation

A. Responsibility of Mn/DOT

Mn/DOT will fund or cause to be funded an amount equal to \$1,219,629.00 or costs incurred completing tasks described in the Recipient's approved application for Light Rail Transit Phase II Preliminary Engineering in the Midway Corridor and 10% level preliminary design and EIS in the St. Paul South Corridor.

B. Responsibility of Recipient

The Recipient agrees to fund or cause to be funded an amount equal to that of Mn/DOT, that being \$1,219,629.00 (at a minimum) for costs incurred in the performance of tasks described in the approved application, for Light Rail Transit Phase II Preliminary Engineering in the Midway Corridor and 10% level preliminary design and EIS in the St. Paul South Corridor.

C. Allowable Project Expenses

Allowable project expenses incurred between October 1, 1990 and the effective date of this contract are eligible to be included as project costs. Staff time and expenses will be eligible costs in determining the railroad authority's local matching funds.

II. Payments by Mn/DOT

Mn/DOT agrees to pay the Recipient as the state share of this agreement for \$1,219,629.00 and in accordance with the following schedule:

Partial payment No. 1 in the amount of \$304,907.25 (25% of total request) to be made in the first month of the current contract period;

Partial payment No. 2 in the amount of \$304,907.25 (25% of total request) to be made in the fourth month (April) of current contract, after satisfactory review of the current quarterly report;

Partial payment No. 3 in the amount of \$304,907.25 (25% of the total request) to be made in the 7th month (July) of current contract, after satisfactory review of current quarterly report;

Partial payment No. 4 in the amount of \$292,710.96 (24% of the total request) to be made in the 10th month (October) of the current contract, after satisfactory review of current quarterly report

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

The remaining one percent (1%) \$12,196.29 will be paid to the Recipient upon completion of a final contract audit.

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

III. Management of LRT Project

A. Independent Contractor

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

B. Subcontracting by Recipient

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

IV. Records and Documentation

A. Records

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

B. Audits

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

C. Reports

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

D. Allowable Expenses

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

V. Contract Period

A. Effective Period

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

Unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed twelve (12) months.

As noted in Article I, Section C of this contract, project expenses incurred between October 1, 1990 and the effective date of this contract are eligible to be included as project costs.

B. Termination of this Contract

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

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

VI. General Provisions

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

B. Equal Employment Opportunity

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

C. Services

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

D. Insurance

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

E. Indemnity

Recipient agrees to indemnify and hold harmless Mn/DOT from and against all claims or demands of every nature on account of injury to or death of persons or damage to or loss of property, caused by or resulting in any manner from any acts or omissions of the Recipient, its subcontractors or its agents or employees, in performing or failing to perform any of the service, duties, or operations to be performed by the Recipient and its subcontractor under this contract.

It is hereby understood and agreed that any and all employees of the Recipient and all other persons employed by the Recipient in the performance of any of the services required or provided for under this contract shall not be considered employees of the state and that any and all claims that may arise under the Worker's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims by any third parties as a consequence of any act or omission on the part of said Recipient's employees while so engaged in any of the services to be rendered under this contract by the Recipient shall in no way be the obligation or responsibility of the state.

F. Worker's Compensation

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

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

G. Limitations

The Recipient shall not be required to furnish the service required under this contract or any portion thereof in the event of its inability to do so by virtue of a concerted refusal of its employees to work or any strike of any kind or character of its or other employees, including a so-called wild-cat strike or slowdown or stoppage, any riot, civil

strife or disturbance, closing of streets, roads or bridges, inclement weather, destruction by any means or methods of any of its property necessary for the performance thereof, flood, fire, act of God or any other cause beyond its control.

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

The Recipient HEREBY AGREES THAT it will comply with Minnesota Statutes, Section 373.073 as amended by Act of April 26, 1988, ch. 660, 1988 Minnesota Laws 917 and Minnesota Rules parts 5000.3400 to 5000.3600. The purpose of this legislation is to increase employment opportunities for women, minorities, and disabled individuals by requiring contractors to adopt and implement affirmative action programs approved by the Commissioner of Human Rights.

MINNESOTA STATUTES SECTION 363.073 SUBDIVISION 1 (1988)

"No department or agency of the state shall receive, enter into, or accept any bid or proposal for a contract nor execute any contract for goods, services, or the performance of any function, or any agreement to transfer funds for any reason in excess of \$50,000 with any person having more than 20 full-time employees in Minnesota at any time during the previous 12 months, unless the person has an affirmative action plan for the employment of minority persons, women and the disabled that has been approved by the Commissioner of Human Rights. Receipt of a certificate of compliance issued by the commissioner shall signify that a person has an affirmative action plan that has been approved by the Commissioner of Human Rights. Recipient of a certificate of compliance issued by the commissioner shall signify that a person has an affirmative action plan that has been approved by the commissioner. A certificate shall be valid for a period of two years".

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

I. Non-Waiver

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

Contract Number _____

ACKNOWLEDGEMENT OF RECIPIENT'S
AUTHORIZED SIGNATURES

STATE OF MINNESOTA

COUNTY OF _____

On this _____ day of _____, 19____, before me
appeared _____ and _____
to me personally know, who being by me duly sworn, did say they are
respectively _____ and
(title)

_____ of _____
(title)

RECIPIENT

By _____

Title _____

By _____

Title _____

NOTARY _____

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By S. E. Dwyer
Title Assistant Commissioner
Date 11/14/90

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____
Date _____

RECIPIENT

For _____
By _____
Title _____
By _____
Title _____
Date _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. Lespioglaere
Authorized Signature

1/21/91
Date

Board Action Requested

Update on Legislation

DISCUSSION ONLY

Request Justification

A verbal report will be given at the meeting.

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

January 22, 1991

Board Date

Signature

Date

Signature

Date

1/11/91

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. H. Spicopelace</u> <u>1/3/91</u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Ratify Partial Payment No. 14 to BRW, Inc. in the amount of \$212,654.63 <u>ACTION IS REQUESTED</u>
--	--

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 \$212,654.63 for the period ending October 31, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-70. 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. 14
 - 3) BRW, Inc. Invoice No. 60210 and attachments

<u>Budgeting and Accounting</u> <u>Ed Blamitz</u> <u>County Attorney</u> <u>D. M. Mac Millan</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> January 22, 1991	<u>Signature</u> <u>J. L. Glendinning</u>	<u>Date</u> 1/11/91
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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 October 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. 60210, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$212,654.63 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date Jan. 2, 1991

(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	\$212,654.63
15-17	18-20	21-25	26-31	32-41

\$212,654.63
Total

(4) PAY TO: 2

8 First Name & Initial BRW, Inc. 9-22

Last Name or Firm Name Thresher Square 23-52

3 700 S. Third Street 53-76

8 Address Minneapolis, MN 9-32

City

State 33-54

55415

Zip Code 55-59

Soc Sec No
OR

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 14; Inv. 60210; Phase I PE/EIs--Midway Corr. 9-60

5 Agreement PA800; Acct. 59103-020102; 10/31/90 9-60

For Risk Management
Use Only

6
8

Last Name First Name 9-24

(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. Spiegelbauer

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.14

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: 28 DEC 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 87.9%

TOTAL VALUE OF WORK CERTIFIED - 31 OCT 90

\$1,405,420.99

LESS 5% RETAINAGE

\$70,271.05

AMOUNT DUE

\$1,335,149.94

LESS PREVIOUSLY APPROVED PAYMENTS:

\$1,097,573.37

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$237,576.57

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.

12/31/90 K. Despreselane
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/31/90 Paul M. Wanner
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	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO.10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO.11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO.12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT NO.13	\$79,406.61	\$7,568.57	\$86,975.18
PARTIAL PAYMENT NO.14	\$212,654.63	\$24,921.94	\$237,576.57
PARTIAL PAYMENT TOTAL:	\$1,194,417.11	\$140,732.83	\$1,335,149.94

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,598,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,335,149.94

AMOUNT REMAINING ON AGREEMENT \$262,889.06



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
60210Mr. 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: October 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: October 1-31, 1990

FEDERAL TAX ID NUMBER: 41-1625272

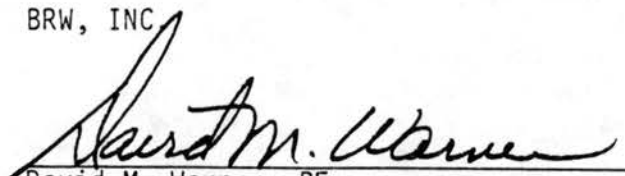
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA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

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 223,846.98	\$1,033,434.19	\$1,257,281.17
o Less 5% Retainage	11,192.38 ²⁵	51,671.29 ⁷¹	62,863.67 ⁴⁸
o Due This Billing	\$ 212,654.60 ⁶³	\$ 981,762.90 ⁴⁸	\$1,194,417.50 ¹¹
Hennepin County RRA	\$ 26,233.62	\$ 121,906.20	\$ 148,139.82
o Less 5% Retainage	1,311.67 ⁶⁸	6,096.15 ³¹	7,407.82 ⁶⁹
o Due This Billing	\$ 24,921.95 ⁹⁴	\$ 115,810.05 ⁸⁹	\$ 140,732.00 ⁸³

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

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

BRW, INC


David M. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA
 INVOICE PERIOD : OCTOBER 1, 1990 - OCTOBER 31, 1990
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$\$	TOTAL	RCRA ALLOCATION AMOUNT	HCRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$4,581.20	\$15.22	\$4,596.42	89% \$4,090.81	11% \$505.61
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$9,380.54	\$1,460.99	\$10,841.53	90% \$9,757.38	10% \$1,084.15
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937; 62-8944,62-9009; 26-8956,26-9002	\$22,777.82	\$1,974.26	\$24,752.08	88% \$21,781.83	12% \$2,970.25
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938; 62-9004,62-9010; 26-9001,26-9003	\$13,822.90	\$68,310.63	\$82,133.53	88% \$72,277.51	12% \$9,856.02
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939; 62-9005,62-9014	\$5.20	\$0.00	\$5.20	90% \$4.68	10% \$0.52
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	\$270.40	\$21,162.23	\$21,432.63	88% \$18,860.71	12% \$2,571.92
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, 62-9015,26-9007	\$58,248.06	\$18,794.85	\$77,042.91	88% \$67,797.76	12% \$9,245.15
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
13 CAPITOL AREA TUNNEL	26-9005,41-9023; 62-9029	\$4,727.06	\$10,500.19	\$15,227.25	100% \$15,227.25	0% \$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022; 62-9016	\$3,091.40	\$10,957.65	\$14,049.05	100% \$14,049.05	0% \$0.00
TOTAL		\$116,904.58	\$133,176.02	\$250,080.60	\$223,846.98	\$26,233.62

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	12.5	135.20	1,690.00
SR. ASSOCIATE			
WARNER, DAVID	34.0	78.00	2,652.00
PROFESSIONAL II			
WITZIG, JEANNE	2.0	57.20	114.40
TECHNICIAN I			
RONHOVDE, NANCY	1.0	24.00	24.00
THATCHER, JENNIE	3.8	24.00	98.80
SUBTOTALS	4.8		124.80
TOTALS	53.3		4,581.20

TOTAL LABOR 4,581.20

TOTAL THIS JOB \$ 4,581.20

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
BERTELSEN, JOHN	4.0	72.80	291.20
		TOTAL LABOR	291.20
			=====
		TOTAL THIS JOB \$	291.20
			=====

MIDWAY LRT ROUTE ENG

JOB NO. 02690.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
SKOW, BRADLEY	61.0	57.20	3,469.20
TECHNICIAN III			
JOHNSON, PAUL	25.5	36.40	928.20
TECHNICIAN II			
BLUM, BARBARA	4.4	33.60	148.72
TOTALS	90.9		4,546.12
		TOTAL LABOR	4,546.12
			=====
		TOTAL THIS JOB \$	4,546.12
			=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT DWNTH SVS PLN

JOB NO. 02690.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	2.0	135.20	270.40
ASSOCIATE			
BERTELSEN, JOHN	9.5	72.80	691.60
TOTALS	11.5		962.00

TOTAL LABOR 962.00

TOTAL THIS JOB \$ 962.00

MIDWAY LRT EIS-ENGINEER

JOB NO. 02690.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
BERTELSEN, JOHN	8.0	72.80	582.40
PROFESSIONAL I			
JENSEN, STEVEN	22.5	44.20	994.50
TOTALS	30.5		1,576.90

TOTAL LABOR 1,576.90

TOTAL THIS JOB \$ 1,576.90

BRH, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.0	135.20	540.80

SR. ASSOCIATE

WARNER, DAVID	42.0	78.00	3,276.00
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PROFESSIONAL I

COLEBURN, ELIZABETH	81.0	44.20	3,580.20
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SR. TECHNICIAN

BARTEL, DAVID	1.0	41.60	41.60
PATRICK, CHRISTOPHER	18.5	41.60	769.60
SUBTOTALS	19.5		811.20

TECHNICIAN II

ELLINGSON, RITCH	0.4	33.60	13.52
HAWKINSON, TOM	6.4	33.60	215.32
WICKLUND, DAVID	3.5	33.60	118.30
SUBTOTALS	10.3		348.14

TECHNICIAN I

ASHLAND, CAROL	3.5	26.00	91.00
BURROUGHS, STEPHEN	0.6	26.00	15.60
HARRICK, CLAUDIA	3.0	26.00	78.00
HOLM, KATHLEEN	0.7	26.00	18.20
JENSEN, KENNETH	0.1	26.00	2.60
KRUEGER, DUFF	0.8	26.00	20.80
PIETZ, BRENDA LEE	1.9	26.00	49.40
ROKHOUDE, KANCY	2.4	26.00	62.40
SCHODENBERG, KATHY	2.2	26.00	57.20
ZIMMERMAN, MICHAEL	16.5	26.00	429.00
SUBTOTALS	31.7		824.20

TOTALS	183.5		9,380.54
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TOTAL LABOR 9,380.54

TOTAL THIS JOB \$ 9,380.54

BRW. INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PRESTON, HOWARD	12.0	78.00	936.00

PROFESSIONAL II

HENITT, WILLIAM	27.6	57.20	1,590.16
IDZOREK, EDWARD	11.0	57.20	629.20
SMITH, WILLIAM	129.5	57.20	7,407.40
SUBTOTALS	168.3		9,626.76

PROFESSIONAL I

CULLEN, SANDRA	26.5	44.20	1,171.30
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TECHNICIAN II

BLUM, BARBARA	0.2	33.80	6.76
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TECHNICIAN I

ASHLAND, CAROL	0.6	26.00	15.60
HENDERSON, JANE	2.0	26.00	52.00
JENSEN, KENNETH	0.7	26.00	18.20
ROTHGUT, NANCY	0.9	26.00	23.40
SCHOENBERG, KATHY	3.3	26.00	85.80
SUBTOTALS	7.5		195.00

TOTALS	214.5		11,935.82
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TOTAL LABOR 11,935.82

TOTAL THIS JOB \$ 11,935.82

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WULSFELD, RICHARD	9.5	135.20	1,284.40
SR. ASSOCIATE			
WARNER, DAVID	2.0	78.00	156.00
PROFESSIONAL II			
TROE, WILLIAM	13.0	57.20	743.60
TECHNICIAN II			
HAWKINSON, TOM	0.4	33.80	13.52
TECHNICIAN I			
ASHLAND, CAROL	0.8	26.00	20.80
HENDERSON, JANE	0.5	26.00	13.00
MOLITOR, LINDA	4.7	26.00	122.20
ROKHOUDE, NANCY	0.3	26.00	7.80
SUBTOTALS	6.3		163.00
TOTALS	31.2		2,361.32

TOTAL LABOR 2,361.32

TOTAL THIS JOB \$ 2,361.32

MIDWAY LRT-COST ANALYSIS

JOB NO. 04189.30

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

BRH, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	2.0	135.20	270.40
TOTAL LABOR			270.40
			=====
TOTAL THIS JOB \$			270.40
			=====

MIDWAY LRT-ENVIRON. STDV

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.5	135.20	1,014.00
SR. ASSOCIATE			
WARNER, DAVID	51.0	70.00	3,570.00
ASSOCIATE			
HEPPELMANN, TONY	2.0	72.80	145.60
HAU, RICHARD	63.5	72.80	4,622.80
SUBTOTALS	65.5		4,768.40
SR. PROFESSIONAL			
HILES, MARK	37.5	67.60	2,535.00
RUEHR, ERIK	1.0	67.60	67.60
SUBTOTALS	38.5		2,602.60
PROFESSIONAL II			
KUNKEL, BETH	1.0	57.20	57.20
HILES, MARK	53.0	57.20	3,031.60
SMITH, WILLIAM	59.5	57.20	3,403.40
TROE, WILLIAM	47.0	57.20	2,686.40
WITZIS, JEANNE	5.0	57.20	286.00
SUBTOTALS	165.5		9,464.60
PROFESSIONAL I			
GEORGEON, TIM	13.0	44.20	574.60
GREEN, ROBERT	110.0	44.20	4,862.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

HINKER, CHRISTIAN	179.0	44.20	7,911.80
LAYER, JOHN	0.6	44.20	26.52
SUBTOTALS	302.6		13,374.92

SR. TECHNICIAN

BARTEL, DAVID	13.5	41.60	561.60
PATRICK, CHRISTOPHER	81.5	41.60	3,390.40
SUBTOTALS	95.0		3,952.00

TECHNICIAN II

ELLINGSON, RITCH	0.4	33.80	13.52
HAWKINSON, TOM	1.1	33.80	37.18
LAMPPA, JASON	17.3	33.80	584.74
SUBTOTALS	18.8		635.44

TECHNICIAN I

ASHLAND, CAROL	2.1	26.00	54.60
BEVER, GINA	8.9	26.00	231.40
BURROUGHS, STEPHEN	0.3	26.00	7.80
HARRICK, CLAUDIA	3.3	26.00	85.80
HENDERSON, JANE	22.0	26.00	572.00
HOLM, KATHLEEN	0.3	26.00	7.80
JENSEN, KENNETH	2.0	26.00	52.00
KOLA-SANKOLE, FELICIA	56.1	26.00	1,458.60
KRUEGER, DUFF	3.0	26.00	78.00
MINART, JAMES	159.7	26.00	4,152.20
PIETZ, BRENDA LEE	15.6	26.00	405.60
RONHOVE, NANCY	3.9	26.00	101.40
SCHODENBERG, KATHY	7.2	26.00	187.20
WINFREY, MARK	9.5	26.00	247.00
ZIMMERMAN, MICHAEL	53.5	26.00	1,391.00
SUBTOTALS	347.4		9,032.40

TOTALS	1091.8		48,824.36
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TOTAL LABOR 48,824.36

TOTAL THIS JOB \$ 48,824.36

MIDWAY LRT SWRTH SYS PLN

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. PROFESSIONAL			
MILES, MARK	3.5	67.60	236.60
PROFESSIONAL II			
MILES, MARK	16.0	57.20	915.20
PROFESSIONAL I			
CULLEN, SANDRA	4.0	44.20	176.80
SR. TECHNICIAN			
BARTEL, DAVID	0.5	41.60	20.80
PATRICK, CHRISTOPHER	6.5	41.60	270.40
SUBTOTALS	7.0		291.20

TECHNICIAN II			
LANPFA, JASON	13.8	33.80	466.44

TECHNICIAN I			
BURROUGHS, STEPHEN	0.9	26.00	23.40
DAVEY, DAVID	3.0	26.00	78.00
HARRICK, CLAUDIA	0.2	26.00	5.20
HOLM, KATHLEEN	0.2	26.00	5.20
JENSEN, KENNETH	0.1	26.00	2.60
MURTHA, IV, THOMAS	3.0	26.00	78.00
ROMHOUDT, NANCY	0.5	26.00	13.00
SHAW, KATHRYN	1.0	26.00	26.00
ZIMMERMAN, MICHAEL	15.5	26.00	403.00
SUBTOTALS	24.4		634.40
TOTALS	68.7		2,720.64

TOTAL LABOR 2,720.64

TOTAL THIS JOB \$ 2,720.64

MIDWAY LRT DOWTH RTE ENG

JOB NO. 04189.38

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.5	135.20	608.40
TOTAL LABOR			608.40
TOTAL THIS JOB \$			608.40

MIDWAY LRT DWTN TUNNEL

JOB NO. 04190.22

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.5	135.20	608.40
SR. PROFESSIONAL			
WILES, MARK	21.5	67.60	1,453.40
PROFESSIONAL II			
WILES, MARK	18.0	57.20	1,029.60
TOTALS	44.0		3,091.40
TOTAL LABOR			3,091.40
TOTAL THIS JOB \$			3,091.40

RCRRA SYSTEM PLAN/ENG

JOB NO. 06209.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
RILEY, STEPHEN	110.5	57.20	6,320.60
TECHNICIAN II			
HAWKINSOM, TOM	0.7	33.80	23.66
TECHNICIAN I			
ASHLAND, CAROL	0.7	26.00	18.20
BURROUGHS, STEPHEN	2.3	26.00	59.80
MCCORMICK, ANGELA	0.6	26.00	15.60
SUBTOTALS	3.6		93.60
TOTALS	114.8		6,437.86

TOTAL LABOR 6,437.86

TOTAL THIS JOB \$ 6,437.86

MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	10.0	78.00	780.00
SR. PROFESSIONAL			
MALLOY, STEPHEN	4.0	67.60	270.40
STRONG, RICHARD	62.0	67.60	4,191.20
SUBTOTALS	66.0		4,461.60
PROFESSIONAL II			
RILEY, STEPHEN	2.0	57.20	114.40
WICHMAN, TODD	4.8	57.20	274.56
SUBTOTALS	6.8		388.96
TECHNICIAN II			
WICKLUND, DAVID	10.5	33.80	354.90
ZIMMERMAN, MARK	4.0	33.80	135.20
SUBTOTALS	14.5		490.10

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

TECHNICIAN I

CONNEL, DUNCAN	3.5	26.00	91.00
JENSEN, KENNETH	1.4	26.00	36.40
SHAW, KATHRYN	1.5	26.00	39.00
SUBTOTALS	6.4		166.40

TOTALS	103.7		6,287.06
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TOTAL LABOR 6,287.06

TOTAL THIS JOB \$ 6,287.06

MIDWAY LRT STATION DESGN

JOB NO. 06290.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
TECHNICIAN I			
JENSEN, KENNETH	0.2	26.00	5.20
TOTAL LABOR			5.20

TOTAL THIS JOB \$ 5.20

MIDWAY LRT DWNTN SYS PLN

JOB NO. 06290.09

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
WICHMAN, TODD	1.0	57.20	57.20

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II			
WICKLUND, DAVID	9.5	33.80	321.10
TECHNICIAN I			
CORWEL, DUNCAN	2.0	26.00	52.00
TOTALS	12.5		430.30

TOTAL LABOR 430.30

TOTAL THIS JOB \$ 430.30

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
ASSOCIATE			
HUDAK, JOSEPH	41.0	72.80	2,984.80
PROFESSIONAL II			
BAILEY, THOMAS	85.0	57.20	4,862.00
TOTALS	126.0		7,846.80

TOTAL LABOR 7,846.80

TOTAL THIS JOB \$ 7,846.80

MIDWAY LRT CAP TUNNEL

JOB NO. 06290.29

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1990

• BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	14.0	78.00	1,092.00
PROFESSIONAL II			
RILEY, STEPHEN	44.0	57.20	2,516.80
PROFESSIONAL I			
LAYER, JOHN	0.3	44.20	13.26
TECHNICIAN II			
ARNOLD, BENJAMIN	10.0	33.80	338.00
WICKLUND, DAVID	9.0	33.80	304.20
SUBTOTALS	19.0		642.20

TECHNICIAN I

ASHLAND, CAROL	1.1	26.00	28.60
GUNDERSON, ANJA	1.8	26.00	46.80
HARRICK, CLAUDIA	9.6	26.00	249.60
HENDERSON, JANE	2.2	26.00	57.20
JENSEN, KENNETH	0.5	26.00	13.00
KRUEGER, DUFF	2.0	26.00	52.00
SCHODDENEBS, KATHY	0.6	26.00	15.60
SUBTOTALS	17.8		462.80

TOTALS	95.1		4,727.06
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TOTAL LABOR 4,727.06

TOTAL THIS JOB \$ 4,727.06

INVOICE TOTALS

TOTAL LABOR	116,904.58
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

116,904.58
=====

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	2287.7	35,260.50	103,441.50	

COSTS THIS RUN

TOTAL LABOR	116,904.58
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA-89003

INVOICE PERIOD : 1 OCTOBER 1990 - 31 OCTOBER 1990

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$666.25
AUTO/MILEAGE	404.94
OUTSIDE REPRODUCTION/PHOTO	389.68
POSTAGE/DELIVERY	1,007.38
LIBRARY/REFERENCE	50.08

TOTAL	\$2,518.33
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SUBCONTRACTORS

BECHTEL CORPORATION	\$76,704.87
LTK ENGINEERING SERVICES	\$964.35
CAMBRIDGE SYSTEMATICS	\$13,165.79
BASILE BAUMANN PROST	\$18,388.30
PARSONS BRINCKERHOFF	\$21,434.38

TOTAL	\$130,657.69
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|                |              |
|----------------|--------------|
| TOTAL EXPENSES | \$133,176.02 |
|----------------|--------------|

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

7

|                                                                                                                                                                           |                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Regional Railroad Authority</b></p> <p><b>Originating Department</b></p> <p><i>K. H. Spengler</i> <u>11/3/91</u></p> <p><b>Authorized Signature</b> <b>Date</b></p> | <p><b>Board Action Requested</b></p> <p>Ratify Partial Payment No. 7 to SRF, Inc. in the amount of \$11,612.66</p> <p><b><u>ACTION IS REQUESTED</u></b></p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|

### **Request Justification**

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$11,612.66 for the period ending November 30, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 7
- 3) SRF, Inc. Invoice No. 7 and attachments

|                                                                                                                                                                                                               |                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <p><b>Budgeting and Accounting</b> <i>Ed Blaupf</i></p> <p><b>County Attorney</b> <i>Paul Mac</i></p> <p><b>Risk Manager</b></p> <p><b>Data Processing</b></p> <p><b>Previous Action taken on Request</b></p> | <p><b>Date / Time</b></p> <p><b>Received By</b></p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|

**Comments / Recommendation**

**Documentation certified complete for:**

|                                 |                         |             |
|---------------------------------|-------------------------|-------------|
| <b>Committee / Meeting Date</b> | <b>Signature</b>        | <b>Date</b> |
| <b>Committee / Meeting Date</b> | <b>Signature</b>        | <b>Date</b> |
| January 22, 1991                | <i>F. L. Blunderson</i> | 1/11/91     |
| <b>Board Date</b>               | <b>Signature</b>        | <b>Date</b> |



# 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. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90- ) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 7, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through November 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$11,612.66 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1990, is hereby ratified.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary



# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date December 28, 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 | \$11,612.66 |
|       |       |       |        |             |
|       |       |       |        |             |
|       |       |       |        |             |
|       |       |       |        |             |
| 15-17 | 18-20 | 21-25 | 26-31  | 32-41       |

\$11,612.66

Total

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

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

Soc Sec No  
 OR  
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 7; Inv. 7; NE Corr. Align. Study  
 9-60  
5 Agreement PA017; Acct. 59107-020102; 11/30/90  
 9-60

For Risk Management  
 Use Only

6 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: [Signature]

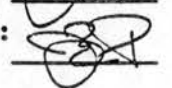
NOTE: The vendor's Social Security Number will be used to report taxable income to the  
 Internal Revenue Service. This data is considered private under Minnesota  
 Statutes 15.165, but we will not be able to process this claim without it.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 7

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 28 DEC 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  
TOTAL VALUE OF WORK CERTIFIED - 30 NOV 90  
LESS 5% RETAINAGE  
AMOUNT DUE  
LESS PREVIOUSLY APPROVED PAYMENTS:

|                   |              |
|-------------------|--------------|
| PERCENT COMPLETED | 58.3%        |
|                   | \$142,822.29 |
|                   | \$7,141.11   |
|                   | \$135,681.18 |
|                   | \$124,068.52 |

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$11,612.66

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.

11/3/91 K. H. Spigelman  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/2/91 Charleen Zimmer  
DATE CONSULTANT

PREVIOUS PARTIALS:

|                        |              |
|------------------------|--------------|
| PARTIAL PAYMENT NO. 1  | \$1,571.89   |
| PARTIAL PAYMENT NO. 2  | \$18,865.32  |
| PARTIAL PAYMENT NO. 3  | \$27,848.91  |
| PARTIAL PAYMENT NO. 4  | \$12,135.33  |
| PARTIAL PAYMENT NO. 5  | \$19,494.68  |
| PARTIAL PAYMENT NO. 6  | \$44,152.39  |
| PARTIAL PAYMENT NO. 7  | \$11,612.66  |
| PARTIAL PAYMENT NO. 8  | \$0.00       |
| PARTIAL PAYMENT NO. 9  | \$0.00       |
| PARTIAL PAYMENT TOTAL: | \$135,681.18 |

SUMMARY OF AGREEMENT

|                                                        |                     |
|--------------------------------------------------------|---------------------|
| ORIGINAL AGREEMENT AMOUNT:                             | \$244,865.00        |
| LESS TOTAL PARTIAL PAYMENTS<br>(INCLUDES THIS PAYMENT) | \$135,681.18        |
| AMOUNT REMAINING ON AGREEMENT                          | <u>\$109,183.82</u> |

BUDGET ACTIVITY THRU PERIOD ENDING NOVEMBER 30, 1990  
 NORTHEAST CORRIDOR LRT ALIGNMENT STUDY  
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY  
 COMMISSION NO. 0901380

| SRF ACTIVITY                   | BUDGET        | CURRENT      | TO DATE       | BALANCE       | BUDGET<br>TO DATE | ESTIMATE<br>PERCENT<br>COMPLETE |
|--------------------------------|---------------|--------------|---------------|---------------|-------------------|---------------------------------|
| 1. Project Initiation          | \$3,600       | \$0          | \$3,600       | \$0           | 100%              | 100%                            |
| 2. Develop Alternatives        | \$13,260      | \$0          | \$24,348      | (\$11,088)    | 184%              | 100%                            |
| 3. Coordination Requirements   | \$8,160       | \$0          | \$1,425       | \$6,735       | 17%               | 40%                             |
| 4. Analysis of Alignments      | \$15,020      | \$0          | \$19,336      | (\$4,316)     | 129%              | 100%                            |
| 5. Refine corridor definitions | \$21,880      | \$0          | \$6,394       | \$15,486      | 29%               | 100%                            |
| 6. Refine Ridership Forecasts  | \$26,160      | \$640        | \$21,562      | \$4,598       | 82%               | 100%                            |
| 7. Evaluation of Alternatives  | \$37,940      | \$8,854      | \$32,294      | \$5,646       | 85%               | 40%                             |
| 8. Draft Report                | \$16,520      | \$708        | \$730         | \$15,790      | 4%                | 0%                              |
| 9. Community Participation     | \$53,900      | \$1,644      | \$27,319      | \$26,581      | 51%               | 55%                             |
| 10. Final Report               | \$7,340       | \$0          | \$0           | \$7,340       | 0%                | 0%                              |
| 11. Contingency                | \$22,265      | \$0          | \$0           | \$22,265      | 0%                | 0%                              |
| 12. Direct Costs               | \$18,820      | \$378        | \$5,814       | \$13,006      | 31%               | 25%                             |
| <br>TOTAL BUDGET               | <br>\$244,865 | <br>\$12,224 | <br>\$142,822 | <br>\$102,043 | <br>58%           | <br>65%                         |

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: 11/30/90  
Invoice No.: 7  
Period Ending: 11/30/90

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 November:

|                               | CURRENT<br>PERIOD | CUMMULATIVE<br>TO DATE |
|-------------------------------|-------------------|------------------------|
| Total Labor and Overhead      | 11,846.34         | 121,604.17             |
| Total Direct Non-Salary Costs | 377.51            | 5,813.95               |
| Subconsultant                 | 0.00              | 15,404.17              |
|                               | <hr/>             | <hr/>                  |
| TOTAL FEE EARNED              | 12,223.85         | 142,822.29             |
| Less 5% Retainage             | 611.19            | 7,141.11               |
| TOTAL AMOUNT DUE THIS INVOICE | 11,612.66         |                        |
|                               | =====             |                        |

BUDGET \$244,865.00  
PERCENT COMPLETE 58.3%

COMMISSION # 901380  
 NORTHEAST LRT CORRIDOR STUDY  
 PERIOD ENDING NOVEMBER 30. 1990

| EMPLOYEE           | CLASSIFICATION      | RATE/HR | HOURS | AMOUNT   |
|--------------------|---------------------|---------|-------|----------|
| P. Fausch          | Principal           | 85.00   | 1.0   | 85.00    |
| C. Zimmer          | Principal           | 80.00   | 15.0  | 1200.00  |
| D. Evler           | Principal           | 80.00   | 1.0   | 80.00    |
| J. Kern            | Associate           | 80.00   | 8.0   | 640.00   |
| K. Holte           | Engineer            | 49.20   | 1.3   | 63.96    |
| W. Gardner         | Trans. Planner      | 63.82   | 90.0  | 5743.80  |
| L. Wiley           | Landscape Architect | 36.30   | 71.7  | 2602.71  |
| D. Paulu           | Sr. Technician      | 42.90   | 1.5   | 64.35    |
| V. Martinez        | Technician          | 35.51   | 1.5   | 53.27    |
| L. Grover          | Technician          | 33.83   | 1.5   | 50.75    |
| R. Grothe          | Technician          | 31.35   | 2.0   | 62.70    |
| J. Lubenda         | Admin. Assistant    | 44.55   | 15.9  | 708.35   |
| B. Bersie-Ashfeld  | Word Processor      | 41.25   | 7.3   | 301.13   |
| L. Charley         | Word Processor      | 27.72   | 4.5   | 124.74   |
| K. Dooley          | Clerical            | 26.23   | 2.5   | 65.58    |
| ----- TOTALS ----- |                     |         | 224.7 | 11846.34 |



901380

DIRECT NON-SALARY COSTS (SUMMARY)  
PERIOD ENDING NOVEMBER 30, 1990

NORTHEAST LRT CORRIDOR STUDY

\*\*\*\*\*

| CAT # | CATEGORY                  |        |
|-------|---------------------------|--------|
| 1     | MILEAGE                   | 121.16 |
| 2     | PARKING                   | 8.30   |
| 9     | SPECIAL DELIVERY          | 58.47  |
| 10    | POSTAGE                   | 69.14  |
| 13    | IN-HOUSE COPY DUPLICATION | 15.90  |
| 17    | PRINTING                  | 103.95 |
| 80    | BRUNING BOND PRINTS       | 0.59   |

TOTAL DIRECT EXPENSES

-----  
377.51

901380

DIRECT NON-SALARY COSTS (DETAILS)  
PERIOD ENDING NOVEMBER 30, 1990

PAGE 1

| CAT. | DATE | SOURCE           | NO.<br>ORGS | NO.<br>EACH | LENGTH | WIDTH | TOTAL<br>COPIES | NO.<br>STATS | NO.<br>UNITS | MILES | AMOUNT | TOTAL<br>CHARGE |
|------|------|------------------|-------------|-------------|--------|-------|-----------------|--------------|--------------|-------|--------|-----------------|
| 1    | 30   | W Gardner        |             |             |        |       |                 |              |              | 260.0 |        | 67.60           |
| 1    | 30   | V Martinez       |             |             |        |       |                 |              |              | 100.0 |        | 26.00           |
| 1    | 30   | J Lubenda        |             |             |        |       |                 |              |              | 55.0  |        | 14.30           |
| 1    | 30   | L Charlev        |             |             |        |       |                 |              |              | 6.0   |        | 1.56            |
| 1    | 30   | K Dooley         |             |             |        |       |                 |              |              | 45.0  |        | 11.70           |
| 2    | 30   | W Gardner        |             |             |        |       |                 |              |              |       | 7.50   | 7.50            |
| 2    | 30   | V Martinez       |             |             |        |       |                 |              |              |       | 0.75   | 0.75            |
| 2    | 30   | K Dooley         |             |             |        |       |                 |              |              |       | 0.05   | 0.05            |
| 9    | 20   | Accounts Payable |             |             |        |       |                 |              |              |       | 58.47  | 58.47           |
| 10   | 19   | In-House         |             |             |        |       |                 |              |              |       | 5.10   | 5.10            |
| 10   | 27   | In-House         |             |             |        |       |                 |              |              |       | 4.25   | 4.25            |
| 10   | 28   | In-House         |             |             |        |       |                 |              |              |       | 50.54  | 50.54           |
| 10   | 28   | In-House         |             |             |        |       |                 |              |              |       | 9.25   | 9.25            |
| 13   | 5    | In-House         | 53          | 3           |        |       | 159             |              |              |       |        | 15.90           |
| 17   | 30   | Accounts Payable |             |             |        |       |                 |              |              |       | 103.95 | 103.95          |
| 80   | 30   | In-House         |             |             | 22.0   | 48.0  | 1               |              |              |       |        | 0.59            |





FOR THE MONTH OF Nov 1990

|     |          |             |     |            |
|-----|----------|-------------|-----|------------|
|     | -        | 59.54       |     | 519        |
| Job | - Amt    | 16.90       | A/C | 719        |
|     |          | <u>1380</u> |     | <u>521</u> |
| Job | 1345 Amt | .25         | A/C | 521        |
|     |          | <u>1430</u> |     | <u>521</u> |
| Job | - Amt    | .25         | A/C | 721        |

= \$ 1.50

Approved By:



FOR THE MONTH OF NOVEMBER

150  
VENDOR ID# Dooley  
114.40 519  
Job            Amt 23.92 A/C 719  
1380 .05 52  
Job 1241 Amt .05 A/C 52  
Job            Amt 138.42 A/C           

= \$ 10 ✓

Approved By:

| Proj. | Miles | Proj. | Miles | Proj. | Miles | Proj. | Miles |
|-------|-------|-------|-------|-------|-------|-------|-------|
|       |       | 001   | 92    | 1471  | 15    | 1285  | 5     |
|       |       | 695   | 96    | 1179  | 7     | 1172  | 11    |
|       |       | 1462  | 23    | 1082  | 66    | 1409  | 56    |
|       |       | 1414  | 36    | 1240  | 80    | 1380  | 45    |

By: Kelly Dooley  
y: Jake Lubinski





# American Eagle Express

5909 Baker Road  
Suite 560  
Minnetonka, Minnesota 55345  
612-935-5573  
FAX (612) 935-0499

STATEMENT  
DATE

SIRGAR-ROSCOE-FAUSCH, INC.  
1 CARLSON PARKWAY NORTH  
SUITE 150  
PLYMOUTH, MN 55447

Vendor ID # 000016  
Job 1380 Amt 58.47 ✓ 524  
Job 1328 Amt 132.48 ✓ AC 524  
Job 1348 Amt 13.40 ✓ 524  
Job 1368 Amt 21.05 ✓ AC 524  
Job 1435 Amt 18.55 ✓ 724  
Job 1435 Amt 11.92 ✓ AC 524

10/31/90

The amounts shown by month are in TOTAL and do not necessarily equal any specific invoice or item.

| PREVIOUS BALANCE |            |
|------------------|------------|
| MONTH DUE        | AMOUNT DUE |
|                  | 1360       |
|                  | 1240       |

18.02 ✓  
15.29 ✓  
289.18

524 THIS STATEMENT  
524 REFLECTS 15 DAY  
BILLING PERIOD

| MO                                  | DATE<br>DAY YR. | REFERENCE | JOB/DEPT./P.O. | CHARGES    | CREDITS | BALANCE |
|-------------------------------------|-----------------|-----------|----------------|------------|---------|---------|
| 10/19/90                            | 01138090        | 799042 ✓  |                | 1380 27.42 |         | 27.42   |
| 10/22/90                            | 01138996        | 799044 ✓  |                | 1380 18.50 |         | 18.50   |
| 10/22/90                            | 01138998        | 799043 ✓  |                | 1380 12.55 |         | 12.55   |
| 10/22/90                            | 01139245        | 799046 ✓  |                | 1328 16.80 |         | 16.80   |
| 10/22/90                            | 01139001        | 799045 ✓  |                | 1348 13.40 |         | 13.40   |
| 10/24/90                            | 01141198        | 799049 ✓  |                | 1328 31.20 |         | 31.20   |
| 10/24/90                            | 01140769        | 799047 ✓  |                | 1368 21.05 |         | 21.05   |
| 10/24/90                            | 01140889        | 799048 ✓  |                | 001 18.55  |         | 18.55   |
| 10/26/90                            | 01142858        | 799050 ✓  |                | 1328 21.12 |         | 21.12   |
| 10/26/90                            | 01142860        | 766099 ✓  |                | 1328 21.12 |         | 21.12   |
| 10/26/90                            | 01142863        | 766100 ✓  |                | 1328 21.12 |         | 21.12   |
| 10/26/90                            | 01142864        | 882855 ✓  |                | 1328 21.12 |         | 21.12   |
| 10/29/90                            | 01143661        | 882858 ✓  |                | 1435 12.55 |         | 11.92   |
| 10/29/90                            | 01143467        | 882856 ✓  |                | 1360 18.60 |         | 18.02   |
| 10/29/90                            | 01143468        | 882857 ✓  |                | 1240 16.10 |         | 15.29   |
| THANK YOU FOR USING AMERICAN EAGLE! |                 |           |                |            |         |         |
|                                     |                 |           |                | 291.20     | 2.02    | 289.18  |

289.18 ✓

Accounts Due and Payable Upon Receipt.

A Service Charge will be added on all Past Due invoices at the rate of 1½% per month.

PLEASE PAY  
THIS AMOUNT

|                       |                                                                                                       |
|-----------------------|-------------------------------------------------------------------------------------------------------|
| B<br>I<br>T<br>O<br>L | Order Taker                                                                                           |
|                       | 5909 Baker Rd., Suite #560 • Minnetonka, MN 55345<br>799042<br>(612) 935-5573<br>CSC-57493<br>LCC-908 |
| F<br>R<br>O<br>M      | Authorized By: <i>Gloria</i><br>Address: <i>Same - Wendy #1380</i>                                    |
|                       | Address: <i>Visions Design 475 Cleveland Ave. #307</i>                                                |
| T<br>O                | Dept./P.O. No. <i>St. Paul Mn 55104</i><br>Special Instructions:                                      |
|                       |                                                                                                       |

| SERVICE              |                                                         | CHARGES       |  |
|----------------------|---------------------------------------------------------|---------------|--|
| Date<br><i>10-19</i> | American Direct (A) <input checked="" type="checkbox"/> | Delivery      |  |
| Pieces<br><i>1</i>   | Eagle 1 Hour (B) <input checked="" type="checkbox"/>    | Add'l Stops   |  |
| Call in Time         | Express 90 Min. (C)                                     | Loading Time  |  |
| PU Time              | Today 3 Hours (D)                                       | Wrong Address |  |
| Delivery Time        | Round Trip (RT)                                         | No Run        |  |
| Driver<br><i>41</i>  | Overnite (ON)                                           | TOTAL         |  |
| Receiving Firm       | by: X _____                                             |               |  |

SUBJECT TO CONDITIONS ON REVERSE SIDE

SHIPPER'S COPY

|                  |                                                        |
|------------------|--------------------------------------------------------|
| F<br>R<br>O<br>M | Address: <i>Visions Design 475 Cleveland Ave. #207</i> |
|                  | Address: <i>St. Paul 55104</i>                         |
| T<br>O           | Address: <i>SA - Wendy #1380</i>                       |
|                  | Dept./P.O. No.<br>Special Instructions:                |
|                  |                                                        |

| SERVICE                       |                                                         | CHARGES       |  |
|-------------------------------|---------------------------------------------------------|---------------|--|
| Date<br><i>10-22</i>          | American Direct (A) <input checked="" type="checkbox"/> | Delivery      |  |
| Pieces<br><i>1</i>            | Eagle 1 Hour (B) <input checked="" type="checkbox"/>    | Add'l Stops   |  |
| Call in Time<br><i>9:20</i>   | Express 90 Min. (C)                                     | Loading Time  |  |
| PU Time                       | Today 3 Hours (D)                                       | Wrong Address |  |
| Delivery Time<br><i>10:00</i> | Round Trip (RT)                                         | No Run        |  |
| Driver<br><i>40</i>           | Overnite (ON)                                           | TOTAL         |  |
| Receiving Firm                | by: X _____                                             |               |  |

SUBJECT TO CONDITIONS ON REVERSE SIDE

SHIPPER'S COPY

|                  |                                                                                      |
|------------------|--------------------------------------------------------------------------------------|
| F<br>R<br>O<br>M | Authorized By: <i>Gloria</i><br>Address: <i>Pro Color 909 Hennepin Ave So. #1380</i> |
|                  | Address: <i>55493</i>                                                                |
| T<br>O           | Address: <i>SA - Bill B. #1380</i>                                                   |
|                  | Dept./P.O. No.<br>Special Instructions:                                              |
|                  |                                                                                      |

| SERVICE                       |                                                         | CHARGES       |  |
|-------------------------------|---------------------------------------------------------|---------------|--|
| Date<br><i>10-22</i>          | American Direct (A) <input checked="" type="checkbox"/> | Delivery      |  |
| Pieces<br><i>1</i>            | Eagle 1 Hour (B) <input checked="" type="checkbox"/>    | Add'l Stops   |  |
| Call in Time<br><i>9:20</i>   | Express 90 Min. (C)                                     | Loading Time  |  |
| PU Time<br><i>10:00</i>       | Today 3 Hours (D)                                       | Wrong Address |  |
| Delivery Time<br><i>10:00</i> | Round Trip (RT)                                         | No Run        |  |
| Driver<br><i>47</i>           | Overnite (ON)                                           | TOTAL         |  |
| Receiving Firm                | by: X _____                                             |               |  |

SUBJECT TO CONDITIONS ON REVERSE SIDE

SHIPPER'S COPY



OMEGA LITHOGRAPH, INC.  
15090 23RD AVE., N. PH. 512-475-1828  
MINNEAPOLIS, MN 55447



DATE

NUMBER

10/30/80 37-33

P. O. No. 60

Acct. No. 37-33

Job No. 6137

STROAR-FUSCUE-FAUSCH  
Suite 150  
One Carlson Parkway North  
Minneapolis, MN 55447

TERMS: NET 30 DAYS

| Quantity  | Description                                      | Price  |
|-----------|--------------------------------------------------|--------|
| 64        | Agendas                                          |        |
| 61        | Maps                                             |        |
| 61        | Minutes                                          |        |
| 43        | Item 3 Align Summary                             |        |
| 43        | Item 4 Issues Review                             |        |
|           | Northeast LRI                                    |        |
|           | Vendor ID # <u>00156</u>                         | 103.95 |
|           | Job <u>1380</u> Amt <u>103.95</u> A/C <u>525</u> |        |
|           | Comm. 1380 Job _____ Amt _____ A/C _____         |        |
|           | Job _____ Amt _____ A/C _____                    |        |
| Sub Total | Sales Tax                                        | TOTAL  |
| 103.95    | 0.00                                             | 103.95 |

THANK YOU FOR YOUR ORDER

Kathy 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, FEBRUARY 12, 1991**

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

1. \* Minutes of the January 22, 1991 Ramsey County Regional Railroad Authority Board Meeting. *(minutes are w/3-12 mtg.)*
2. Chairman's Comments
3. \* Define alignments that will be studied in St. Paul South LRT Study.
4. Midway Corridor LRT Ridership Projections - Discussion only.
5. Update on Legislation - Discussion only.
6. \* Quarterly Report of Payments for RCRRA October through December 1990.
7. \* Ratify Partial Payment No. 15 to BRW, Inc. in the amount of \$66,549.38.
8. \* Ratify Partial Payment No. 8 to SRF, Inc. in the amount of \$25,520.19.
9. \* Approve adjustment to the 1991 Ramsey County Regional Railroad Authority budget in the amount of \$214,850.

\* Action is Requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

|                                                  |                                                                                                                                  |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <u>CHAIRMAN FINLEY</u><br>Originating Department | Board Action Requested<br><br><div style="border: 1px dashed black; height: 100px; margin-top: 20px;"></div> CHAIRMAN'S COMMENTS |
| <u>J. T. Finley /s/</u><br>Authorized Signature  | <u>2/5/91</u><br>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

\_\_\_\_\_  
Committee / Meeting Date  
February 12, 1991

\_\_\_\_\_  
Board Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature  
*J. L. Glendon*

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date  
2/5/91

\_\_\_\_\_  
Date



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere  
Authorized Signature

2/4/91  
Date

Board Action Requested

Define alignments that will be studied in  
St. Paul South LRT Study.

ACTION IS REQUESTED

Request Justification

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

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

February 12, 1991

Board Date

Signature

2/5/91

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) and Dakota County Regional Railroad Authority (DCRRA) have initiated an LRT study for the St. Paul South Corridor; and

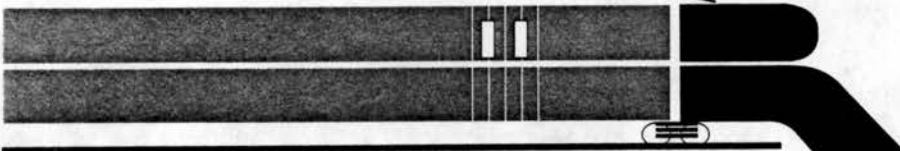
WHEREAS, Information has been assessed relating to previous studies by RCRRA, DCRRA and the Regional Transit Board relating to the South Corridor; Now, Therefore, Be It

RESOLVED, That:

1. Alignments in the St. Paul South Corridor, not alignments in the Southwest or South/Southwest Corridors, will be evaluated in the St. Paul South study;
2. Alignment alternatives should be examined in the St. Paul South study that leave open options of extending the alignment either (a) south of I-494/TH 110 to TH 55 or (b) west to I-35E/I-494.
3. The St. Paul South study should assume that the extension of the Hiawatha LRT line to I-35E/I-494 will not be made.
4. Alignments that will be evaluated in the St. Paul South study are:
  - a. Lafayette Freeway (downtown to TH 55)
  - b. Robert Street (Plato Blvd. to TH 55)
  - c. I-494 (Lafayette Freeway to I-35E)
  - d. Lone Oak Road (Lafayette Freeway to TH 55).

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

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

**SUBJECT:** South Corridor Alignments

**DATE:** February 1, 1991

As we begin the South Corridor study, it is necessary to define the alignment alternatives that will be analyzed. BRW has prepared information on that subject in the attached memorandum.

You will be requested to concur in the recommendations, one through four, contained on page 2 of the BRW memo leading to a recommendation that the alignments to be studied should be:

1. Lafayette Freeway Corridor (Downtown to T.H. 55)
2. Robert Street (Plato Blvd. to T.H. 55)
3. I-494 (Lafayette Freeway to I-35E)
4. Lone Oak Road (Lafayette Freeway to T.H. 55).

**Recommendation:**

The attached resolution has been prepared for your consideration.

KD/blk  
Attachment



## MEMORANDUM

DATE: January 31, 1991

TO: Allen Moe, DCRRA  
Jim Tolaas, RCRRA

FROM: Tony Heppelmann  
Bill Smith

RE: St. Paul South LRT  
Alignment Alternatives

### INTRODUCTION

#### PURPOSE

The purpose of this memorandum is to identify alignment alternatives for study in the St. Paul South Corridor and to further present the evaluation process and criteria that will be used to select a preferred alignment. Identification of the alignment alternatives and the evaluation process involve the following four steps:

1. Define the geographic area of the St. Paul South Corridor.
2. Define the relationship(s) between the St. Paul South Corridor and the regional system plan.
3. Identify an initial set of alternative alignments within the St. Paul South Corridor.
4. Screen the initial set of alignments and recommend the most feasible alignments for detailed study.

Initial LRT alignment alternatives were identified based on general location criteria. These alignments were then screened based on several criteria including right-of-way availability, land use compatibility, and potential service area to identify feasible alignments that should be studied in detail.



The conclusions reached and the recommendations made based on analysis discussed in this memorandum are summarized below.

1. The St. Paul South Corridor alignments were given higher priority compared to the Ramsey County Southwest and South-Southwest (Dakota County Central) Corridor alignments in the Ramsey County Comprehensive LRT Plan, the Dakota County Comprehensive LRT Plan and the Regional Transit Board LRT Development and Financial Plan. It is therefore appropriate to include only the St. Paul South alignments as potential alignments for this study. Further analysis of alignments in the Dakota County Central Corridor should be conducted in future and separate studies.
2. In the RTB's ten-year plan, an LRT line in the South Corridor would terminate at I-494/TH 110. Alignment alternatives in the St. Paul South Corridor should be developed that leave open both the option of extending the alignment from I-494/TH 110 to the south to TH 55 and the option of extending the alignment to the west to the I-35E/I-494 interchange.
3. The RTB's twenty-year plan includes an extension of the Hiawatha line to the I-35E/I-494 interchange. Because of uncertainties about the extension of the Hiawatha line to the I-35E/I-494 interchange including the possible need for a new bridge over the Minnesota River, it is recommended that the St. Paul South alignments be evaluated assuming the extension of the Hiawatha line to the I-35E/I-494 interchange will not be made.
4. St. Paul South alignment alternatives that will be considered in the detailed evaluation are the Lafayette Freeway Corridor (from downtown St. Paul to Highway 55), Robert Street (Plato Boulevard to Highway 55), the I-494 Corridor (from the Lafayette Freeway to I-35E), and Lone Oak Road (from the Lafayette Freeway to Highway 55). These are shown on Figure 3.

#### GEOGRAPHIC AREA OF ST. PAUL SOUTH CORRIDOR

The Ramsey County Regional Railroad Authority (RCRRA) and Dakota County Regional Railroad Authority (DCRRA) Comprehensive LRT Plans and the Regional Transit Board's (RTB's) LRT Development and Financial Plan were reviewed in order to define the geographic area for the St. Paul South Corridor.



The RCRRRA Comprehensive LRT Plan evaluated three corridors that extended into Dakota County to the south, which included a Southwest Corridor, a South-Southwest Corridor, and a South Corridor. The DCRRA Comprehensive LRT Plan also included an analysis of these corridors except they were referred to as the Central and East corridors. The Dakota County Central Corridors consisted of the St. Paul Southwest and South-Southwest Corridors (which extended into Dakota County from Ramsey County) and extensions of the Hiawatha Corridor into Dakota County from Hennepin County. The Dakota County East Corridor was exactly the same as the St. Paul South Corridor. The corridors are shown on Figure 1.

Both of these studies identified the St. Paul South Corridor (Dakota County East Corridor) as the most promising corridor for implementation of LRT in this area within the next twenty years. The St. Paul South Corridor was recommended because it was determined that it would best achieve stated LRT goals. Goals for the RCRRRA, DCRRA and RTB are stated below:

1. RCRRRA LRT Goals:

- a. Integrate the Ramsey County LRT system with other counties' LRT systems, with other transit services, and with other transportation services in the metropolitan area.
- b. Reduce the need for roadway construction/expansion and assist in relieving traffic congestion.
- c. Enhance economic development.
- d. Decrease the cost of transportation services.
- e. Meet mobility needs.
- f. Reduce environmental impacts associated with automobile travel.
- g. Promote financing the implementation/operation of LRT with broad-based funding to minimize impacts to Ramsey County taxpayers.

2. DCRRA and RTB LRT Goals:

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



In the Ramsey County Plan, the St. Paul Southwest Corridor was dropped from serious consideration in very early analysis, and the St. Paul South-Southwest Corridor was retained for comparative evaluation with the St. Paul South Corridor. Based on results of the comparison, the St. Paul South Corridor was recommended as the corridor with the most potential.

The Dakota County Comprehensive LRT Plan also evaluated the St. Paul South-Southwest Corridor. The results of that evaluation are shown in Table 1. As shown in Table 1, daily ridership for the St. Paul South Corridor alternatives is above 14,000, which is the Metropolitan Council's daily patronage threshold for LRT alignments within arterial street rights-of-way. By comparison, the South-Southwest Corridor's daily ridership is 11,500.

The RTB Plan evaluated all LRT corridors that were proposed in the regional rail authority comprehensive plans against criteria that responded to regionally adopted LRT goals. The purpose of the evaluation was to determine which corridors should be developed and when (ten-year, twenty-year, and post twenty-year time frames). As a result of the analysis the St. Paul South Corridor was included in the RTB's ten-year plan and the South-Southwest Corridor was identified as a post twenty-year corridor. A major factor in the evaluation was cost effectiveness.

Based on the analysis and conclusions from these previous studies, it is recommended that alignments in the Ramsey County Southwest and South-Southwest Corridors (Dakota County Central Corridor) not be considered as potential alignments in the St. Paul South Corridor. These alignments have been studied as a separate corridor and were determined to be less productive than potential alignments in the St. Paul South Corridor (Dakota County East Corridor).

#### RELATIONSHIP BETWEEN THE ST. PAUL SOUTH CORRIDOR AND THE REGIONAL SYSTEM PLAN

While each of the three plans recommended the South Corridor as the corridor to construct within the first twenty years of Regional LRT development, each arrived at different corridor concepts which are described below.

1. Ramsey County - Downtown St. Paul to the TH 110/I-494 interchange with a turn to the west to I-35E/I-494 interchange. No ten- or twenty-year staging was recommended.
2. Dakota County - Downtown St. Paul to the TH 110/I-494 interchange, south to Highway 55, and west from the TH 110/I-494 interchange to the I-35E/I-494 interchange. No ten or twenty-year staging was recommended.



TABLE 1  
SECOND LEVEL EVALUATION RESULTS  
DCRRA COMPREHENSIVE PLAN

| Corridor                               | Daily LRT<br>Ridership | Dakota County<br>LRT Patronage | Dakota County<br>Percentage | Daily<br>Ridership<br>Per Route<br>Mile | Capital*<br>Costs<br>(millions) | Annual*<br>Operating<br>Costs<br>(millions) | Annual Cost<br>Per Annual<br>Ridership |
|----------------------------------------|------------------------|--------------------------------|-----------------------------|-----------------------------------------|---------------------------------|---------------------------------------------|----------------------------------------|
| South-Southwest                        | 11,500                 | 3,200                          | 29%                         | 900                                     | \$211                           | \$ 4.7                                      | \$6.80                                 |
| <u>St. Paul South</u>                  |                        |                                |                             |                                         |                                 |                                             |                                        |
| Robert/Lafayette<br>to TH 110          | 14,600                 | 12,700                         | 87%                         | 2,600                                   | \$126                           | \$ 2.6                                      | \$3.00                                 |
| Robert/Lafayette<br>to TH 55           | 19,000                 | 17,100                         | 90%                         | 2,200                                   | \$161                           | \$ 4.5                                      | \$3.50                                 |
| Robert/Lafayette<br>and I-494 to I-35E | 19,000                 | 17,100                         | 90%                         | 1,900                                   | \$176                           | \$ 5.2                                      | \$3.80                                 |

\*1988 dollars

Source: DCRRA Comprehensive Plan; March 1990

#6700

3. RTB Plan - Downtown St. Paul to the TH 110/I-494 interchange within the first ten years. Construct linkage between the Hiawatha and St. Paul South Corridors by crossing the Mendota Bridge and continuing east to the TH 110/I-494 interchange within the second ten years.

The relationship of the St. Paul South Corridor to the future regional LRT system will have an impact on potential alignments for the St. Paul South Corridor and in particular on alignment decisions south of I-494/TH 110. Therefore, the impacts of alternative regional system connections were considered to determine assumptions that would be appropriate for the purpose of conducting this study. These alternatives are discussed below and illustrated on Figure 2.

1. System Alternative 1 - In the RTB's ten-year LRT plan, the St. Paul South Corridor ends at TH 110. Alternative 1 would include just this segment. One issue in this corridor is whether the line south should continue to TH 55 or bend west to the I-35E/I-494 interchange. Alternative 1A assumes the extension of the South Corridor from the I-494/TH 110 interchange to the south to TH 55. This extension would provide LRT service to downtown St. Paul for residential areas in Dakota County. Alternative 1B assumes the westerly extension of the South Corridor from the I-494/TH 110 interchange to the I-35E/I-494 interchange. This extension would potentially serve trips from residential areas north of I-494 to employment concentrations near the I-35E/I-494 interchange.

Each extension would serve different markets and might not compete with each other. In fact, the implementation of both extensions could provide LRT service for trips from the residential areas south of I-494 to the employment concentrations in the I-35E/I-494 interchange area. Therefore, it is recommended that alignment alternatives in the St. Paul South Corridor be developed to leave both extension options open.

2. System Alternative 2 - Alternative 2 assumes the extension of the Hiawatha line to the I-35E/I-494 interchange. A second issue in this corridor is that if the Hiawatha LRT line were extended to the I-35E/I-494 interchange as shown in the RTB twenty-year plan, it may decrease the need for an extension of the St. Paul South Corridor to the west to the I-35E/I-494 interchange. The RTB's twenty-year plan includes both extensions but does not include the extension of the St. Paul South Corridor to the south to TH 55. The twenty-year plan would provide two connections to the regional system for the employment concentrations near I-35E/I-494. It would also provide more direct access from a large portion of the St. Paul South Corridor to the Airport and other destinations in Hennepin County.



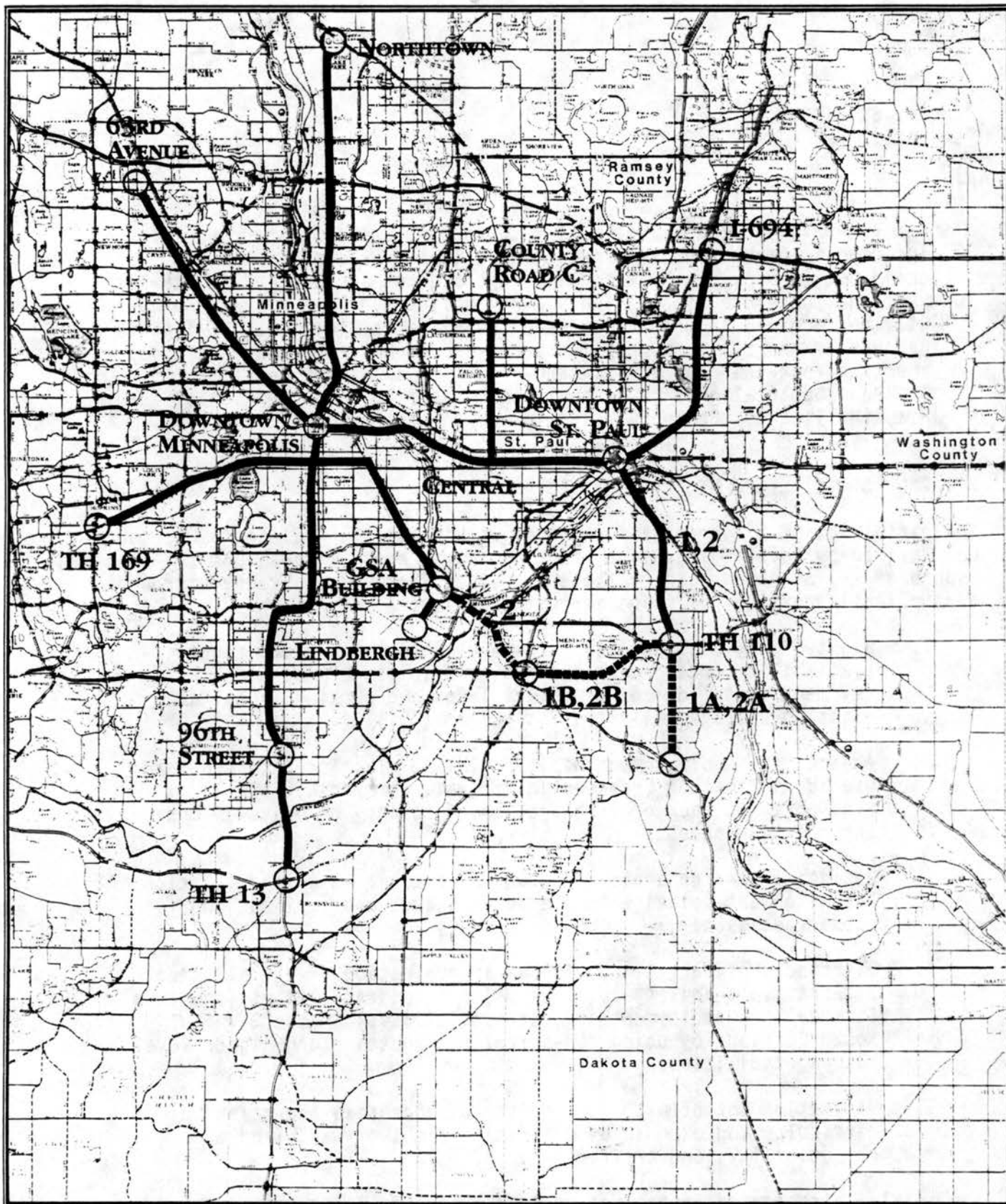


Figure 2

St. Paul South LRT Alignment Study

DCRRA • RCRRA

B R W

0 2 4 Miles



ALTERNATIVE RELATIONSHIPS BETWEEN  
THE ST. PAUL SOUTH CORRIDOR AND  
THE REGIONAL SYSTEM PLAN

The extension of the Hiawatha line to the I-35E/I-494 interchange is included in Dakota County's recommended twenty-year plan. Recent decisions to upgrade the Mendota Bridge did not include provisions for LRT, and therefore, it is likely a new bridge over the Minnesota River will be required in order to extend the Hiawatha line to I-35E/I-494. Because of the possible need for a new bridge and other uncertainties about the extension of the Hiawatha line it is recommended that St. Paul South alignments be evaluated, assuming the extension of the Hiawatha line to the I-35E/I-494 interchange will not be made.

#### ST. PAUL SOUTH ALIGNMENT ALTERNATIVES

An initial set of alignment alternatives within the St. Paul South Corridor was defined by identifying state trunk highways, county roads, and railroad rights-of-way as potential locations for LRT. These were screened through an application of the following evaluation criteria:

1. Right-of-way availability: The evaluation of roadway right-of-way availability included consideration of right-of-way width, pavement width, number of travel lanes and parking lanes, and existing average daily traffic volume (ADT).
2. Adjacent land use compatibility: This evaluation included land use identification (residential, retail/commercial, etc.), available set back or frontage, and frequency of driveway and intersection access.
3. Potential service area: This was an evaluation of the location of the alignment relative to the service area and implications for a feeder bus system.
4. Directness of service: This was an evaluation of the alignment alternative's ability to serve major trip destinations (downtown St. Paul and employment and residential uses) in the St. Paul South Corridor by using non-circuitous routes along higher level roadway facilities.
5. Mitigation potential: This criterion addresses the relative difficulty and expense of mitigating right-of-way, land use compatibility, and traffic impacts.

The initial alignment alternatives were divided into segments that have similar characteristics and each segment was evaluated individually. Thus, the evaluation was designed to permit segments of certain alignments to be eliminated without elimination of the entire alignment.

Figure 3 illustrates the St. Paul South alignment alternatives that were retained from the evaluation of the initial set of alternatives. As shown, four alternatives remain for more detailed evaluation. These are:

1. Lafayette Freeway Corridor (from downtown St. Paul to Highway 55)
2. Robert Street (from Plato Boulevard to Highway 55)
3. I-494 Corridor (between Lafayette Freeway and I-494/I-35E interchange)
4. Lone Oak Road (from Lafayette Freeway to Highway 55)

These alternatives will be analyzed against the following second-level evaluation criteria and a preferred alternative will be selected:

1. Right-of-way availability
2. Geometric feasibility
3. Capital costs
4. Transit service implications
5. Ridership potential
6. Land use/development implications
7. Transportation implications
8. Environmental impacts

TH/ch

cc: File: 1033B01  
#6700



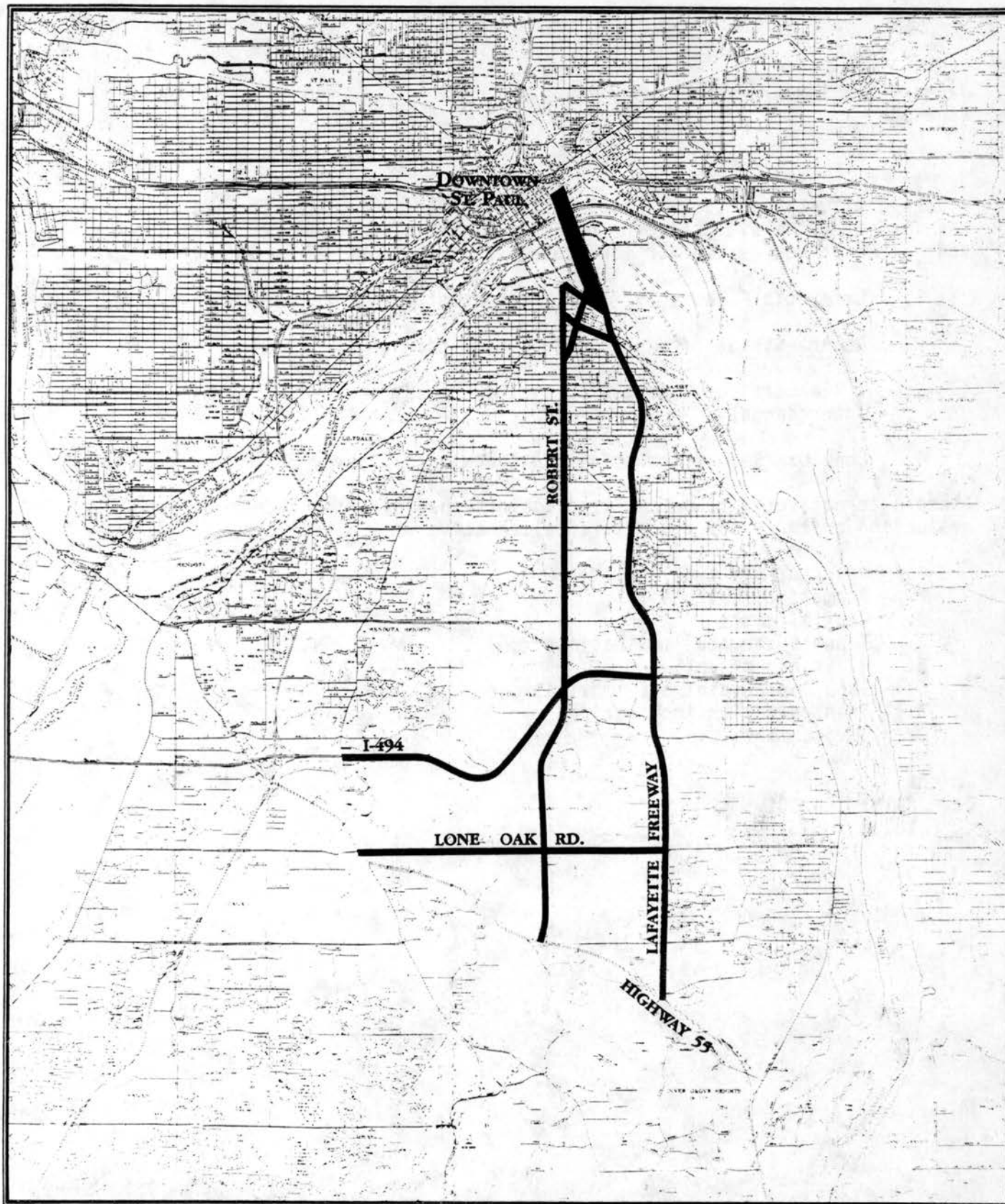
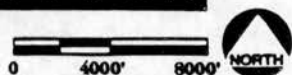


Figure 3

# St. Paul South LRT Alignment Study

DCRRA • RCRRA

BRW



ALIGNMENT ALTERNATIVES  
RECOMMENDED FOR  
DETAILED EVALUATION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

Board Action Requested

Midway Corridor LRT Ridership Projections

Kathryn DeSpiegelaere 2/1/91  
Authorized Signature Date

DISCUSSION ONLY

Request Justification

See attached: 1) Memorandum from K. DeSpiegelaere  
2) Memorandum from Steve Wilson

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  
February 12, 1991

Signature

Date

Board Date

Signature

Date



**METROPOLITAN COUNCIL**  
**Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101**

**DATE:** January 31, 1991  
**TO:** Ken Stevens, Hennepin County Regional Railroad Authority  
**FROM:** Stephen C. Wilson, Metropolitan Council  
**SUBJECT:** Forecast for Hennepin County Four-Spoke LRT System

Several preliminary forecasts have been prepared for the so-called "Hennepin County Four-Spoke" Light Rail Transit system. The current version of this system consists of four corridors:

- Northwest (to 85th Av. N)
- Southwest (to TH 169 in Hopkins)
- Hiawatha (to the GSA Building)
- Midway (to Downtown St. Paul via I-94/Soo Line)

In the current network configuration, only the Northwest and Hiawatha lines are interlined, with the Southwest and Midway Corridors treated as stand alone corridors. Ridership forecasts can be expected to fluctuate somewhat depending on corridor interlining.

Furthermore, please be aware that these forecasts could also vary somewhat when the forecast of a six corridor system (including I-35W and the Anoka/Hennepin Northeast corridors) is completed.

The Year 2010 forecast for the Hennepin County system shows approximately 89,000 daily light rail transit riders. Approximately 14,600 more people would be using the regional transit system than under an all-bus system, all of which would be attributable to the service improvements due to the LRT system and its feeder buses.

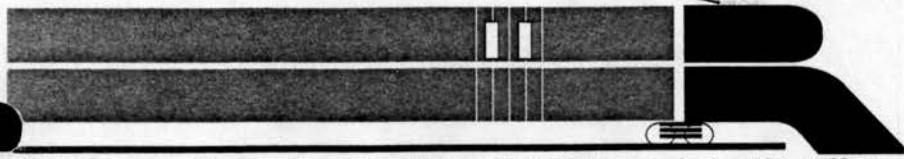
The ridership by corridor is as follows:

**AVERAGE DAILY RIDERSHIP**

|              |               |
|--------------|---------------|
| MIDWAY       | 34,800        |
| HIAWATHA     | 17,800        |
| SOUTHWEST    | 18,700        |
| NORTHWEST    | 24,000        |
| <b>TOTAL</b> | <b>95,200</b> |

The summation of the individual corridors gives a total higher than that of the number of persons using LRT due to 6,200 transfers among the various corridors estimated as follows:

|                                       |       |
|---------------------------------------|-------|
| NORTHWEST/HIAWATHA TO/FROM MIDWAY:    | 2,700 |
| NORTHWEST/HIAWATHA TO/FROM SOUTHWEST: | 1,600 |
| SOUTHWEST TO/FROM MIDWAY:             | 1,900 |



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

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

**SUBJECT:** Midway Corridor LRT Ridership Forecasts

**DATE:** February 1, 1991

You received ridership forecasts for LRT in the Midway Corridor in the fall of 1991 that indicated that potential LRT ridership of I-94 in the year 2010 was anticipated to be 32,400 passengers per day. That forecast was made for the Midway Corridor as a stand-alone corridor. Additional forecasts have been made as part of ongoing work by the Metropolitan Council and will continue to be made.

The most recent forecast indicates that if the Midway Corridor is connected to three other LRT corridors, Hiawatha, Southwest and Northwest in Hennepin County, the LRT ridership along I-94 will increase 2,400 passengers per day to a total of 34,800. The Metropolitan Council will continue to work on adding corridors to the LRT system and I will provide you with additional information as it becomes available. Ridership projections will next be made for the Minneapolis South Corridor along I-35W.

The forecasts for the three Hennepin County corridors are similar to those that were made in previous years. A memorandum from Steve Wilson, Metropolitan Council, is attached, that provides details.

Recommendation:

For your information.

KD/blk  
Attachment

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**5**

Regional Railroad Authority

Originating Department

*K. Despieler* *2/1/91*  
Authorized Signature Date

Board Action Requested

Update on Legislation

DISCUSSION ONLY

Request Justification

A verbal report will be given at the meeting.

Budgeting and Accounting

*Ed. Blankif*

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

February 12, 1991

Board Date

*J. L. Henderson*  
Signature

2/5/91

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

*R. Desjardins* *2/1/91*  
Authorized Signature Date

Board Action Requested

Quarterly report of payments for RCRA

October through December 1990

**ACTION IS REQUESTED**

Request Justification

- See attached: 1) Proposed resolution  
 2) Memorandum from J. Van Houdt dated January 16, 1991

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

February 12, 1991

Board Date

Signature

Date

Signature

Date

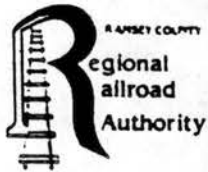
Signature

Date

*F. L. Henderson*

*2/5/91*





# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

---

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October through December, 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: January 16, 1991  
TO: Terry Schutten, Executive Director  
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting  
SUBJECT: Ramsey County Regional Railroad Authority  
Quarterly Report of Payments: October - December 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.

A summary of the payments for the period are:

|       |                                            |                     |
|-------|--------------------------------------------|---------------------|
| 59101 | Regional Railroad Authority Administration | \$ 60,296.25        |
| 59102 | Comprehensive LRT Plan                     | 2,254.76            |
| 59103 | Phase I - Preliminary Engr & EIS - Midway  | 512,202.15          |
| 59105 | Phase II PE-Midway Corridor                | 21,322.28           |
| 59106 | Right-of-Way Acquisition                   | 11,315.55           |
| 59107 | Northeast Corridor Study                   | 81,648.04           |
| 59108 | South Corridor Study                       | 6,659.73            |
| Total |                                            | <u>\$695,698.76</u> |

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period October through December 1990 and a copy of the Budget Condition Report as of December 31, 1990.

JVH:EG:cn/gcl  
Attachments

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

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NJ.                  | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|---------------------------------------|-------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59101                                 | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        |                       |                         |                     |                        |                 |
| CONSULTING SERVICES                   |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020102                                | 50,000.00                                 | 0.00               | 50,000.00              | 50,000.00             | 0.00                    | 0.00                | 0.00                   |                 |
| -- STATE AUDITOR                      |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020122                                | 1,800.00                                  | 1,814.75           | 0.00                   | 14.75CR               | 14.75CR                 | 0.00                | 0.00                   | 100.82          |
| -- LEGISLATIVE REPRESENTATIVE         |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020154                                | 25,000.00                                 | 0.00               | 25,000.00              | 25,000.00             | 0.00                    | 0.00                | 0.00                   |                 |
| -- COUNTY ATTORNEY SERVICES           |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020174                                | 52,576.00                                 | 7,267.21           | 45,000.00              | 45,308.79             | 308.79                  | 0.00                | 0.00                   | 13.82           |
| -- EXECUTIVE DIRECTOR SERVICES        |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020176                                | 56,040.00                                 | 37,714.74          | 18,000.00              | 18,325.26             | 325.26                  | 0.00                | 0.00                   | 67.30           |
| -- BUDGETING AND ACCOUNTING SERVICES  |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020179                                | 31,550.00                                 | 8,970.08           | 22,400.00              | 22,579.92             | 179.92                  | 0.00                | 0.00                   | 28.43           |
| -- DATA PROCESSING SERVICES MTCE      |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020185                                | 7,200.00                                  | 1,642.74           | 5,350.00               | 5,557.26              | 207.26                  | 0.00                | 0.00                   | 22.82           |
| -- COUNTY PROJECT MANAGEMENT SERVICES |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020193                                | 301,740.00                                | 58,190.41          | 239,500.00             | 243,549.59            | 4,049.59                | 0.00                | 0.00                   | 19.28           |
| -- POSTAGE                            |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020202                                | 5,800.00                                  | 966.86             | 4,600.00               | 4,833.14              | 233.14                  | 0.00                | 0.00                   | 16.67           |
| -- TELEPHONE LONG DISTANCE CHARGES    |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020207                                | 380.00                                    | 334.28             | 75.00                  | 45.72                 | 29.28CR                 | 0.00                | 0.00                   | 87.97           |
| -- TELEPHONE LOCAL SERVICE            |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020208                                | 1,260.00                                  | 441.22             | 45.00                  | 818.78                | 773.78                  | 0.00                | 0.00                   | 35.02           |
| -- TRANSPORTATION ALLOWANCE           |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020301                                | 600.00                                    | 254.59             | 85.00                  | 345.41                | 260.41                  | 0.00                | 0.00                   | 42.43           |
| -- MESSENGER SERVICE                  |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020305                                | 600.00                                    | 5.75               | 25.00                  | 594.25                | 569.25                  | 0.00                | 0.00                   | .96             |
| -- PUBLISHING MINUTES & NOTICES       |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020401                                | 8,385.00                                  | 147.72             | 8,100.00               | 8,237.28              | 137.28                  | 0.00                | 175.00                 | 1.76            |
| -- PRINTING & STATIONERY              |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020501                                | 19,890.00                                 | 8,758.44           | 10,800.00              | 11,131.56             | 331.56                  | 0.00                | 0.00                   | 44.03           |
| -- PARKING SPACE                      |                                           |                    |                        |                       |                         |                     |                        |                 |
| 020909                                | 2,350.00                                  | 2,160.00           | 0.00                   | 190.00                | 190.00                  | 0.00                | 0.00                   | 91.91           |
| -- BOOKS, PERIODICALS, SUBSCRIPTIONS  |                                           |                    |                        |                       |                         |                     |                        |                 |
| 021101                                | 250.00                                    | 350.95             | 0.00                   | 100.95CR              | 100.95CR                | 0.00                | 0.00                   | 140.38          |
| -- PURCHASING                         |                                           |                    |                        |                       |                         |                     |                        |                 |
| 021126                                | 175.00                                    | 145.00             | 0.00                   | 30.00                 | 30.00                   | 175.00              | 0.00                   | 82.86           |
| -- INTEREST                           |                                           |                    |                        |                       |                         |                     |                        |                 |
| 021192                                | 0.00                                      | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| -- COMMITTEE COMPENSATION             |                                           |                    |                        |                       |                         |                     |                        |                 |
| 021226                                | 3,000.00                                  | 0.00               | 3,000.00               | 3,000.00              | 0.00                    | 0.00                | 0.00                   |                 |
| -- MEMBERSHIP & DUES                  |                                           |                    |                        |                       |                         |                     |                        |                 |
| 021401                                | 500.00                                    | 35.00              | 0.00                   | 465.00                | 465.00                  | 0.00                | 0.00                   | 7.00            |

| RFC<br>FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                                           |                    |                        |                       |                         |                     |                        |                 | 1  |
|---------------------------------------------------------------|-------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|----|
| APPROPRIATION<br>NO.                                          | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD | 2  |
| 59101                                                         | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        |                       |                         |                     |                        |                 | 3  |
|                                                               | CONFERENCE & SEMINAR EXPENSES             |                    |                        |                       |                         |                     |                        |                 | 4  |
| 021403                                                        | 4,000.00                                  | 5,647.87           | 0.00                   | 1,647.87CR            | 1,647.87CR              | 0.00                | 0.00                   | 141.20          | 5  |
|                                                               | OTHER TRAVEL                              |                    |                        |                       |                         |                     |                        |                 | 6  |
| 021407                                                        | 20,000.00                                 | 2,384.62           | 17,600.00              | 17,615.38             | 15.38                   | 0.00                | 0.00                   | 11.92           | 7  |
|                                                               | VOLUNTEER/COMMITTEE MEETING EXPENSE       |                    |                        |                       |                         |                     |                        |                 | 8  |
| 021408                                                        | 3,000.00                                  | 395.05             | 2,600.00               | 2,604.95              | 4.95                    | 0.00                | 0.00                   | 13.17           | 9  |
| TOTL 02                                                       | 596,096.00                                | 137,627.28         | 452,180.00             | 458,468.72            | 6,288.72                | 175.00              | 175.00                 | 23.09           | 10 |
| 030101                                                        | OFFICE SUPPLIES                           |                    |                        |                       |                         |                     |                        |                 | 11 |
| 030101                                                        | 1,300.00                                  | 53.99              | 0.00                   | 1,246.01              | 1,246.01                | 0.00                | 0.00                   | 4.15            | 12 |
| 040300                                                        | EQUIPMENT                                 |                    |                        |                       |                         |                     |                        |                 | 13 |
| 040300                                                        | 4,100.00                                  | 3,566.26           | 533.74                 | 533.74                | 0.00                    | 0.00                | 0.00                   | 86.98           | 14 |
|                                                               | CONTINGENT APPROPRIATIONS                 |                    |                        |                       |                         |                     |                        |                 | 15 |
| 061001                                                        | 200,000.00                                | 0.00               | 0.00                   | 200,000.00            | 200,000.00              | 0.00                | 100,000.00             |                 | 16 |
| 061002                                                        | PHASE II PE - MIDWAY CORRIDOR             |                    |                        |                       |                         |                     |                        |                 | 17 |
| 061002                                                        | 0.00                                      | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 3,418,000.00           |                 | 18 |
|                                                               | RIGHT-OF-WAY ACQUISITION                  |                    |                        |                       |                         |                     |                        |                 | 19 |
| 061003                                                        | 0.00                                      | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 1,728,000.00           |                 | 20 |
|                                                               | NORTHEAST CORRIDOR STUDY                  |                    |                        |                       |                         |                     |                        |                 | 21 |
| 061004                                                        | 0.00                                      | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 400,000.00             |                 | 22 |
|                                                               | SOUTH CORRIDOR STUDY                      |                    |                        |                       |                         |                     |                        |                 | 23 |
| 061005                                                        | 0.00                                      | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 100,000.00             |                 | 24 |
| CURR ORG-TOT                                                  | 801,496.00                                | 141,247.53         | 452,713.74             | 660,248.47            | 207,534.73              | 175.00              | 5,746,175.00           | 17.62           | 25 |
| R69 59101                                                     | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        |                       |                         |                     |                        |                 | 26 |
| 000000                                                        | 52,635.00                                 | 52,635.00          | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   | 100.00          | 27 |
| ORG-TOT                                                       | 854,131.00                                | 193,882.53         | 452,713.74             | 660,248.47            | 207,534.73              | 175.00              | 5,746,175.00           | 22.70           | 28 |
| 59102                                                         | RCRRA - COMPREHENSIVE LRT PLAN            |                    |                        |                       |                         |                     |                        |                 | 29 |
| 020102                                                        | CONSULTING SERVICES                       |                    |                        |                       |                         |                     |                        |                 | 30 |
| 020102                                                        | 8,094.56                                  | 7,508.84           | 0.00                   | 585.72                | 585.72                  | 8,000.00            | 0.00                   | 92.76           | 31 |
|                                                               | COUNTY ATTORNEY SERVICES                  |                    |                        |                       |                         |                     |                        |                 | 32 |
| 020174                                                        | 1,180.00                                  | 942.90             | 0.00                   | 237.10                | 237.10                  | 0.00                | 9,500.00               | 79.91           | 33 |
|                                                               | EXECUTIVE DIRECTOR SERVICES               |                    |                        |                       |                         |                     |                        |                 | 34 |
| 020176                                                        | 2,701.05                                  | 2,408.29           | 0.00                   | 292.76                | 292.76                  | 0.00                | 1,500.00               | 89.16           | 35 |
|                                                               | BUDGETING AND ACCOUNTING SERVICES         |                    |                        |                       |                         |                     |                        |                 | 36 |
| 020179                                                        | 450.36                                    | 0.00               | 0.00                   | 450.36                | 450.36                  | 0.00                | 3,200.00               |                 | 37 |
|                                                               | DATA PROCESSING SERVICES MTCE             |                    |                        |                       |                         |                     |                        |                 | 38 |
| 020185                                                        | 180.00                                    | 179.13             | 0.00                   | 0.87                  | 0.87                    | 180.00              | 0.00                   | 99.52           | 39 |



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FUND NO. 591 RAHSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION              | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|-------------------|-----------------------------------------|-----------------|---------------------|--------------------|----------------------|------------------|---------------------|--------------|
| 59102             | RCRRA - COMPREHENSIVE LRT PLAN          |                 |                     | * CONTINUED *      |                      |                  |                     |              |
| 020193            | COUNTY PROJECT MANAGEMENT SERVICES      | 10,820.11       | 9,564.38            | 0.00               | 1,255.73             | 1,255.73         | 4,000.00            | 0.00         |
| 020202            | POSTAGE                                 | 315.18          | 101.47              | 0.00               | 213.71               | 213.71           | 240.00              | 0.00         |
| 020305            | MESSENGER SERVICE                       | 48.50           | 39.50               | 0.00               | 9.00                 | 9.00             | 20.00               | 0.00         |
| 020401            | PUBLISHING MINUTES & NOTICES            | 3,749.12        | 1,549.12            | 0.00               | 2,200.00             | 2,200.00         | 2,200.00            | 0.00         |
| 020501            | PRINTING & STATIONERY                   | 4,814.69        | 3,474.65            | 0.00               | 1,340.04             | 1,340.04         | 2,000.00            | 0.00         |
| 021192            | INTEREST                                | 0.00            | 0.00                | 0.00               | 0.00                 | 0.00             | 0.00                | 0.00         |
| 021226            | COMMITTEE COMPENSATION                  | 10.00           | 0.00                | 0.00               | 10.00                | 10.00            | 0.00                | 1,580.00     |
| 021408            | VOLUNTEER/COMMITTEE MEETING EXPENSE     | 525.66          | 519.29              | 0.00               | 6.37                 | 6.37             | 0.00                | 860.00       |
| TOTL 02           |                                         | 32,889.23       | 26,287.57           | 0.00               | 6,601.66             | 6,601.66         | 16,640.00           | 16,640.00    |
| ORG-TOT           |                                         | 32,889.23       | 26,287.57           | 0.00               | 6,601.66             | 6,601.66         | 16,640.00           | 16,640.00    |
| 59103             | RCRRA - PHASE 1 PRELIMINARY ENGINEERING |                 |                     |                    |                      |                  |                     |              |
| 020102            | CONSULTING SERVICES                     | 1,480,202.56    | 944,765.04          | 500,001.00         | 535,437.52           | 35,436.52        | 200,000.00          | 156,800.00   |
| 020174            | COUNTY ATTORNEY SERVICES                | 18,818.00       | 13,509.26           | 0.00               | 5,308.74             | 5,308.74         | 0.00                | 15,000.00    |
| 020176            | EXECUTIVE DIRECTOR SERVICES             | 37,674.09       | 34,179.03           | 0.00               | 3,495.06             | 3,495.06         | 0.00                | 0.00         |
| 020179            | BUDGETING AND ACCOUNTING SERVICES       | 1,681.20        | 479.03              | 0.00               | 1,202.17             | 1,202.17         | 0.00                | 12,000.00    |
| 020185            | DATA PROCESSING SERVICES MTCE           | 4,192.22        | 4,154.50            | 0.00               | 37.72                | 37.72            | 2,300.00            | 0.00         |
| 020193            | COUNTY PROJECT MANAGEMENT SERVICES      | 236,046.34      | 182,086.46          | 0.00               | 53,959.88            | 53,959.88        | 150,000.00          | 0.00         |
| 020194            | PUBLIC INFORMATION SERVICES             | 48,500.00       | 5,895.40            | 0.00               | 42,604.60            | 42,604.60        | 48,500.00           | 0.00         |
| 020202            | POSTAGE                                 | 749.25          | 532.14              | 0.00               | 217.11               | 217.11           | 0.00                | 2,200.00     |
| 020305            | MESSENGER SERVICE                       | 193.65          | 132.75              | 0.00               | 60.90                | 60.90            | 0.00                | 0.00         |
| 020401            | PUBLISHING MINUTES & NOTICES            | 4,571.60        | 119.15              | 0.00               | 4,452.45             | 4,452.45         | 0.00                | 0.00         |

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| 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 |                 |                     |                    |                      |                  |                     |              |
|                   | PRINTING & STATIONERY                   |                 |                     |                    |                      |                  |                     |              |
| 020501            | 2,463.49                                | 1,492.17        | 0.00                | 971.32             | 971.32               | 0.00             | 12,000.00           | 60.57        |
| --                | INTEREST                                | 0.00            | 0.00                | 0.00               | 0.00                 | 0.00             | 0.00                |              |
| --                | COMMITTEE COMPENSATION                  |                 |                     |                    |                      |                  |                     |              |
| 021226            | 100.00                                  | 0.00            | 0.00                | 100.00             | 100.00               | 0.00             | 900.00              |              |
| --                | OTHER TRAVEL                            |                 |                     |                    |                      |                  |                     |              |
| 021407            | 53.47                                   | 0.00            | 0.00                | 53.47              | 53.47                | 0.00             | 2,500.00            |              |
| --                | VOLUNTEER/COMMITTEE MEETING EXPENSE     |                 |                     |                    |                      |                  |                     |              |
| 021408            | 1,300.60                                | 1,281.00        | 0.00                | 19.60              | 19.60                | 600.00           | 0.00                | 98.49        |
| TOTL 02           | 1,836,546.47                            | 1,188,625.93    | 500,001.00          | 647,920.54         | 147,919.54           | 401,400.00       | 201,400.00          | 64.72        |
| ORG-TOT           | 1,836,546.47                            | 1,188,625.93    | 500,001.00          | 647,920.54         | 147,919.54           | 401,400.00       | 201,400.00          | 64.72        |
| 59105             | PHASE II PE-MIDWAY CORRIDOR             |                 |                     |                    |                      |                  |                     |              |
|                   | CONSULTING SERVICES                     |                 |                     |                    |                      |                  |                     |              |
| 020102            | 2,940,000.00                            | 0.00            | 0.00                | 2,940,000.00       | 2,940,000.00         | 2,940,000.00     | 0.00                |              |
|                   | COUNTY ATTORNEY SERVICES                |                 |                     |                    |                      |                  |                     |              |
| 020174            | 50,000.00                               | 1,233.14        | 0.00                | 48,766.86          | 48,766.86            | 50,000.00        | 0.00                | 2.47         |
|                   | EXECUTIVE DIRECTOR SERVICES             |                 |                     |                    |                      |                  |                     |              |
| 020176            | 35,000.00                               | 16.72           | 0.00                | 34,983.28          | 34,983.28            | 35,000.00        | 0.00                | .05          |
|                   | BUDGETING AND ACCOUNTING SERVICES       |                 |                     |                    |                      |                  |                     |              |
| 020179            | 10,000.00                               | 0.00            | 0.00                | 10,000.00          | 10,000.00            | 10,000.00        | 0.00                |              |
|                   | DATA PROCESSING SERVICES MTCE           |                 |                     |                    |                      |                  |                     |              |
| 020185            | 3,500.00                                | 2.00            | 0.00                | 3,498.00           | 3,498.00             | 3,500.00         | 0.00                | .05          |
|                   | COUNTY PROJECT MANAGEMENT SERVICES      |                 |                     |                    |                      |                  |                     |              |
| 020193            | 348,000.00                              | 20,070.42       | 0.00                | 327,929.58         | 327,929.58           | 348,000.00       | 0.00                | 5.77         |
|                   | POSTAGE                                 |                 |                     |                    |                      |                  |                     |              |
| 020202            | 3,500.00                                | 0.00            | 0.00                | 3,500.00           | 3,500.00             | 3,500.00         | 0.00                |              |
|                   | PUBLISHING MINUTES & NOTICES            |                 |                     |                    |                      |                  |                     |              |
| 020401            | 4,000.00                                | 0.00            | 0.00                | 4,000.00           | 4,000.00             | 4,000.00         | 0.00                |              |
|                   | PRINTING & STATIONERY                   |                 |                     |                    |                      |                  |                     |              |
| 020501            | 10,000.00                               | 0.00            | 0.00                | 10,000.00          | 10,000.00            | 10,000.00        | 0.00                |              |
|                   | COMMITTEE COMPENSATION                  |                 |                     |                    |                      |                  |                     |              |
| 021226            | 1,000.00                                | 0.00            | 0.00                | 1,000.00           | 1,000.00             | 1,000.00         | 0.00                |              |
|                   | OTHER TRAVEL                            |                 |                     |                    |                      |                  |                     |              |
| 021407            | 12,000.00                               | 0.00            | 0.00                | 12,000.00          | 12,000.00            | 12,000.00        | 0.00                |              |
|                   | VOLUNTEER/COMMITTEE MEETING EXPENSE     |                 |                     |                    |                      |                  |                     |              |
| 021408            | 1,000.00                                | 0.00            | 0.00                | 1,000.00           | 1,000.00             | 1,000.00         | 0.00                |              |
| ORG-TOT           | 3,418,000.00                            | 21,322.28       | 0.00                | 3,396,677.72       | 3,396,677.72         | 3,418,000.00     | 0.00                | .62          |



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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION      | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>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                          | 1,987.75           | 0.00                   | 34,012.25             | 34,012.25               | 36,000.00           | 0.00                   | 5.52            |
|                      | EXECUTIVE DIRECTOR SERVICES        |                    |                        |                       |                         |                     |                        |                 |
| 020176               | 2,000.00                           | 363.80             | 0.00                   | 1,636.20              | 1,636.20                | 2,000.00            | 0.00                   | 18.19           |
|                      | 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                             | 36.33              | 0.00                   | 463.67                | 463.67                  | 500.00              | 0.00                   | 7.27            |
|                      | COUNTY PROJECT MANAGEMENT SERVICES |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 20,000.00                          | 10,743.63          | 0.00                   | 9,256.37              | 9,256.37                | 20,000.00           | 0.00                   | 53.72           |
|                      | 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                   |                 |
| DRG-TOT              | 1,728,000.00                       | 13,131.51          | 0.00                   | 1,714,868.49          | 1,714,868.49            | 1,728,000.00        | 0.00                   | .76             |
| 59107                | NORTHEAST CORRIDOR STUDY           |                    |                        |                       |                         |                     |                        |                 |
|                      | CONSULTING SERVICES                |                    |                        |                       |                         |                     |                        |                 |
| 020102               | 270,000.00                         | 124,391.02         | 120,796.48             | 145,608.98            | 24,812.50               | 270,000.00          | 0.00                   | 46.07           |
|                      | COUNTY ATTORNEY SERVICES           |                    |                        |                       |                         |                     |                        |                 |
| 020174               | 17,000.00                          | 10,049.14          | 0.00                   | 6,950.86              | 6,950.86                | 17,000.00           | 0.00                   | 59.11           |
|                      | EXECUTIVE DIRECTOR SERVICES        |                    |                        |                       |                         |                     |                        |                 |
| 020176               | 6,500.00                           | 4,198.47           | 0.00                   | 2,301.53              | 2,301.53                | 6,500.00            | 0.00                   | 64.59           |
|                      | 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                           | 504.49             | 0.00                   | 495.51                | 495.51                  | 1,000.00            | 0.00                   | 50.45           |
|                      | COUNTY PROJECT MANAGEMENT SERVICES |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 100,000.00                         | 16,442.32          | 0.00                   | 83,557.68             | 83,557.68               | 100,000.00          | 0.00                   | 16.44           |
|                      | POSTAGE                            |                    |                        |                       |                         |                     |                        |                 |
| 020202               | 500.00                             | 63.72              | 0.00                   | 436.28                | 436.28                  | 500.00              | 0.00                   | 12.74           |
|                      | PUBLISHING MINUTES & NOTICES       |                    |                        |                       |                         |                     |                        |                 |
| 020401               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 500.00              | 0.00                   |                 |
|                      | PRINTING & STATIONERY              |                    |                        |                       |                         |                     |                        |                 |
| 020501               | 500.00                             | 26.10              | 0.00                   | 473.90                | 473.90                  | 500.00              | 0.00                   | 5.22            |
|                      | COMMITTEE COMPENSATION             |                    |                        |                       |                         |                     |                        |                 |
| 021226               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 500.00              | 0.00                   |                 |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>OBJ. | ADJ. CURRENT<br>APPROPRIATION       | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|-----------------------|-------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59107                 | NORTHEAST CORRIDOR STUDY            |                    |                        |                       |                         |                     |                        |                 |
|                       | 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                          | 155,785.71         | 120,796.48             | 244,214.29            | 123,417.81              | 400,000.00          | 0.00                   | 38.95           |
| 59108                 | SOUTH CORRIDOR STUDY                |                    |                        |                       |                         |                     |                        |                 |
|                       | CONSULTING SERVICES                 |                    |                        |                       |                         |                     |                        |                 |
| 020102                | 65,000.00                           | 0.00               | 47,332.60              | 65,000.00             | 17,667.40               | 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                            | 726.56             | 0.00                   | 273.44                | 273.44                  | 1,000.00            | 0.00                   | 72.66           |
|                       | BUDGETING AND ACCOUNTING SERVICES   |                    |                        |                       |                         |                     |                        |                 |
| 020179                | 500.00                              | 177.07             | 0.00                   | 322.93                | 322.93                  | 500.00              | 0.00                   | 35.41           |
|                       | DATA PROCESSING SERVICES MTCE       |                    |                        |                       |                         |                     |                        |                 |
| 020185                | 200.00                              | 97.99              | 0.00                   | 102.01                | 102.01                  | 200.00              | 0.00                   | 49.00           |
|                       | COUNTY PROJECT MANAGEMENT SERVICES  |                    |                        |                       |                         |                     |                        |                 |
| 020193                | 30,000.00                           | 6,067.72           | 0.00                   | 23,932.28             | 23,932.28               | 30,000.00           | 0.00                   | 20.23           |
|                       | POSTAGE                             |                    |                        |                       |                         |                     |                        |                 |
| 020202                | 200.00                              | 11.25              | 0.00                   | 188.75                | 188.75                  | 200.00              | 0.00                   | 5.63            |
|                       | 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                          | 7,080.59           | 47,332.60              | 92,919.41             | 45,586.81               | 100,000.00          | 0.00                   | 7.08            |
| 59177                 | REFUNDS & RECOVERIES & PETTY CASH   |                    |                        |                       |                         |                     |                        |                 |
|                       | PETTY CASH & CHANGE                 |                    |                        |                       |                         |                     |                        |                 |
| 053000                | 100.00                              | 100.00             | 0.00                   | 0.00                  | 0.00                    | 100.00              | 0.00                   | 100.00          |
| ORG-TOT               | 100.00                              | 100.00             | 0.00                   | 0.00                  | 0.00                    | 100.00              | 0.00                   | 100.00          |
| ACT-TOT               | 8,369,666.70                        | 1,606,216.12       | 1,120,843.82           | 6,763,450.58          | 5,642,606.76            | 6,064,315.00        | 5,964,215.00           | 19.19           |
| 5 FCT-TOT             | 8,369,666.70                        | 1,606,216.12       | 1,120,843.82           | 6,763,450.58          | 5,642,606.76            | 6,064,315.00        | 5,964,215.00           | 19.19           |
| FUND CURR TOT         | 8,317,031.70                        | 1,553,581.12       | 1,120,843.82           | 6,763,450.58          | 5,642,606.76            | 6,064,315.00        | 5,964,215.00           | 18.68           |
| FUND 989 TOT          | 52,635.00                           | 52,635.00          | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   | 100.00          |
| FUND TOTAL            | 8,369,666.70                        | 1,606,216.12       | 1,120,843.82           | 6,763,450.58          | 5,642,606.76            | 6,064,315.00        | 5,964,215.00           | 19.19           |

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| RFC | DEPT  | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT   | VENDOR NAME               |                          |
|-----|-------|------------------------------------|----------|-----------|----------|----------|-----------|---------------------------|--------------------------|
|     | 59101 | STATE AUDITOR                      | 020122   | CA        | 70093    | 101990   | 00604302  | 177.50                    | MINNESOTA STATE AUDITORS |
|     |       | 020122                             |          |           |          |          |           | 177.50                    |                          |
|     |       | COUNTY ATTORNEY SERVICES           |          |           |          |          |           |                           |                          |
|     | 59101 | 020174                             | IC       | 75906     | 120790   | 00613077 | 370.43    | IC TRANSFER PMT 400 40601 | 300908 M00119            |
|     |       |                                    | IC       | 75907     | 120790   | 00613077 | 1,852.13  | IC TRANSFER PMT 400 40601 | 300908 M00118            |
|     |       |                                    | IC       | 75908     | 120790   | 00613077 | 1,027.09  | IC TRANSFER PMT 400 40601 | 300908 M00107            |
|     |       |                                    | IC       | 75909     | 120790   | 00613077 | 1,666.91  | IC TRANSFER PMT 400 40601 | 300908 M00106            |
|     |       |                                    | IC       | 75910     | 120790   | 00613077 | 620.57    | IC TRANSFER PMT 400 40601 | 300908 M00105            |
| R89 |       |                                    | IC       | 75910A    | 120790   | 00613077 | 356.01    | IC TRANSFER PMT 400 40601 | 300908 M00105            |
|     |       | 020174                             |          |           |          |          | 5,893.14  |                           |                          |
|     |       | EXECUTIVE DIRECTOR SERVICES        |          |           |          |          |           |                           |                          |
|     | 59101 | 020176                             | IC       | 68184A    | 100590   | 00599225 | 902.88    | IC TRANSFER PMT 400 40301 | 300908 A00323            |
|     |       |                                    | IC       | 68185A    | 100590   | 00599225 | 1,410.00  | IC TRANSFER PMT 400 40301 | 300908 A00322            |
|     |       |                                    | IC       | 75911     | 120790   | 00613077 | 2,143.20  | IC TRANSFER PMT 400 40301 | 300908 A00338            |
|     |       |                                    | IC       | 75911A    | 120790   | 00613077 | 1,184.40  | IC TRANSFER PMT 400 40301 | 300908 A00337            |
|     |       |                                    | IC       | 75913     | 120790   | 00613077 | 1,861.20  | IC TRANSFER PMT 400 40301 | 300908 A00339            |
|     |       |                                    | IC       | 75914     | 120790   | 00613077 | 2,664.90  | IC TRANSFER PMT 400 40301 | 300908 A00340            |
|     |       |                                    | IC       | 75915     | 120790   | 00613077 | 930.60    | IC TRANSFER PMT 400 40301 | 300908 A00341            |
|     |       |                                    | IC       | 75916     | 120790   | 00613077 | 1,184.40  | IC TRANSFER PMT 400 40301 | 300908 A00342            |
|     |       |                                    | IC       | 75917     | 120790   | 00613077 | 2,384.26  | IC TRANSFER PMT 400 40301 | 300908 A00343            |
|     |       |                                    | IC       | 75918     | 120790   | 00613077 | 1,632.08  | IC TRANSFER PMT 400 40301 | 300908 A00344            |
|     |       |                                    | IC       | 75919     | 120790   | 00613077 | 1,995.40  | IC TRANSFER PMT 400 40301 | 300908 A00345            |
|     |       |                                    | IC       | 75920     | 120790   | 00613077 | 2,937.74  | IC TRANSFER PMT 400 40301 | 300908 A00346            |
|     |       |                                    | IC       | 78487A    | 122190   | 00616586 | 1,203.84  | IC TRANSFER PMT 400 40301 | 300908 A00378            |
|     |       |                                    | IC       | 78488     | 122190   | 00616586 | 1,036.64  | IC TRANSFER PMT 400 40301 | 300908 A00377            |
|     |       |                                    | IC       | 78489A    | 122190   | 00616586 | 936.32    | IC TRANSFER PMT 400 40301 | 300908 A00379            |
|     |       | 020176                             |          |           |          |          | 24,407.86 |                           |                          |
|     |       | BUDGETING AND ACCOUNTING SERVICES  |          |           |          |          |           |                           |                          |
|     | 59101 | 020179                             | IC       | 70131     | 101990   | 00603257 | 761.42    | IC TRANSFER PMT 400 40303 | 300908 A00335            |
|     |       |                                    | IC       | 77085     | 121490   | 00615009 | 1,080.16  | IC TRANSFER PMT 400 40303 | 300908 A00372            |
|     |       |                                    | IC       | 77086A    | 121490   | 00615009 | 655.18    | IC TRANSFER PMT 400 40303 | 300908 A00355            |
|     |       | 020179                             |          |           |          |          | 2,496.76  |                           |                          |
|     |       | DATA PROCESSING MTCE               |          |           |          |          |           |                           |                          |
|     | 59101 | 020185                             | IC       | 68186     | 100590   | 00599225 | 113.94    | IC TRANSFER PMT 574 57401 | 301385 C01590            |
|     |       |                                    | IC       | 68187     | 100590   | 00599225 | 127.28    | IC TRANSFER PMT 574 57401 | 301385 C01527            |
|     |       |                                    | IC       | 78490B    | 122190   | 00616586 | 131.26    | IC TRANSFER PMT 574 57401 | 301385 C01780            |
|     |       |                                    | IC       | 78491B    | 122190   | 00616586 | 151.79    | IC TRANSFER PMT 574 57401 | 301385 C01719            |
|     |       |                                    | IC       | 78492C    | 122190   | 00616586 | 154.88    | IC TRANSFER PMT 574 57401 | 301385 C01652            |
|     |       | 020185                             |          |           |          |          | 679.15    |                           |                          |
|     |       | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |           |                           |                          |
|     | 59101 | 020193                             | IC       | 68188     | 100590   | 00599225 | 2,105.84  | IC TRANSFER PMT 400 40801 | 300908 A00001            |
|     |       |                                    | IC       | 68189     | 100590   | 00599225 | 3,112.25  | IC TRANSFER PMT 400 47109 | 300434 B01015            |



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| RFC   | DEPT | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT   | VENDOR NAME               |               |
|-------|------|------------------------------------|----------|-----------|----------|----------|-----------|---------------------------|---------------|
|       |      | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |           |                           |               |
| 59101 |      | 020193                             | IC       | 68190     | 100590   | 00599225 | 104.22    | IC TRANSFER PMT 400 47102 | 300434 B01011 |
|       |      |                                    | IC       | 70978     | 102690   | 00605185 | 1,042.26  | IC TRANSFER PMT 400 47102 | 300434 B01055 |
|       |      |                                    | IC       | 70979     | 102690   | 00605185 | 2,483.24  | IC TRANSFER PMT 400 47109 | 300434 B01051 |
|       |      |                                    | IC       | 77088     | 121490   | 00615009 | 960.58    | IC TRANSFER PMT 400 47101 | 300166 B01096 |
|       |      |                                    | IC       | 77088A    | 121490   | 00615009 | 1,588.01  | IC TRANSFER PMT 400 47109 | 300434 B01096 |
|       |      |                                    | IC       | 77089     | 121490   | 00615009 | 182.09    | IC TRANSFER PMT 400 47101 | 300166 B01091 |
|       |      |                                    | IC       | 77089A    | 121490   | 00615009 | 651.71    | IC TRANSFER PMT 400 47102 | 300434 B01091 |
|       |      |                                    | IC       | 78493     | 122190   | 00616586 | 488.78    | IC TRANSFER PMT 400 47102 | 300434 B01121 |
|       |      |                                    | IC       | 78493A    | 122190   | 00616586 | 136.57    | IC TRANSFER PMT 400 47101 | 300166 B01121 |
|       |      |                                    | IC       | 78494     | 122190   | 00616586 | 1,893.40  | IC TRANSFER PMT 400 47109 | 300434 B01138 |
|       |      |                                    | IC       | 78494A    | 122190   | 00616586 | 1,145.31  | IC TRANSFER PMT 400 47101 | 300166 B01138 |
|       |      |                                    | IC       | 78495     | 122190   | 00616586 | 3,136.36  | IC TRANSFER PMT 400 40801 | 300908 A00004 |
|       |      | 020193                             |          |           |          |          | 19,030.62 |                           |               |
|       |      | POSTAGE                            |          |           |          |          |           |                           |               |
| 59101 |      | 020202                             | IC       | 68191A    | 100590   | 00599225 | 40.00     | IC TRANSFER PMT 521 52104 | 350323 W00730 |
|       |      |                                    | IC       | 70980A    | 102690   | 00605185 | 36.10     | IC TRANSFER PMT 521 52104 | 350323 W00779 |
|       |      |                                    | IC       | 77087A    | 121490   | 00615009 | 25.39     | IC TRANSFER PMT 521 52104 | 350323 W00815 |
|       |      |                                    | IC       | 78496A    | 122190   | 00616586 | 48.57     | IC TRANSFER PMT 521 52104 | 350323 W00850 |
|       |      |                                    | CA       | 78621     | 122690   | 00617926 | 25.00     | DESPIEGELAERE-PETTY CASH  | KATHRYN       |
|       |      | 020202                             |          |           |          |          | 175.06    |                           |               |
|       |      | TELEPHONE LONG DISTANCE CHARGES    |          |           |          |          |           |                           |               |
| 59101 |      | 020207                             | CA       | 67888     | 100590   | 00599229 | 42.23     | AT&T COMMUNICATIONS       |               |
|       |      |                                    | CA       | 71369B    | 103090   | 00605795 | 1.05      | AT&T COMMUNICATIONS       |               |
|       |      |                                    | CA       | 75073     | 113090   | 00611972 | 40.18     | AT&T COMMUNICATIONS       |               |
|       |      |                                    | CA       | 76782     | 121190   | 00614059 | 21.74     | AT&T COMMUNICATIONS       |               |
|       |      | 020207                             |          |           |          |          | 105.20    |                           |               |
|       |      | TELEPHONE LOCAL SERVICE            |          |           |          |          |           |                           |               |
| 59101 |      | 020208                             | CA       | 67908     | 100590   | 00599435 | 44.25     | U S WEST COMMUNICATIONS   |               |
|       |      |                                    | CA       | 75074     | 113090   | 00611927 | 99.11     | U S WEST COMMUNICATIONS   |               |
|       |      | 020208                             |          |           |          |          | 143.36    |                           |               |
|       |      | TRANSPORTATION ALLOWANCE           |          |           |          |          |           |                           |               |
| 59101 |      | 020301                             | MC       | 074101    | 112190   | 00610582 | 24.02     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074102    | 112190   | 00610582 | 32.12     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074103    | 112190   | 00610582 | 18.04     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074104    | 112190   | 00610582 | 4.62      | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074105    | 112190   | 00610582 | 20.68     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074106    | 112190   | 00610582 | 29.48     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074107    | 112190   | 00610582 | 34.50     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074108    | 112190   | 00610582 | 31.99     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074109    | 112190   | 00610582 | 33.40     | GOSKI                     | JILL          |
|       |      |                                    | MC       | 074110    | 112190   | 00610582 | 25.74     | GOSKI                     | JILL          |
|       |      | 020301                             |          |           |          |          | 254.59    |                           |               |

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| RFC | DEPT  | OBJECT                              | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT  | VENDOR NAME                             |
|-----|-------|-------------------------------------|----------|-----------|----------|----------|----------|-----------------------------------------|
|     |       | MESSENGER SERVICE                   |          |           |          |          |          |                                         |
|     | 59101 | 020305                              | CA       | 74946     | 120790   | 00613352 | 5.75     | ROADRUNNER TRANSPORTATION INC           |
|     |       | 020305                              |          |           |          |          | 5.75     |                                         |
|     |       | PRINTING & STATIONERY               |          |           |          |          |          |                                         |
|     | 59101 | 020501                              | IC       | 68192     | 100590   | 00599225 | 558.01   | IC TRANSFER PMT 400 41202 300404 H01408 |
|     |       |                                     | IC       | 68193     | 100590   | 00599225 | 262.10   | IC TRANSFER PMT 400 40301 300130 A00320 |
|     |       |                                     | IC       | 68206     | 100590   | 00599225 | 404.40   | IC TRANSFER PMT 400 40301 300130 A00334 |
|     |       |                                     | CA       | 70132     | 101990   | 00603257 | 353.81   | IC TRANSFER PMT 400 41202 300404 H01466 |
|     |       |                                     | CA       | 70537     | 102390   | 00604446 | 21.08    | ST PAUL CITY OF                         |
|     |       |                                     | CA       | 75075A    | 113090   | 00611729 | 190.68   | ST PAUL CITY OF                         |
|     |       |                                     | IC       | 75921     | 120790   | 00613077 | 627.00   | IC TRANSFER PMT 400 40301 300130 A00358 |
|     |       |                                     | CA       | 76932     | 121390   | 00615578 | 31.95    | DESPIEGELAERE KATHRYN                   |
|     |       |                                     | IC       | 77090A    | 121490   | 00615009 | 340.92   | IC TRANSFER PMT 400 41202 300404 H01520 |
|     |       |                                     | IC       | 78497A    | 122190   | 00616586 | 262.62   | IC TRANSFER PMT 400 41202 300404 H01582 |
|     |       |                                     | CA       | 78621A    | 122690   | 00617926 | 45.81    | DESPIEGELAERE-PETTY CASH KATHRYN        |
|     |       | 020501                              |          |           |          |          | 3,098.38 |                                         |
|     |       | PARKING SPACE                       |          |           |          |          |          |                                         |
|     | 59101 | 020909                              | CA       | 70669     | 102390   | 00604429 | 180.00   | VICTORY PARKING INC                     |
|     |       |                                     | CA       | 74947     | 113090   | 00611728 | 180.00   | VICTORY PARKING INC                     |
|     |       |                                     | CA       | 78290     | 122190   | 00617021 | 180.00   | VICTORY PARKING INC                     |
|     |       | 020909                              |          |           |          |          | 540.00   |                                         |
|     |       | BOOKS, PERIODICALS, SUBSCRIPTIONS   |          |           |          |          |          |                                         |
|     | 59101 | 021101                              | CA       | 74948     | 113090   | 00612412 | 61.00    | AMERICAN PUBLIC TRANSIT ASSOCI          |
|     |       | 021101                              |          |           |          |          | 61.00    |                                         |
|     |       | PURCHASING                          |          |           |          |          |          |                                         |
|     | 59101 | 021126                              | CA       | 69098     | 101290   | 00601325 | 145.00   | ST PAUL CITY OF                         |
|     |       | 021126                              |          |           |          |          | 145.00   |                                         |
|     |       | CONFERENCE & SEMINAR EXPENSES       |          |           |          |          |          |                                         |
|     | 59101 | 021403                              | CA       | 70333     | 102390   | 00604807 | 31.27    | DESPIEGELAERE KATHRYN                   |
|     |       |                                     | CA       | 75268     | 113090   | 00612413 | 2,000.00 | EXECUTIVE SPEAKING INC                  |
|     |       | 021403                              |          |           |          |          | 2,031.27 |                                         |
|     |       | VOLUNTEER/COMMITTEE MEETING EXPENSE |          |           |          |          |          |                                         |
|     | 59101 | 021408                              | CA       | 70094     | 101990   | 00604303 | 7.95     | Q COFFEE SHOP                           |
|     |       |                                     | CA       | 76306     | 121190   | 00614511 | 11.16    | GENERAL OFFICE PRODUCTS                 |
|     |       | 021408                              |          |           |          |          | 19.11    |                                         |
|     |       | EQUIPMENT                           |          |           |          |          |          |                                         |
|     | 59101 | 040300                              | IC       | 69187C    | 100590   | 00599225 | 1,032.50 | IC TRANSFER PMT 574 57401 301385 C01527 |
|     |       | 040300                              |          |           |          |          | 1,032.50 |                                         |



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RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT | OBJECT | CLAIM<br>ID | CLAIM<br>NBR | WAR<br>DATE | WAR<br>NBR | WAR<br>AMT | VENDOR<br>NAME |
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|

|                                      |  |  |  |  |  |  |           |  |
|--------------------------------------|--|--|--|--|--|--|-----------|--|
| RAMSEY COUNTY REGIONAL RAILROAD AUTH |  |  |  |  |  |  | 60,296.25 |  |
|--------------------------------------|--|--|--|--|--|--|-----------|--|

60,296.25

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RCRRA COMPREHENSIVE LRT PLAN

| RFC | DEPT  | OBJECT                              | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT  | VENDOR NAME               |               |
|-----|-------|-------------------------------------|----------|-----------|----------|----------|----------|---------------------------|---------------|
|     | 59102 | DATA PROCESSING SERVICES            | IC       | 68187D    | 100590   | 00599225 | 1.02     | IC TRANSFER PMT 574 57401 | 301385 C01527 |
|     |       | 020185                              |          |           |          |          | 1.02     |                           |               |
|     | 59102 | PUBLISHING MINUTES & NOTICES        | CA       | 78112A    | 121890   | 00616225 | 1,539.82 | STRGAR ROSCOE FAUSCH INC  |               |
|     |       | 020401                              |          |           |          |          | 1,539.82 |                           |               |
|     | 59102 | PRINTING & STATIONERY               | CA       | 78112     | 121890   | 00616225 | 572.17   | STRGAR ROSCOE FAUSCH INC  |               |
|     |       | 020501                              | IC       | 78497     | 122190   | 00616586 | 66.75    | IC TRANSFER PMT 400 41202 | 300404 H01582 |
|     |       | 020501                              |          |           |          |          | 638.92   |                           |               |
|     | 59102 | VOLUNTEER/COMMITTEE MEETING EXPENSE | CA       | 76312     | 121190   | 00614512 | 75.00    | STRGAR ROSCOE FAUSCH INC  |               |
|     |       | 021408                              |          |           |          |          | 75.00    |                           |               |

RCRRA COMPREHENSIVE LRT PLAN

2,254.76

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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                |                  |
|-----|-------|------------------------------------|----------|-----------|----------|----------|------------|----------------------------|------------------|
|     | 59103 | CONSULTING SERVICES                |          |           |          |          |            |                            |                  |
|     |       | 020102                             | CA       | PA050     | 102690   | 00605679 | 2,000.00   | TRUSTEES UNIV OF ST THOMAS |                  |
|     |       |                                    | CA       | PA800     | 100590   | 00599952 | 142,385.49 | BRW INC                    |                  |
|     |       |                                    | CA       | PA800     | 103090   | 00606135 | 213,660.52 | BRW INC                    |                  |
|     |       |                                    | CA       | PA800     | 120790   | 00613870 | 79,406.61  | BRW INC                    |                  |
|     |       | 020102                             |          |           |          |          | 437,452.62 |                            |                  |
|     | 59103 | COUNTY ATTORNEY SERVICES           |          |           |          |          |            |                            |                  |
|     |       | 020174                             | IC       | 770918    | 121490   | 00615009 | 6,368.13   | IC TRANSFER PMT 400 40601  | 300908 M00150    |
|     |       |                                    | IC       | 770928    | 121490   | 00615009 | 883.44     | IC TRANSFER PMT 400 40601  | 300908 M00146    |
|     |       | 020174                             |          |           |          |          | 7,251.57   |                            |                  |
|     |       | EXECUTIVE DIRECTOR SERVICES        |          |           |          |          |            |                            |                  |
|     | 59103 | 020176                             | IC       | 68184B    | 100590   | 00599225 | 3,310.56   | IC TRANSFER PMT 400 40301  | 300908 A00323    |
|     |       |                                    | IC       | 68185     | 100590   | 00599225 | 3,666.00   | IC TRANSFER PMT 400 40301  | 300908 A00322    |
|     |       |                                    | IC       | 78488D    | 122190   | 00616586 | 3,895.76   | IC TRANSFER PMT 400 40301  | 300908 A00377    |
|     |       |                                    | IC       | 78489C    | 122190   | 00616586 | 3,644.96   | IC TRANSFER PMT 400 40301  | 300908 A00379    |
|     |       | 020176                             |          |           |          |          | 14,517.28  |                            |                  |
|     | 59103 | BUDGETING AND ACCOUNTING SERVICES  |          |           |          |          |            |                            |                  |
|     |       | 020179                             | IC       | 68194     | 100590   | 00599225 | 114.84     | IC TRANSFER PMT 400 40301  | 300908 A00319    |
|     |       |                                    | IC       | 77085B    | 121490   | 00615009 | 212.49     | IC TRANSFER PMT 400 40303  | 300908 A00372    |
|     |       | 020179                             |          |           |          |          | 327.33     |                            |                  |
|     |       | DATA PROCESSING SERVICES MTCE      |          |           |          |          |            |                            |                  |
|     | 59103 | 020185                             | IC       | 68186B    | 100590   | 00599225 | 363.56     | IC TRANSFER PMT 574 57401  | 301385 C01590    |
|     |       |                                    | IC       | 68187B    | 100590   | 00599225 | 273.71     | IC TRANSFER PMT 574 57401  | 301385 C01527    |
|     |       |                                    | IC       | 78490A    | 122190   | 00616586 | 458.31     | IC TRANSFER PMT 574 57401  | 301385 C01780    |
|     |       |                                    | IC       | 78491A    | 122190   | 00616586 | 342.90     | IC TRANSFER PMT 574 57401  | 301385 C01719    |
|     |       |                                    | IC       | 78492A    | 122190   | 00616586 | 512.50     | IC TRANSFER PMT 574 57401  | 301385 C01652    |
|     |       | 020185                             |          |           |          |          | 1,950.98   |                            |                  |
|     | 59103 | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |            |                            |                  |
|     |       | 020193                             | IC       | 56213     | 122890   | 00000000 | -8,045.36  | JE03095                    | 400 47110 300188 |
|     |       |                                    | IC       | 59674     | 122890   | 00000000 | -4,840.73  | JE03095                    | 400 47110 300188 |
|     |       |                                    | IC       | 66552     | 122890   | 00000000 | -1,760.86  | JE03095                    | 400 47110 300188 |
|     |       |                                    | IC       | 66552A    | 122890   | 00000000 | -1,065.14  | JE03095                    | 400 47110 300188 |
|     |       |                                    | IC       | 68195     | 100590   | 00599225 | 3,554.54   | IC TRANSFER PMT 400 40801  | 300908 A00002    |
|     |       |                                    | IC       | 68196     | 100590   | 00599225 | 1,748.06   | IC TRANSFER PMT 400 47101  | 300166 B01007    |
|     |       |                                    | IC       | 68196     | 122890   | 00000000 | -1,748.06  | JE03095                    | 400 47101 300188 |
|     |       |                                    | IC       | 68196A    | 100590   | 00599225 | 2,889.84   | IC TRANSFER PMT 400 47110  | 300188 B01007    |
|     |       |                                    | IC       | 68196A    | 122890   | 00000000 | -2,889.84  | JE03095                    | 400 47110 300188 |
|     |       |                                    | IC       | 68197     | 100590   | 00599225 | 8,442.30   | IC TRANSFER PMT 400 47102  | 300434 B01010    |
|     |       |                                    | IC       | 68198     | 100590   | 00599225 | 5,614.90   | IC TRANSFER PMT 400 47109  | 300434 B01014    |
|     |       |                                    | IC       | 70981     | 102690   | 00605185 | 4,064.80   | IC TRANSFER PMT 400 47102  | 300434 B01054    |
|     |       |                                    | IC       | 70982     | 102690   | 00605185 | 5,456.62   | IC TRANSFER PMT 400 47109  | 300434 B01050    |
|     |       |                                    | IC       | 77093     | 121490   | 00615009 | 1,502.29   | IC TRANSFER PMT 400 47101  | 300166 B01090    |
|     |       |                                    | IC       | 77093A    | 121490   | 00615009 | 5,376.62   | IC TRANSFER PMT 400 47102  | 300434 B01090    |

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| RFC | DEPT  | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT   | VENDOR NAME                    |               |
|-----|-------|------------------------------------|----------|-----------|----------|----------|-----------|--------------------------------|---------------|
|     |       | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |           |                                |               |
|     | 59103 | 020193                             | IC       | 77094     | 121490   | 00615009 | 2,352.21  | IC TRANSFER PMT 400 47101      | 300166 B01095 |
|     |       |                                    | IC       | 77094A    | 121490   | 00615009 | 3,888.60  | IC TRANSFER PMT 400 47109      | 300434 B01095 |
|     |       |                                    | IC       | 77095     | 121490   | 00615009 | 36.94     | IC TRANSFER PMT 400 47101      | 300166 B01092 |
|     |       |                                    | IC       | 77095A    | 121490   | 00615009 | 61.07     | IC TRANSFER PMT 400 47109      | 300434 B01092 |
|     |       |                                    | IC       | 78498     | 122190   | 00616586 | 7,064.26  | IC TRANSFER PMT 400 40801      | 300908 A00005 |
|     |       |                                    | IC       | 78499     | 122190   | 00616586 | 2,086.97  | IC TRANSFER PMT 400 47101      | 300166 B01141 |
|     |       |                                    | IC       | 78499A    | 122190   | 00616586 | 3,450.12  | IC TRANSFER PMT 400 47109      | 300434 B01141 |
|     |       |                                    | IC       | 78499B    | 122190   | 00616586 | 15.00     | IC TRANSFER PMT 400 47105      | 360202 B01141 |
|     |       |                                    | IC       | 78500     | 122190   | 00616586 | 4,358.32  | IC TRANSFER PMT 400 47102      | 300434 B01125 |
|     |       |                                    | IC       | 78500A    | 122190   | 00616586 | 1,217.76  | IC TRANSFER PMT 400 47101      | 300166 B01125 |
|     |       | 020193                             |          |           |          |          | 42,831.23 |                                |               |
|     |       | PUBLIC INFORMATION SERVICES        |          |           |          |          |           |                                |               |
|     | 59103 | 020194                             | CA       | 73579     | 111690   | 00609717 | 2,057.95  | GARDNER GRAPHICS               |               |
|     |       |                                    | CA       | 74018     | 112790   | 00611400 | 304.00    | DERUYTER-NELSON                |               |
|     |       |                                    | CA       | 74946A    | 120790   | 00613352 | 39.40     | ROADRUNNER TRANSPORTATION INC  |               |
|     |       |                                    | CA       | 74949     | 113090   | 00612414 | 336.50    | JOHNSON & DZIUK COURT REPORTER |               |
|     |       |                                    | CA       | 74950     | 113090   | 00612415 | 431.25    | MN WORLD TRADE CENTER CORP     |               |
|     |       |                                    | CA       | 76307     | 121390   | 00615579 | 226.80    | GRAND GAZETTE                  |               |
|     |       |                                    | CA       | 76308     | 121390   | 00615580 | 189.00    | PARK BUGLE                     |               |
|     |       |                                    | CA       | 76310     | 121390   | 00615581 | 42.75     | ROADRUNNER                     |               |
|     |       |                                    | IC       | 77096     | 121490   | 00615009 | 235.00    | IC TRANSFER PMT 400 40503      | 300188 K00022 |
|     |       |                                    | CA       | 78113     | 121890   | 00616226 | 165.00    | COMMUNITY REPORTER             |               |
|     |       |                                    | CA       | 78114     | 121890   | 00616227 | 320.63    | SKYWAY PUBLICATIONS INC        |               |
|     |       |                                    | CA       | 78291     | 122190   | 00617656 | 369.00    | HIGHLAND VILLAGER              |               |
|     |       |                                    | CA       | 78292     | 122190   | 00617657 | 24.00     | NORTH END NEWS                 |               |
|     |       |                                    | CA       | 78292     | 122190   | 00000000 | 216.00    | NORTH END NEWS                 |               |
|     |       |                                    | CA       | 78293     | 122190   | 00617658 | 334.12    | SAINT PAUL DOWNTOWNER          |               |
|     |       |                                    | IC       | 78501     | 122190   | 00616586 | 604.00    | IC TRANSFER PMT 400 40503      | 350303 K00065 |
|     |       | 020194                             |          |           |          |          | 5,895.40  |                                |               |
|     |       | POSTAGE                            |          |           |          |          |           |                                |               |
|     | 59103 | 020202                             | IC       | 68191     | 100590   | 00599225 | 20.00     | IC TRANSFER PMT 521 52104      | 350323 W00730 |
|     |       |                                    | IC       | 70980B    | 102690   | 00605185 | 72.20     | IC TRANSFER PMT 521 52104      | 350323 W00779 |
|     |       |                                    | IC       | 77087     | 121490   | 00615009 | 25.39     | IC TRANSFER PMT 521 52104      | 350323 W00815 |
|     |       |                                    | IC       | 78496     | 122190   | 00616586 | 48.56     | IC TRANSFER PMT 521 52104      | 350323 W00850 |
|     |       | 020202                             |          |           |          |          | 166.15    |                                |               |
|     |       | MESSENGER SERVICE                  |          |           |          |          |           |                                |               |
|     | 59103 | 020305                             | CA       | 78750     | 122690   | 00617927 | 118.25    | ROADRUNNER                     |               |
|     |       | 020305                             |          |           |          |          | 118.25    |                                |               |
|     |       | PRINTING & STATIONERY              |          |           |          |          |           |                                |               |
|     | 59103 | 020501                             | IC       | 70132A    | 101990   | 00603257 | 161.48    | IC TRANSFER PMT 400 41202      | 300404 H01466 |
|     |       |                                    | CA       | 75267     | 113090   | 00612416 | 50.85     | NATIONAL CAMERA EXCHANGE       |               |
|     |       |                                    | IC       | 77090     | 121490   | 00615009 | 61.88     | IC TRANSFER PMT 400 41202      | 300404 H01520 |
|     |       |                                    | CA       | 78294     | 122190   | 00617659 | 26.00     | COMPUTER CHROME                |               |



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| RFC   | DEPT | OBJECT                              | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT  | VENDOR NAME               |
|-------|------|-------------------------------------|----------|-----------|----------|----------|----------|---------------------------|
| 59103 |      | PRINTING & STATIONERY               | 020501   | 78497B    | 122190   | 00616586 | 952.80   | IC TRANSFER PMT 400 41202 |
|       |      |                                     | 020501   |           |          |          |          | 300404 H01582             |
| 59103 |      | VOLUNTEER/COMMITTEE MEETING EXPENSE | 021408   | 70094A    | 101990   | 00604303 | 1,253.01 |                           |
|       |      |                                     | CA       | 76309     | 121190   | 00614513 | 43.73    | Q COFFEE SHOP             |
|       |      |                                     | CA       | 76311     | 121190   | 00614514 | 39.75    | Q COFFEE SHOP             |
|       |      |                                     | CA       | 78295     | 122190   | 00617660 | 197.35   | SAINT PAUL HOTEL          |
|       |      |                                     | CA       | 78296     | 122190   | 00617660 | 20.00    | BLUMBERG COMMUNICATIONS   |
|       |      |                                     | CA       | 78751     | 122690   | 00617928 | 43.75    | BLUMBERG COMMUNICATIONS   |
|       |      |                                     |          |           |          |          | 93.75    | ARA/CORY                  |
|       |      |                                     | 021408   |           |          |          | 438.33   |                           |

RCRRA PHASE 1 PRELIM ENGR \* EIS

512,202.15



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RCRRA PHASE II PE-MIDWAY CORRIDOR  
1-PRE-1H-ENGR-\*EIS

| RFC | DEPT  | OBJECT                             | CLAIM ID | NBR | WAR DATE | WAR NBR | WAR AMT  | VENDOR NAME |                           |               |
|-----|-------|------------------------------------|----------|-----|----------|---------|----------|-------------|---------------------------|---------------|
|     | 59105 | COUNTY ATTORNEY SERVICES           | 020174   | IC  | 77091A   | 121490  | 00615009 | 18.41       | IC TRANSFER PMT 400 40601 | 300908 M00150 |
|     |       |                                    |          | IC  | 77092A   | 121490  | 00615009 | 1,214.73    | IC TRANSFER PMT 400 40601 | 300908 M00146 |
|     |       | 020174                             |          |     |          |         |          | 1,233.14    |                           |               |
|     | 59105 | EXECUTIVE DIRECTOR SERVICES        | 020176   | IC  | 78488B   | 122190  | 00616586 | 16.72       | IC TRANSFER PMT 400 40301 | 300908 A00377 |
|     |       | 020176                             |          |     |          |         |          | 16.72       |                           |               |
|     | 59105 | DATA PROCESSING SERVICES MTCE      | 020185   | IC  | 78490D   | 122190  | 00616586 | 2.00        | IC TRANSFER PMT 574 57401 | 301385 C01780 |
|     |       | 020185                             |          |     |          |         |          | 2.00        |                           |               |
|     | 59105 | COUNTY PROJECT MANAGEMENT SERVICES | 020193   | IC  | 56213    | 122890  | 00618298 | 5,631.75    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 59674    | 122890  | 00618298 | 3,388.51    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 66552    | 122890  | 00618298 | 1,232.60    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 66552A   | 122890  | 00618298 | 745.60      | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 68196    | 122890  | 00618298 | 1,223.64    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 68196A   | 122890  | 00618298 | 2,022.89    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 78484    | 122190  | 00616586 | 1,309.63    | IC TRANSFER PMT 400 47110 | 300188        |
|     |       |                                    |          | IC  | 78485B   | 122190  | 00616586 | 2,544.34    | IC TRANSFER PMT 400 47110 | 300188 B01122 |
|     |       |                                    |          | IC  | 78486B   | 122190  | 00616586 | 1,971.46    | IC TRANSFER PMT 400 47110 | 300188 B01086 |
|     |       | 020193                             |          |     |          |         |          | 20,070.42   |                           | 300188 B01047 |
|     |       |                                    |          |     |          |         |          | 21,322.28   |                           |               |

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NORTHEAST CORRIDOR STUDY  
RCRRA PHASE 1 PRELIM ENGR - FIS

| RFC | DEPT  | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT   | VENDOR NAME                 |               |
|-----|-------|------------------------------------|----------|-----------|----------|----------|-----------|-----------------------------|---------------|
|     |       | CONSULTING SERVICES                |          |           |          |          |           |                             |               |
|     | 59107 | 020102                             | CA       | PA017     | 103090   | 00606136 | 19,494.68 | STRGAR ROSCOE FAUSCH INC    |               |
|     |       |                                    | CA       | PA017     | 121390   | 00615582 | 44,152.39 | STRGAR ROSCOE FAUSCH INC    |               |
|     |       |                                    | CA       | 78752     | 122690   | 00617695 | 22.50     | RAMSEY CO PROPERTY TAXATION |               |
|     |       |                                    | CA       | 78753     | 122690   | 00617695 | 300.00    | RAMSEY CO PROPERTY TAXATION |               |
|     |       | 020102                             |          |           |          |          | 63,969.57 |                             |               |
|     |       | COUNTY ATTORNEY SERVICES           |          |           |          |          |           |                             |               |
|     | 59107 | 020174                             | IC       | 77091     | 121490   | 00615009 | 3,828.24  | IC TRANSFER PMT 400 40601   | 300908 M00150 |
|     |       |                                    | IC       | 77092     | 121490   | 00615009 | 3,312.90  | IC TRANSFER PMT 400 40601   | 300908 M00146 |
|     |       | 020174                             |          |           |          |          | 7,141.14  |                             |               |
|     |       | EXECUTIVE DIRECTOR SERVICES        |          |           |          |          |           |                             |               |
|     | 59107 | 020176                             | IC       | 68184     | 100590   | 00599225 | 869.44    | IC TRANSFER PMT 400 40301   | 300908 A00323 |
|     |       |                                    | IC       | 68185B    | 100590   | 00599225 | 564.00    | IC TRANSFER PMT 400 40301   | 300908 A00322 |
|     |       |                                    | IC       | 78487     | 122190   | 00616586 | 481.54    | IC TRANSFER PMT 400 40301   | 300908 A00378 |
|     |       |                                    | IC       | 78488A    | 122190   | 00616586 | 585.20    | IC TRANSFER PMT 400 40301   | 300908 A00377 |
|     |       |                                    | IC       | 78489D    | 122190   | 00616586 | 535.04    | IC TRANSFER PMT 400 40301   | 300908 A00379 |
|     |       | 020176                             |          |           |          |          | 3,035.22  |                             |               |
|     |       | DATA PROCESSING SERVICES MTCE      |          |           |          |          |           |                             |               |
|     | 59107 | 020185                             | IC       | 68186A    | 100590   | 00599225 | 100.43    | IC TRANSFER PMT 574 57401   | 301385 C01590 |
|     |       |                                    | IC       | 68187E    | 100590   | 00599225 | 46.55     | IC TRANSFER PMT 574 57401   | 301385 C01527 |
|     |       |                                    | IC       | 78490E    | 122190   | 00616586 | 66.10     | IC TRANSFER PMT 574 57401   | 301385 C01780 |
|     |       |                                    | IC       | 78491C    | 122190   | 00616586 | 56.57     | IC TRANSFER PMT 574 57401   | 301385 C01719 |
|     |       |                                    | IC       | 78492     | 122190   | 00616586 | 65.94     | IC TRANSFER PMT 574 57401   | 301385 C01652 |
|     |       | 020185                             |          |           |          |          | 335.59    |                             |               |
|     |       | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |           |                             |               |
|     | 59107 | 020193                             | IC       | 68200     | 100590   | 00599225 | 1,269.48  | IC TRANSFER PMT 400 40801   | 300908 A00003 |
|     |       |                                    | IC       | 68201     | 100590   | 00599225 | 938.04    | IC TRANSFER PMT 400 47102   | 300434 B01008 |
|     |       |                                    | IC       | 70983     | 102690   | 00605185 | 424.75    | IC TRANSFER PMT 400 47109   | 300434 B01049 |
|     |       |                                    | IC       | 70984     | 102690   | 00605185 | 208.44    | IC TRANSFER PMT 400 47102   | 300434 B01053 |
|     |       |                                    | IC       | 77098     | 121490   | 00615009 | 651.71    | IC TRANSFER PMT 400 47102   | 300434 B01088 |
|     |       |                                    | IC       | 77098A    | 121490   | 00615009 | 182.09    | IC TRANSFER PMT 400 47101   | 300166 B01088 |
|     |       |                                    | IC       | 77099     | 121490   | 00615009 | 264.66    | IC TRANSFER PMT 400 47109   | 300434 B01093 |
|     |       |                                    | IC       | 77099A    | 121490   | 00615009 | 160.09    | IC TRANSFER PMT 400 47101   | 300166 B01093 |
|     |       |                                    | IC       | 78503     | 122190   | 00616586 | 136.57    | IC TRANSFER PMT 400 47101   | 300166 B01136 |
|     |       |                                    | IC       | 78503A    | 122190   | 00616586 | 488.78    | IC TRANSFER PMT 400 47102   | 300434 B01136 |
|     |       |                                    | IC       | 78504     | 122190   | 00616586 | 98.52     | IC TRANSFER PMT 400 47101   | 300166 B01140 |
|     |       |                                    | IC       | 78504A    | 122190   | 00616586 | 162.87    | IC TRANSFER PMT 400 47109   | 300434 B01140 |
|     |       |                                    | IC       | 78505     | 122190   | 00616586 | 2,150.64  | IC TRANSFER PMT 400 40801   | 300908 A00006 |
|     |       | 020193                             |          |           |          |          | 7,136.64  |                             |               |
|     |       | POSTAGE                            |          |           |          |          |           |                             |               |
|     | 59107 | 020202                             | IC       | 68191B    | 100590   | 00599225 | 17.85     | IC TRANSFER PMT 521 52104   | 350323 W00730 |
|     |       |                                    | IC       | 70980     | 102690   | 00605185 | 12.03     | IC TRANSFER PMT 521 52104   | 350323 W00779 |
|     |       | 020202                             |          |           |          |          | 29.88     |                             |               |



RAMSEY COUNTY  
BUDGET ACCOUNTING

PAGE 12  
DATE 1/08/91

REGIONAL RAILROAD QTRLY REPORT  
PERIOD OCT 1, 1990 THRU DEC 31, 1990

RCRRA PHASE 1 PRELIM ENGR \* EIS

| RFC | DEPT | OBJECT | CLAIM<br>ID | CLAIM<br>NBR | WAR<br>DATE | WAR<br>NBR | WAR<br>AMT | VENDOR<br>NAME |
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|

NORTHEAST CORRIDOR STUDY  
RCRRA ~~PHASE 1 PRELIM ENGR \* EIS~~

81,648.04

RAMSEY COUNTY  
BUDGET ACCOUNTING

PAGE 13  
DATE 1/08/91

REGIONAL RAILROAD QTRLY REPORT  
PERIOD OCT 1, 1990 THRU DEC 31, 1990

SOUTH CORRIDOR STUDY  
RCRRA PHASE-1-PRELIM-ENGR-#-EIS

| RFC | DEPT  | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT  | VENDOR NAME               |               |
|-----|-------|------------------------------------|----------|-----------|----------|----------|----------|---------------------------|---------------|
|     | 59108 | EXECUTIVE DIRECTOR SERVICES        | 020176   |           |          |          |          |                           |               |
|     |       | IC                                 |          | 78487B    | 122190   | 00616586 | 240.77   | IC TRANSFER PMT 400 40301 | 300908 A00378 |
|     |       | IC                                 |          | 78488C    | 122190   | 00616586 | 284.24   | IC TRANSFER PMT 400 40301 | 300908 A00377 |
|     |       | IC                                 |          | 78489B    | 122190   | 00616586 | 183.92   | IC TRANSFER PMT 400 40301 | 300908 A00379 |
|     |       |                                    | 020176   |           |          |          | 708.93   |                           |               |
|     | 59108 | BUDGETING AND ACCOUNTING SERVICES  | 020179   |           |          |          |          |                           |               |
|     |       | IC                                 |          | 77085A    | 121490   | 00615009 | 141.66   | IC TRANSFER PMT 400 40303 | 300908 A00372 |
|     |       | IC                                 |          | 77086     | 121490   | 00615009 | 35.41    | IC TRANSFER PMT 400 40303 | 300908 A00355 |
|     |       |                                    | 020179   |           |          |          | 177.07   |                           |               |
|     | 59108 | DATA PROCESSING SERVICES MTCE      | 020185   |           |          |          |          |                           |               |
|     |       | IC                                 |          | 68186C    | 100590   | 00599225 | 1.92     | IC TRANSFER PMT 574 57401 | 301385 C01590 |
|     |       | IC                                 |          | 68187A    | 100590   | 00599225 | 1.80     | IC TRANSFER PMT 574 57401 | 301385 C01527 |
|     |       | IC                                 |          | 78490     | 122190   | 00616586 | 32.05    | IC TRANSFER PMT 574 57401 | 301385 C01780 |
|     |       | IC                                 |          | 78491     | 122190   | 00616586 | 35.86    | IC TRANSFER PMT 574 57401 | 301385 C01719 |
|     |       | IC                                 |          | 78492B    | 122190   | 00616586 | 23.84    | IC TRANSFER PMT 574 57401 | 301385 C01652 |
|     |       |                                    | 020185   |           |          |          | 95.47    |                           |               |
|     | 59108 | COUNTY PROJECT MANAGEMENT SERVICES | 020193   |           |          |          |          |                           |               |
|     |       | IC                                 |          | 68202     | 100590   | 00599225 | 609.60   | IC TRANSFER PMT 400 47109 | 300434 B01012 |
|     |       | IC                                 |          | 68203     | 100590   | 00599225 | 96.24    | IC TRANSFER PMT 400 47109 | 300434 B01013 |
|     |       | IC                                 |          | 70985     | 102690   | 00605185 | 416.89   | IC TRANSFER PMT 400 47102 | 300434 B01052 |
|     |       | IC                                 |          | 70986     | 102690   | 00605185 | 784.18   | IC TRANSFER PMT 400 47109 | 300434 B01048 |
|     |       | IC                                 |          | 77100     | 121490   | 00615009 | 590.41   | IC TRANSFER PMT 400 47109 | 300434 B01094 |
|     |       | IC                                 |          | 77100A    | 121490   | 00615009 | 357.13   | IC TRANSFER PMT 400 47101 | 300166 B01094 |
|     |       | IC                                 |          | 77101     | 121490   | 00615009 | 325.85   | IC TRANSFER PMT 400 47102 | 300434 B01087 |
|     |       | IC                                 |          | 77101A    | 121490   | 00615009 | 91.04    | IC TRANSFER PMT 400 47101 | 300166 B01087 |
|     |       | IC                                 |          | 78484A    | 122190   | 00616586 | 9.00     | IC TRANSFER PMT 400 47105 | 360202 B01122 |
|     |       | IC                                 |          | 78484D    | 122190   | 00616586 | 209.27   | IC TRANSFER PMT 400 47101 | 300166 B01122 |
|     |       | IC                                 |          | 78485     | 122190   | 00616586 | 424.05   | IC TRANSFER PMT 400 47101 | 300166 B01086 |
|     |       | IC                                 |          | 78486     | 122190   | 00616586 | 328.56   | IC TRANSFER PMT 400 47101 | 300166 B01047 |
|     |       | IC                                 |          | 78506     | 122190   | 00616586 | 149.35   | IC TRANSFER PMT 400 40801 | 300908 A00007 |
|     |       | IC                                 |          | 78507     | 122190   | 00616586 | 406.40   | IC TRANSFER PMT 400 47101 | 300166 B01139 |
|     |       | IC                                 |          | 78507A    | 122190   | 00616586 | 671.85   | IC TRANSFER PMT 400 47109 | 300434 B01139 |
|     |       | IC                                 |          | 78581     | 122190   | 00616586 | 45.52    | IC TRANSFER PMT 400 47101 | 300166 B01123 |
|     |       | IC                                 |          | 78581A    | 122190   | 00616586 | 162.92   | IC TRANSFER PMT 400 47102 | 300434 B01123 |
|     |       |                                    | 020193   |           |          |          | 5,678.26 |                           |               |
|     |       |                                    |          |           |          |          | 6,659.73 |                           |               |

SOUTH CORRIDOR STUDY  
RCRRA PHASE-1-PRELIM-ENGR-#-EIS

FUND TOTAL: OCTOBER 1, 1990 - DECEMBER 31, 1990: \$695,698.76



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

K. Spiegel 2/1/91  
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 15 to BRW, Inc.  
in the amount of \$66,549.38

ACTION IS REQUESTED

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. RCRRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$66,549.38 for the period ending November 30, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-70. 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. 15  
3) BRW, Inc. Invoice No. 60684 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

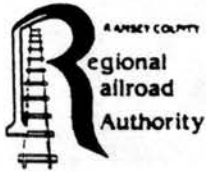
February 12, 1991

Board Date

F. L. Henderson  
Signature

2/5/91

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: \_\_\_\_\_

No. \_\_\_\_\_

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 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. 60684, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$66,549.38 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1990 is hereby ratified.

John T. Finley, Chairman

By \_\_\_\_\_  
Warren W. Schaber, Secretary

# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date 1/29/91

(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 | \$66,549.38 |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
| 15-17    | 18-20 | 21-25 | 26-31  | 32-41       |

\$66,549.38  
Total

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

Last Name or Firm Name 23-52  
Thresher Square

3 700 S. Third Street 53-76

8 Address 9-32  
Minneapolis, MN

City State 33-54

55415

Zip Code 55-59

Soc Sec No  
OR  
Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt #15; Inv. 60684; Phase I PE/EIS-Midway Corr.

5 Agreement PA800; Acct. 59103-020102; 11/30/90  
9-60

For Risk Management  
Use Only

6  
8

Last Name First Name  
9-24

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. Spiegel

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.15

PREPARED BY: [Signature]

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

ENTERED BY: [Signature]

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 15 JAN 91

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

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

ACCOUNT NUMBER 59103-020102  
TOTAL VALUE OF WORK CERTIFIED - 30 NOV 90  
LESS 5% RETAINAGE  
AMOUNT DUE  
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 92.9%  
\$1,484,072.22  
\$74,203.61  
\$1,409,868.61  
\$1,335,149.94

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$74,718.67

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.

1/28/91 K. Desjardins  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/18/91 Robert M. Warner  
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  | \$107,136.59   | \$14,316.72  | \$121,453.31   |
| PARTIAL PAYMENT NO.10  | \$107,744.28   | \$13,616.50  | \$121,360.78   |
| PARTIAL PAYMENT NO.11  | \$142,385.49   | \$15,039.28  | \$157,424.77   |
| PARTIAL PAYMENT NO.12  | \$213,660.52   | \$21,499.99  | \$235,160.51   |
| PARTIAL PAYMENT NO.13  | \$79,406.61    | \$7,568.57   | \$86,975.18    |
| PARTIAL PAYMENT NO.14  | \$212,654.63   | \$24,921.94  | \$237,576.57   |
| PARTIAL PAYMENT NO.15  | \$66,549.38    | \$8,169.29   | \$74,718.67    |
| PARTIAL PAYMENT TOTAL: | \$1,260,966.49 | \$148,902.12 | \$1,409,868.61 |

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,598,039.00  
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,409,868.61

AMOUNT REMAINING ON AGREEMENT \$188,170.39





BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

Thresher Square  
700 Third Street So.  
Minneapolis,  
MN 55415  
612/370-0700  
Fax 612/370-1378

Minneapolis  
Denver  
Phoenix  
Tucson  
St. Petersburg  
San Diego

INVOICE  
60684

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: November 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: November 1-30, 1990  
FEDERAL TAX ID NUMBER: 41-1625272

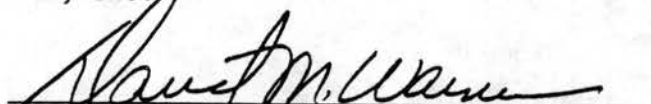
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA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

| AGENCY              | DUE THIS BILLING | PAST AMOUNT INVOICED | TOTAL INVOICED TO DATE |
|---------------------|------------------|----------------------|------------------------|
| Ramsey County RRA   | \$ 70,051.98     | \$1,257,281.17       | \$1,327,333.15         |
| o Less 5% Retainage | 3,502.61         | 62,863.67            | 66,366.28              |
| o Due This Billing  | \$ 66,549.37     | \$1,194,417.50       | \$1,260,966.87         |
| Hennepin County RRA | \$ 8,599.25      | \$ 148,139.82        | \$ 156,739.07          |
| o Less 5% Retainage | 429.96           | 7,407.82             | 7,837.78               |
| o Due This Billing  | \$ 8,169.29      | \$ 140,732.00        | \$ 148,901.29          |
|                     |                  |                      | 2.12                   |

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



16644

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

---

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 4.5   | 135.20 | 608.40   |
| SR. ASSOCIATE     |       |        |          |
| WARNER, DAVID     | 30.0  | 78.00  | 2,340.00 |
| TECHNICIAN I      |       |        |          |
| HENDERSON, JANE   | 0.6   | 26.00  | 15.60    |
| ROXHOVDE, KANCY   | 1.3   | 26.00  | 33.80    |
| THATCHER, JENNIE  | 11.2  | 26.00  | 291.20   |
| SUBTOTALS         | 13.1  |        | 340.60   |
| TOTALS            | 47.6  |        | 3,289.00 |

TOTAL LABOR 3,289.00

TOTAL THIS JOB \$ 3,289.00

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MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

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BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE        | AMOUNT |
|-----------------|-------|-------------|--------|
| PRINCIPAL       |       |             |        |
| ERICKSON, GARY  | 0.5   | 135.20      | 67.60  |
| ASSOCIATE       |       |             |        |
| BERTELSEN, JOHN | 7.5   | 72.80       | 546.00 |
| TOTALS          | 8.0   |             | 613.60 |
|                 |       | TOTAL LABOR | 613.60 |

TOTAL THIS JOB \$ 613.60

=====

MIDWAY LRT ROUTE ENG

JOB NO. 02690.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE        | AMOUNT   |
|-----------------|-------|-------------|----------|
| ASSOCIATE       |       |             |          |
| BERTELSEN, JOHN | 5.0   | 72.80       | 364.00   |
| PROFESSIONAL II |       |             |          |
| SKOW, BRADLEY   | 21.0  | 57.20       | 1,201.20 |
| TECHNICIAN II   |       |             |          |
| BLUM, BARBARA   | 0.6   | 33.80       | 20.28    |
| TOTALS          | 26.6  |             | 1,585.48 |
|                 |       | TOTAL LABOR | 1,585.48 |

TOTAL THIS JOB \$ 1,585.48

=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT CAP TUNNEL

JOB NO. 02690.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                | HOURS | RATE              | AMOUNT |
|----------------|-------|-------------------|--------|
| PRINCIPAL      |       |                   |        |
| ERICKSON, GARY | 1.0   | 135.20            | 135.20 |
|                |       |                   |        |
|                |       | TOTAL LABOR       | 135.20 |
|                |       |                   | =====  |
|                |       | TOTAL THIS JOB \$ | 135.20 |
|                |       |                   | =====  |

MIDWAY LRT EIS-ENGINEER

JOB NO. 02690.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE              | AMOUNT |
|-----------------|-------|-------------------|--------|
| ASSOCIATE       |       |                   |        |
| BERTELSEN, JOHN | 12.0  | 72.80             | 873.60 |
|                 |       |                   |        |
|                 |       | TOTAL LABOR       | 873.60 |
|                 |       |                   | =====  |
|                 |       | TOTAL THIS JOB \$ | 873.60 |
|                 |       |                   | =====  |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

## PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

## PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| WOLSFELD, RICHARD | 7.0   | 135.20 | 946.40 |

|               |      |       |          |
|---------------|------|-------|----------|
| SR. ASSOCIATE |      |       |          |
| WARNER, DAVID | 42.0 | 78.00 | 3,276.00 |

|                     |      |       |          |
|---------------------|------|-------|----------|
| PROFESSIONAL I      |      |       |          |
| COLEBURN, ELIZABETH | 70.0 | 44.20 | 3,094.00 |
| LAYER, JOHN         | 1.5  | 44.20 | 66.30    |
| SUBTOTALS           | 71.5 |       | 3,160.30 |

|                      |      |       |          |
|----------------------|------|-------|----------|
| SR. TECHNICIAN       |      |       |          |
| PATRICK, CHRISTOPHER | 41.0 | 41.60 | 1,705.60 |

|                  |     |       |       |
|------------------|-----|-------|-------|
| TECHNICIAN III   |     |       |       |
| ELLINGSON, RITCH | 1.0 | 36.40 | 36.40 |

|                  |      |       |        |
|------------------|------|-------|--------|
| TECHNICIAN II    |      |       |        |
| BEVER, SINA      | 1.3  | 33.80 | 43.94  |
| ELLINGSON, RITCH | 0.2  | 33.80 | 6.76   |
| HAWKINS, TOM     | 5.5  | 33.80 | 185.90 |
| KAGAN, CAROL     | 1.0  | 33.80 | 33.80  |
| STUBBS, ROBERT   | 5.5  | 33.80 | 185.90 |
| SUBTOTALS        | 13.5 |       | 456.30 |

|                       |      |       |        |
|-----------------------|------|-------|--------|
| TECHNICIAN I          |      |       |        |
| ASHLAND, CAROL        | 1.2  | 26.00 | 31.20  |
| BILGUTAY, ANAY        | 2.4  | 26.00 | 62.40  |
| BUCKLEY, SUSAN        | 1.6  | 26.00 | 41.60  |
| BURROUGHS, STEPHEN    | 12.4 | 26.00 | 322.40 |
| DEWEY, PAMELA         | 1.5  | 26.00 | 39.00  |
| HARRICK, CLAUDIA      | 0.1  | 26.00 | 2.60   |
| HOLM, KATHLEEN        | 2.5  | 26.00 | 65.00  |
| JENSEN, KENNETH       | 0.2  | 26.00 | 5.20   |
| KOLA-SAKKOLE, FELICIA | 18.0 | 26.00 | 468.00 |
| KRUEGER, DUFF         | 4.0  | 26.00 | 104.00 |
| LAIHO, LAURIE         | 3.5  | 26.00 | 91.00  |

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

|                    |      |       |          |
|--------------------|------|-------|----------|
| LAYER, JULIE       | 1.6  | 26.00 | 41.60    |
| WIHART, JAMES      | 17.4 | 26.00 | 452.40   |
| PIETZ, BRENDA LEE  | 0.5  | 26.00 | 13.00    |
| ROKHOUDE, KACVY    | 5.8  | 26.00 | 150.80   |
| WIKFREY, MARK      | 5.0  | 26.00 | 130.00   |
| ZIMMERMAN, MICHAEL | 16.0 | 26.00 | 416.00   |
| SUBTOTALS          | 93.7 |       | 2,436.20 |

|        |       |  |           |
|--------|-------|--|-----------|
| TOTALS | 269.7 |  | 12,017.20 |
|--------|-------|--|-----------|

|             |           |
|-------------|-----------|
| TOTAL LABOR | 12,017.20 |
|-------------|-----------|

|                   |           |
|-------------------|-----------|
| TOTAL THIS JOB \$ | 12,017.20 |
|-------------------|-----------|

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

## PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| SR. ASSOCIATE   |       |       |        |
| PRESTON, HOWARD | 1.5   | 78.00 | 117.00 |

## ASSOCIATE

|               |     |       |       |
|---------------|-----|-------|-------|
| JAHN, BERNARD | 1.0 | 72.80 | 72.80 |
|---------------|-----|-------|-------|

## PROFESSIONAL II

|                   |     |       |        |
|-------------------|-----|-------|--------|
| HOLSTEIN, JEFFREY | 4.0 | 57.20 | 228.80 |
| IDZOREK, EDWARD   | 1.5 | 57.20 | 85.80  |
| SUBTOTALS         | 5.5 |       | 314.60 |

## TECHNICIAN I

|                    |     |       |        |
|--------------------|-----|-------|--------|
| HENDERSON, JANE    | 0.8 | 26.00 | 20.80  |
| LAYER, JULIE       | 0.2 | 26.00 | 5.20   |
| SCHODENBERG, KATHY | 0.7 | 26.00 | 18.20  |
| ZIMMERMAN, MICHAEL | 8.0 | 26.00 | 208.00 |
| SUBTOTALS          | 9.7 |       | 252.20 |

|        |      |  |        |
|--------|------|--|--------|
| TOTALS | 17.7 |  | 756.60 |
|--------|------|--|--------|

|             |        |
|-------------|--------|
| TOTAL LABOR | 756.60 |
|-------------|--------|

|                   |        |
|-------------------|--------|
| TOTAL THIS JOB \$ | 756.60 |
|-------------------|--------|



BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE              | AMOUNT |
|-----------------|-------|-------------------|--------|
| TECHNICIAN I    |       |                   |        |
| ROTHMOVE, NANCY | 1.0   | 26.00             | 26.00  |
|                 |       |                   |        |
|                 |       | TOTAL LABOR       | 26.00  |
|                 |       |                   |        |
|                 |       | TOTAL THIS JOB \$ | 26.00  |
|                 |       |                   | =====  |

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 5.5   | 135.20 | 743.60   |
|                   |       |        |          |
| SR. ASSOCIATE     |       |        |          |
| WARNER, DAVID     | 73.0  | 78.00  | 5,694.00 |
|                   |       |        |          |
| ASSOCIATE         |       |        |          |
| HAU, RICHARD      | 87.0  | 72.80  | 6,333.60 |
|                   |       |        |          |
| SR. PROFESSIONAL  |       |        |          |
| MILES, MARK       | 10.0  | 67.60  | 676.00   |
|                   |       |        |          |
| PROFESSIONAL II   |       |        |          |
| KUKKEL, BETH      | 1.5   | 57.20  | 85.80    |
| RUSCO, BRENT      | 2.0   | 57.20  | 114.40   |
| SMITH, WILLIAM    | 112.0 | 57.20  | 6,406.40 |

BRW. INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

|                |       |       |          |
|----------------|-------|-------|----------|
| TRDE, WILLIAM  | 13.0  | 57.20 | 743.60   |
| WITZIG, JEANNE | 0.7   | 57.20 | 40.04    |
| SUBTOTALS      | 129.2 |       | 7,390.24 |

## PROFESSIONAL I

|                    |       |       |          |
|--------------------|-------|-------|----------|
| COLBURN, ELIZABETH | 28.5  | 44.20 | 1,259.70 |
| HINKER, CHRISTIAN  | 132.3 | 44.20 | 5,847.66 |
| SUBTOTALS          | 160.8 |       | 7,107.36 |

## SR. TECHNICIAN

|                      |       |       |          |
|----------------------|-------|-------|----------|
| BARTEL, DAVID        | 12.5  | 41.60 | 520.00   |
| PATRICK, CHRISTOPHER | 110.0 | 41.60 | 4,576.00 |
| SUBTOTALS            | 122.5 |       | 5,096.00 |

## TECHNICIAN III

|                  |      |       |        |
|------------------|------|-------|--------|
| ELLINGSON, RITCH | 10.7 | 36.40 | 389.48 |
|------------------|------|-------|--------|

## TECHNICIAN II

|                  |      |       |        |
|------------------|------|-------|--------|
| BEVER, SIMA      | 8.9  | 33.80 | 300.82 |
| ELLINGSON, RITCH | 4.2  | 33.80 | 141.96 |
| HAWKINSON, TOM   | 5.5  | 33.80 | 185.90 |
| LAMPPA, JASON    | 0.7  | 33.80 | 23.66  |
| SUBTOTALS        | 19.3 |       | 652.34 |

## TECHNICIAN I

|                       |       |       |          |
|-----------------------|-------|-------|----------|
| ASHLAND, CAROL        | 3.0   | 26.00 | 78.00    |
| BURROUGHS, STEPHEN    | 6.7   | 26.00 | 174.20   |
| HENDERSON, JANE       | 48.5  | 26.00 | 1,261.00 |
| JENSEN, KENNETH       | 0.4   | 26.00 | 10.40    |
| KOLA-BANKOLE, FELICIA | 1.2   | 26.00 | 31.20    |
| KRUEGER, DUFF         | 0.5   | 26.00 | 13.00    |
| MOLITOR, LINDA        | 8.5   | 26.00 | 221.00   |
| NIHART, JAMES         | 149.0 | 26.00 | 3,874.00 |
| PIETZ, BRENDA LEE     | 8.5   | 26.00 | 221.00   |
| RONHOVDE, HANCV       | 1.5   | 26.00 | 39.00    |
| SCHODENBERG, KATHY    | 8.7   | 26.00 | 226.20   |
| ZIMMERMAN, MICHAEL    | 47.0  | 26.00 | 1,222.00 |
| SUBTOTALS             | 283.5 |       | 7,371.00 |

|        |       |  |           |
|--------|-------|--|-----------|
| TOTALS | 901.5 |  | 41,453.62 |
|--------|-------|--|-----------|

TOTAL LABOR 41,453.62

TOTAL THIS JOB \$ 41,453.62

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT DWXTH SYS PLX

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT |
|--------------------|-------|-------|--------|
| SR. PROFESSIONAL   |       |       |        |
| MILES, MARK        | 5.5   | 67.60 | 371.80 |
| TECHNICIAN I       |       |       |        |
| HENDERSON, JANE    | 0.3   | 26.00 | 7.80   |
| ROKHOUDE, NANCY    | 0.5   | 26.00 | 13.00  |
| ZIMMERMAN, MICHAEL | 20.0  | 26.00 | 520.00 |
| SUBTOTALS          | 20.8  |       | 540.80 |
| TOTALS             | 26.3  |       | 912.60 |

TOTAL LABOR 912.60

TOTAL THIS JOB \$ 912.60

MIDWAY LRT DWXTH RTE ENG

JOB NO. 04189.38

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| WOLSFELD, RICHARD | 2.0   | 135.20 | 270.40 |

TOTAL LABOR 270.40

TOTAL THIS JOB \$ 270.40

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT DWTX TUNNEL

JOB NO. 04190.22

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT   |
|--------------------|-------|-------|----------|
| SR. PROFESSIONAL   |       |       |          |
| WILES, MARK        | 25.0  | 67.60 | 1,690.00 |
| TECHNICIAN I       |       |       |          |
| MCHUGH, JACQUELINE | 2.0   | 26.00 | 52.00    |
| TOTALS             | 27.0  |       | 1,742.00 |

TOTAL LABOR 1,742.00

TOTAL THIS JOB \$ 1,742.00

RCRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE  | AMOUNT   |
|-------------------|-------|-------|----------|
| PROFESSIONAL II   |       |       |          |
| GUNDERSON, ROBERT | 2.0   | 57.20 | 114.40   |
| RILEY, STEPHEN    | 58.0  | 57.20 | 3,317.60 |
| SUBTOTALS         | 60.0  |       | 3,432.00 |
| TECHNICIAN I      |       |       |          |
| HENDERSON, JAKE   | 4.8   | 26.00 | 124.80   |
| TOTALS            | 64.8  |       | 3,556.80 |

TOTAL LABOR 3,556.80

TOTAL THIS JOB \$ 3,556.80

BRH, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE  | AMOUNT |
|---------------------|-------|-------|--------|
| SR. ASSOCIATE       |       |       |        |
| SMOLUCHOWSKI, PETER | 3.0   | 78.00 | 234.00 |
| SR. PROFESSIONAL    |       |       |        |
| MALLOY, STEPHEN     | 0.5   | 67.60 | 33.80  |
| STRONG, RICHARD     | 11.0  | 67.60 | 743.60 |
| SUBTOTALS           | 11.5  |       | 777.40 |

PROFESSIONAL II

|               |     |       |        |
|---------------|-----|-------|--------|
| WICHMAN, TODD | 6.0 | 57.20 | 343.20 |
|---------------|-----|-------|--------|

TECHNICIAN II

|                 |      |       |        |
|-----------------|------|-------|--------|
| BLUM, BARBARA   | 2.0  | 33.80 | 67.60  |
| WICKLUND, DAVID | 12.0 | 33.80 | 405.60 |
| SUBTOTALS       | 14.0 |       | 473.20 |

TECHNICIAN I

|                 |     |       |        |
|-----------------|-----|-------|--------|
| CORRELL, DUNCAN | 3.5 | 26.00 | 91.00  |
| JENSEN, KENNETH | 0.6 | 26.00 | 15.60  |
| LAIHO, LAURIE   | 1.2 | 26.00 | 31.20  |
| SHAW, KATHRYN   | 0.2 | 26.00 | 5.20   |
| SUBTOTALS       | 5.5 |       | 143.00 |

|        |      |  |          |
|--------|------|--|----------|
| TOTALS | 40.0 |  | 1,970.80 |
|--------|------|--|----------|

TOTAL LABOR 1,970.80

TOTAL THIS JOB \$ 1,970.80



BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT DMNTH RT ENGR

JOB NO. 06290.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE   | AMOUNT |
|-----------------|-------|--------|--------|
| PRINCIPAL       |       |        |        |
| AMUNDSEN, CRAIG | 6.0   | 135.20 | 811.20 |

TOTAL LABOR 811.20

TOTAL THIS JOB \$ 811.20

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|               | HOURS | RATE  | AMOUNT |
|---------------|-------|-------|--------|
| ASSOCIATE     |       |       |        |
| HUDAK, JOSEPH | 1.0   | 72.80 | 72.80  |

|                 |     |       |        |
|-----------------|-----|-------|--------|
| PROFESSIONAL II |     |       |        |
| BAILEY, THOMAS  | 6.0 | 57.20 | 343.20 |

|        |     |  |        |
|--------|-----|--|--------|
| TOTALS | 7.0 |  | 416.00 |
|--------|-----|--|--------|

TOTAL LABOR 416.00

TOTAL THIS JOB \$ 416.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT CAP TUNNEL

JOB NO. 06290.29

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1990

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE  | AMOUNT   |
|---------------------|-------|-------|----------|
| SR. ASSOCIATE       |       |       |          |
| SMOLUCHOWSKI, PETER | 11.0  | 78.00 | 858.00   |
| PROFESSIONAL II     |       |       |          |
| RILEY, STEPHEN      | 20.0  | 57.20 | 1,144.00 |
| TECHNICIAN II       |       |       |          |
| ARNOLD, BENJAMIN    | 6.0   | 33.80 | 202.80   |
| WICKLUND, DAVID     | 2.5   | 33.80 | 84.50    |
| SUBTOTALS           | 8.5   |       | 287.30   |
| TECHNICIAN I        |       |       |          |
| PIETZ, BRENDA LEE   | 0.2   | 26.00 | 5.20     |
| SCHOONENBERG, KATHY | 0.7   | 26.00 | 18.20    |
| SHAW, KATHRYN       | 0.2   | 26.00 | 5.20     |
| SUBTOTALS           | 1.1   |       | 28.60    |
| TOTALS              | 40.6  |       | 2,317.90 |

TOTAL LABOR 2,317.90

TOTAL THIS JOB \$ 2,317.90

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

-----  
INVOICE TOTALS

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 72,748.00 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

-----  
72,748.00  
=====

BRW, INC.

BILLING SUMMARY

| CURRENT PERIOD COSTS | -- LABOR -- |           | -- EXPENSES -- |            |
|----------------------|-------------|-----------|----------------|------------|
|                      | HOURS       | AMOUNT    | REIMB.         | DIRECT&IND |
| TOTALS               | 1498.8      | 22,558.13 | 5,818.11       |            |

COSTS THIS RUN

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 72,748.00 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

\*\* END OF BILLING RUN \*\*

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA-89003

INVOICE PERIOD : 1 NOVEMBER 1990 - 30 NOVEMBER 1990

FILENAME: 89003\_B

OTHER DIRECT NON-SALARY COSTS

|                                     |          |
|-------------------------------------|----------|
| BRW GRAPHIC REPRODUCTION DEPARTMENT | \$960.19 |
| AUTO/MILEAGE                        | 228.66   |
| OUTSIDE REPRODUCTION/PHOTO          | 2,291.65 |
| POSTAGE/DELIVERY                    | 597.02   |

---

|       |            |
|-------|------------|
| TOTAL | \$4,077.52 |
|-------|------------|

SUBCONTRACTORS

---

|                          |            |
|--------------------------|------------|
| BECHTEL CORPORATION      | (\$64.94)  |
| LTK ENGINEERING SERVICES | \$1,799.20 |

---

|       |            |
|-------|------------|
| TOTAL | \$1,734.26 |
|-------|------------|

~~~~~

TOTAL EXPENSES	\$5,811.78
----------------	------------

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority Originating Department <u><i>R. K. Sprigels</i></u> <u><i>2/1/91</i></u> Authorized Signature Date	Board Action Requested Ratify Partial Payment No. 8 to SRF, Inc. in the amount of \$25,520.19 <u>ACTION IS REQUESTED</u>
--	--

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$25,520.19 for the period ending December 31, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . 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) SRF, Inc. Invoice No. 8 and attachments

<u><i>Ed. Blaylock</i></u> <u><i>2/5/91</i></u> Budgeting and Accounting <u><i>[Signature]</i></u> County Attorney Risk Manager Data Processing Previous Action taken on Request	Date / Time Received By
---	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
<u>February 12, 1991</u>	<u><i>J. L. Glendinning</i></u>	<u>2/5/91</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 Strgar-Roscoe-Fausch, Inc. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through December 31, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 8, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through December 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$25,520.19 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1990, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

- (1) CHARGE TO: Dept. Regional Railroad Authority Date January 29, 1991
- (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	\$25,520.19
15-17	18-20	21-25	26-31	32-41

\$25,520.19

Total

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

3 One Carlson Pkwy. No., Suite 150 53-76

8 Address 9-32
Minneapolis, MN

City State 33-54 Zip Code 55-59 55447

Soc Sec No
OR
Fed Tax ID 60-71

- (5) On Check Stub Put: 4 Partial Pymt 8; Inv. 8; NE Corr. Align. Study 9-60
- 5 Agreement PA017; Acct. 59107-020102; 12/31/90 9-60

For Risk Management
Use Only

6 8 9-24
Last Name First Name

- (6) SEND TO: _____ Use only if Payee and/or
Address 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 Desjardins

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 8

PREPARED BY: SP

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

ENTERED BY: SP

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 15 JAN 91

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
TOTAL VALUE OF WORK CERTIFIED - 31 DEC 90
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	69.3%
	\$169,685.65
	\$8,484.28
	\$161,201.37
	\$135,681.18

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$25,520.19

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.

1/28/91 Kathryn Hespeler
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

1/28/91 Charleen Zimmer
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00
PARTIAL PAYMENT TOTAL:	\$135,681.18

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$135,681.18
AMOUNT REMAINING ON AGREEMENT	<u>\$109,183.82</u>

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: 12/31/90
Invoice No.: 8
Period Ending: 12/31/90

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 December:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	19,926.20	141,530.37
Total Direct Non-Salary Costs	973.39	6,787.34
Subconsultant	5,963.77	21,367.94
TOTAL FEE EARNED	26,863.36	169,685.65
Less 5% Retainage	1,343.17	8,484.28
TOTAL AMOUNT DUE THIS INVOICE	25,520.19	
	=====	

BUDGET \$244,865.00
PERCENT COMPLETE 69.3%

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

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	85.00	1.0	85.00
C. Zimmer	Principal	80.00	33.5	2680.00
D. Evler	Principal	80.00	1.0	80.00
J. Kern	Associate	80.00	10.5	840.00
K. Holte	Engineer	49.20	39.7	1953.24
W. Gardner	Trans. Planner	63.82	130.5	8328.51
C. Kennedy	Trans. Planner	45.04	4.0	180.16
L. Wiley	Landscape Architect	36.30	60.0	2178.00
D. Paulu	Sr. Technician	42.90	4.0	171.60
W. Baker	Technician	37.13	10.5	389.87
D. Wold	Technician	36.66	31.5	1154.79
L. Grover	Technician	33.83	3.7	125.17
L. Meichsner	Technician	29.70	2.5	74.25
D. Montgomery	Technician	26.40	1.5	39.60
J. Lubarda	Admin. Assistant	44.55	21.0	935.55
B. Bersie-Ashfeld	Word Processor	41.25	9.0	371.25
K. Varner	Word Processor	30.53	1.8	54.95
L. Charley	Word Processor	27.72	3.0	83.16
G. Bartus	Clerical	34.98	0.5	17.49
K. Dooley	Clerical	26.23	7.0	183.61
----- TOTALS -----			376.2	19926.20

901380

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

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	179.71
2	PARKING	29.10
10	POSTAGE	116.73
13	IN-HOUSE COPY DUPLICATION	6.00
17	PRINTING	536.75
21	FILM & DEVELOPING	38.16
22	SUPPLIES	1.38
51	CPP 10 X 12 PAPER	45.92
56	CPF 10 X 12 FILM	19.62

TOTAL DIRECT EXPENSES

973.39

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

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	1	C Zimmer								135.0		35.10
1	31	C Zimmer								240.0		62.40
1	31	W Gardner								175.0		45.50
1	31	J Lubenda								60.2		15.65
1	31	K Dooley								81.0		21.06
2	11	C Zimmer									6.75	6.75
2	31	C Zimmer									12.50	12.50
2	31	W Gardner									9.75	9.75
2	31	K Dooley									0.10	0.10
10	11	In-House									6.25	6.25
10	11	In-House									4.00	4.00
10	12	In-House									7.80	7.80
10	12	In-House									3.25	3.25
10	21	In-House									1.50	1.50
10	21	In-House									29.60	29.60
10	21	In-House									58.50	58.50
10	21	In-House									5.85	5.85
13	28	In-House	3	20			60					6.00
17	11	Accounts Payable									68.15	68.15
17	21	Accounts Payable									434.40	434.40
17	21	Accounts Payable									12.10	12.10
17	31	Accounts Payable									22.10	22.10
21	11	Accounts Payable									38.16	38.16
22	20	Accounts Payable									1.38	1.38
51	14	In-House						3				17.22
51	17	In-House						2				11.48
51	18	In-House						2				11.48
51	19	In-House						1				5.74
56	17	In-House						3				19.62

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority
Originating Department

K. DeSpiegelaere 2/1/91
Authorized Signature Date

Board Action Requested

Approve adjustment to the 1991 Ramsey County
 Regional Railroad Authority budget in the
 amount of \$214,850

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution approving adjustment
 2) Memorandum from Kathryn DeSpiegelaere
 3) Budget adjustment information

Budgeting and Accounting Ed. Slanitz 2/5/91
County Attorney [Signature]
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

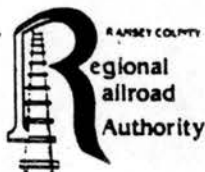
Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date
 February 12, 1991
Board Date

Signature
Signature
Signature

Date
Date
 2/5/91
Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The 1991 Ramsey County Regional Railroad Authority budget identified major project areas in the Contingent Account series within the 59101 - Ramsey County Regional Railroad Authority budget; and

WHEREAS, One project area is Right of Way Acquisition; and

WHEREAS, Work continues on possible acquisition of the Burlington Northern Railroad Rights of Way from downtown St. Paul to Beam Avenue in Maplewood; and

WHEREAS, Funds are needed to cover preparatory work related to acquisition of Burlington Northern Railroad right of way; and

WHEREAS, It is estimated that \$214,850 will be needed to cover preparatory work for right of way acquisition, such as surveying, title work and administrative costs; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments in the amount of \$214,850 in accordance with the following:

TRANSFER FROM APPROPRIATION

59101	061003	CONTINGENT RIGHT-OF-WAY ACQUISITION	\$214,850
-------	--------	-------------------------------------	-----------

TRANSFER TO APPROPRIATION

59106	020102	Consulting Services, Including surveying and title work	166,000
59106	020174	County Attorney	34,000
59106	020176	Executive Director	1,600
59106	020179	Budgeting & Accounting	2,000
59106	020185	Data Processing	450
59106	020913	Project Management	9,300
59106	020202	Postage	500
59106	020401	Publishing Minutes & Notices	500
59106	020501	Printing & Stationery	500
			<u>\$214,850</u>

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Adjustments to 1991 Ramsey County Regional Railroad Authority Budget

DATE: January 30, 1991

The 1991 Ramsey County Regional Railroad Authority Budget (59101) includes contingent account 061003 Right of Way Acquisition in the amount of \$1,975,000.

This account includes funds for administrative and technical work in support of negotiations and acquisition proceedings, as well as funds for actual purchase.

The Ramsey County Regional Railroad is continuing its negotiations and preparatory work for possible acquisition of Burlington Northern Railroad Rights of Way between downtown St. Paul and Beam Avenue in Maplewood. It is estimated that \$214,850 will be needed to cover preparatory work for right of way acquisition, such as surveying, title work and administrative costs. None of these expenses are eligible for State matching funds, although the right of way acquisition may be eligible for State Rail Bank funds.

We are requesting approval of a budget transfer of \$214,850 from administrative contingency account 59101-061003 to operating accounts for Rights of Way Acquisition (59106) as identified in the attached budget adjustment documentation.

Recommendation:

Approve adjustments to the 1991 Ramsey County Regional Railroad Authority budget in accordance with attached documentation.

KD/blk
Attachment

Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: Ramsey County Regional Railroad Authority

FUND: 591
ORG.# See Attached

The Budget Adjustment requested will require the following:

1. ☒ Transfer From Appropriation } Check Applicable
☐ Increase Estimated Revenue } Box(es)

Org. # Account No. Account Title Amount

59101	061003	CONTINGENT RIGHT-OF-WAY ACQUISITION	214,850

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment 1/29/91

1,975,000.00

TOTAL 214,850

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)

Org. # Account No. Account Title Amount

59106	See attached		See attached

TOTAL 214,850

4. Reasons for Adjustment Request:

This budget adjustment is to transfer appropriations from the Ramsey County Regional Railroad Authority Operational Cost Center - 59101 - to project cost center 59106 Right of Way Acquisition to cover ongoing operational costs relating to the possible acquisition of Burlington Northern Railroad Rights of Way between downtown St. Paul and Beam Avenue in Maplewood.

(Attach sheet if more space is needed)

Approval requested by: K. H. Spigelaere
Authorized Signature

Date: 2/4/91

Recommended
Approved by Budget Analyst: Ed Blauvelt Date: 2/4/91

Recommended
Approved by Budget Director: James Van Benschoten Date: 2/5/91

Approved by Board of Co. Commissioners: _____ Date: _____

Exhibit A

TRANSFER TO APPROPRIATION

BC 1/29/01

Ramsey County Right-of-Way Acquisition

59106	020102	Consulting services, including surveying and title work	\$ 166,000
59106	020174	County Attorney	34,000
59106	020176	Executive Director	1,600
59106	020179	Budgeting & Accounting	2,000
59106	020185	Data Processing	450
59106	020913	Project Management	9,300
59106	020202	Postage	500
59106	020401	Publishing Minutes & Notices	500
59106	020501	Printing & Stationery	500
			<u>\$ 214,850</u>

φ - New



file

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Juane W. McCarty, Vice Chairman

District 1

Varren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 12, 1991

** 10:00 A.M. - LARGE CONFERENCE ROOM - 316

**Please note change in time

1. * Minutes - A. Regional Railroad Board Meeting of January 22, 1991, and B. Regional Railroad Board Meeting of February 12, 1991.
2. Chairman's Comments
3. * Appoint Vice Chair for South Corridor Advisory Committee.
4. Update on Northeast Corridor Alignment Study - Discussion only.
5. Update on Midway Corridor - Discussion only.
6. Update on Legislation - Discussion only.

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 22, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, January 22, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:40 A.M.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Hal Norgard
Commissioner Warren Schaber

MEMBERS ABSENT: Commissioner Donald Salverda

Also Present: Ed Glaubitz, Karen Tero, Jos. Kreitzer, Pat McMahon, Brian Goff, Dave Varhel, J. Ellingson, Tony Wherley, Jim Steffen, Doug Roseth, Tom Rooney, Rob Guimont, Jim Walsh, Toni Baker, Steve Heimel, Colleen Clancy, David A. Sweet, Jill Goski, James Tolaas, Terry Schutten, Mary Lou Grahek, David MacMillan represented the County Attorney's Office, Frances Glendenning, Kathryn DeSpiegelaere

1. Minutes - of the Regional Railroad Board Meeting of January 8, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board of the Ramsey County Regional Railroad Authority held on January 8, 1991, as written.

Roll Call: Ayes - 6, Nays - 0

Motion adopted.

2. Chairman's Comments

Chairman Finley informed the Board that Jos. Kreitzer from the University of St. Thomas is here with some students. Mr. Kreitzer has worked with our staff, during the Midway Corridor Task Force and helped in putting the questions to the Economic Development scenario that Mr. Brost was working on, and he and his colleagues at St. Thomas were very helpful to Ms. DeSpiegelaere and the staff in trying to develop that Economic Development policy.

Mr. Kreitzer explained that the students are here today, this is a class project, and they are here today to see the political side of it.

Chairman Finley explained the reason why we are looking at LRT at all. We formed this Regional Rail Authority in 1987 to look at LRT as it is an alternative mode of transportation for the metropolitan area. It falls upon the counties, as our obligation to develop a Financial and Development Plan which went through the Regional Transit Board as a part of the overall metropolitan plan. There are many of us who feel that LRT or some other alternative mode of transportation, other than the buses and the expansion of the highway system is needed, in the metropolitan area. Many of us feel that the Midway Corridor, from the practical and political standpoint, should be the first line so that there are two hubs, one in Minneapolis, and one in St. Paul, as opposed to just one emanating just out of the City of Minneapolis. We feel, and the studies prove that, there is probably more traffic congestion and more of an urgent need for an alternative mode of transportation in some of the corridors outside, coming out of Minneapolis than out of St. Paul at the present time.

Chairman Finley continued, it is very, very important from an economic development standpoint, and for the future of the East Metropolitan area, that the first line connect the two central core cities for the purposes of providing jobs, etc., and then to be able to radiate out of the two metropolitan areas to the suburban communities. For that reason, as most of us feel it is very, very important for our economic vitality for that we in the City of St. Paul and the East Metropolitan Area be a hub to the total system. We do not look at the Midway Corridor as the end, we look at it as the beginning of light rail. We have looked at it from the overall transit policies for the metropolitan area, and he thinks that most of us feel that if that was the only line to be built, we would probably not support that line in and of itself, as it is the system, the 85 mile system that makes it a viable alternative to the highway. When you are looking at the economic benefits, or the cost effectiveness of the Midway Corridor, it is probably not going to come out in and of itself, but when you look at it from the vitality of the total, it makes a lot more sense. This is the avenue that we have tried to take in looking at LRT as an alternative mode of transportation.

Another thing that we have not been able to put a dollar amount on, which is very important, this comes to light again with the Persian Gulf Crisis, is the whole energy policy and use of gas and oil, and the saving because of air pollution. How do you judge the economic viability because you are reducing air emissions in the metropolitan area. We have not been able to put a real dollar on it, but we know that it can be devastating when you consider that in the City of Los Angeles, they figure they lose economic input of \$500,000,000 per year of economic input by people sitting waiting on freeways. How that and the saving on air pollution - we are not at that crisis yet, but we will be. So, this is something that you cannot always put a mathematical equation on.

Chairman Finley suggested that each one of the Board members express their own feelings for the benefit of the people who are here today. This is a very light agenda today.

Commissioner Hunt would like to say that what we are seeing here is a major, major policy decision that is going to have to be made some time within the next session of the Legislature, if not this session, perhaps the following session. A lot of money has already been spent on the planning and studying of LRT. The decision is going to affect the area significantly over the long term, but it is a subject that the Legislators are going to spend a lot of time on as they know it is a very costly kind of a decision, if it is a decision to proceed with LRT. What we are seeing is a major kind of decision-making taking place in government to determine what the future of our area is going to be, whether it is going to be determined by a LRT system for transportation, or whether or not there is going to be some other form of transportation that is considered as effective.

Chairman Finley informed the audience that he represents the northern part of the City of St. Paul.

Commissioner Hunt represents the Highland Park area, West Side, West Seventh and Downtown.

Commissioner Ahrens, representing the Capitol Area, Summit Hill as far University, Macalester - Grove, Merriam Park, St. Anthony Park, wished to make one comment, part of this first segment called the Midway Corridor, ridership will be important, whatever alignment we choose will be close to the University of Minnesota, whether it be the Northern Alignment or I-94. This body has tentatively selected I-94 Soo Line, and if that holds, she thinks it is the closest alignment to the University of St. Thomas, there will probably be some kind of a connector running on Cleveland, whether bus service will be continued. She knows the college students will be concerned that LRT will be available.

Commissioner McCarty, representing District 1, which is basically the upper one-third of Ramsey County, feels that one of the most important considerations in LRT at this time is that it seems that in our basic society of today we tend to wish we could compress everything into immediate results. This is not a short term investment as Chairman Finley has pointed out, it is a long term investment. In the future, from his own personal perspective, we need a beginning point and that would be St. Paul to Minneapolis, the downtown to downtown line as the hubs. We need to address the future where we are changing from a suburban, auto-oriented on the outer fringes of the downtown areas, and the rapidly expanding cities in the northern Ramsey County, and we need to face up to the fact they will suddenly become very urban in nature, and we will need to look at mass transit as an integral part of the total transportation system of the future. This takes in much more than LRT and transportation. The authorities in the suburban

areas must also coordinate transportation and LRT in particular with their zoning plans in the future, it seems counter-productive that we require two parking spaces for each 10,000 square feet of office space in the suburban area. This seems counter-productive to mass transit and that we will no longer have that luxury in the future. There is much more to be considered than simply moving people from here to there, it is a whole planning process that takes in a great deal more than just simply transportation.

Commissioner Schaber represents the East Side of St. Paul, the Johnson - Harding area. The County Boards were designated by the Legislature to be the regional rail authorities, so we have in the metro seven Regional Rail Authorities. Part of what we are doing is trying to coordinate our plans so that it meshes with Hennepin County Plan, the Dakota County plan when that comes on line, and the Washington County plan. It is a big job from that particular standpoint. So many people get hung up on LRT, they look at it just as a transportation system itself. The critical issue which you have to remember is that it is part of a total transportation system which means the integration of the buses, the freeway systems, etc., so that we have in effect a total plan of transportation system in the County. Chairman Finley had mentioned earlier and this bears repeating. When we initially came on board as a Regional Rail Authority, the Metropolitan Council's plan for LRT showed basically Hennepin County in Minneapolis with the hub, and the lines all emanating out of Minneapolis. One line was to St. Paul, this then would be just another corridor moving out of Minneapolis to St. Paul. We got involved slightly later than Hennepin County did, and have been able to realign it so that we now have two hubs, one in St. Paul, one in Minneapolis, with lines emanating out of both cities. This is critical to the economic vitality of St. Paul. We did not want to be just an extension of the hub coming from Minneapolis.

Another issue Commissioner Schaber mentioned which we are all going to be struggling with vitally in this coming Legislative Session is how are we going to pay for it, it is expensive. Suggestions have been made about payroll taxes, sales taxes, with the State Legislature paying for it, to the property taxes. This particular County Board has indicated that they are not in favor of property taxes, as property taxes are too high already. We feel quite strongly that since it is going to be a benefit to hopefully alleviate traffic on the freeway systems that due to the fact that the State Legislature should share a large responsibility as far as paying for the system. The other backup to that is a 1% metro sales tax. With the State's budget shortfall, Commissioner Schaber thinks everything is up in the air right now. We have done a considerable amount of planning and are continuing to do the planning. Fortunately in our agency at least we are not in as much of a crunch as far as trying to relieve congestion as Hennepin County. So, we probably have a larger window to look at as to how in effect design our systems, but the financing of this particular mode of transportation will be critical. It does not pay for itself, so it is going to be subsidized as the MTC buses. No where in the U.S. have the cities found that the system will pay for itself.

Commissioner Hal Norgard addressed the meeting, he represents District 7, Maplewood, North St. Paul, White Bear and part of the East Side. Our planning process has been good, we have spent a lot of time, energy and money on it. He thinks that we have acted in a very good manner, and we have a handle on what is happening in the seven county area. We should look to the East, as this is the development for us, moving to Wisconsin, to the dog track, moving North, etc., so we will need to move people.

Commissioner Norgard agrees with what has been said here that the hub is fine, we have to branch out, the legs have to move out to bring people in here. The development of our area might be altogether different than a lot of the metropolitan areas because we seem to be spreading out more than concentrating in the downtown areas. Planning-wise, he thinks we are in good shape, and we are ready to move with anyone else. You can see more and more interest all the time, with the other counties, Washington and Dakota, they have moved in and shown a real interest. The Northeast Corridor now which goes up to Forest Lake, White Bear, those counties like Chisago now wants to maintain that line, so everyone is thinking about it. So, he thinks we are in the right process.

Chairman Finley wished to add one thing which Commissioner Schaber touched upon. The bus is subsidized today, the highways are totally subsidized, so when you are looking at cost analysis, many times you will see the LRT does not pay for itself, keep in mind that we do not have any tollways in Minnesota regarding the highways. The entire cost of highway, entire cost of the car being used on the highway, and the highway maintenance dollars are all subsidized by the government, so we pay for those when we drive our cars. This is an additional cost, those same people driving the cars are paying for it again through either the gas tax, the property tax, or whatever. For example, if you take University Avenue which is one of the possible alternatives, the maintenance of University Avenue today is being paid for by the State, by the City of St. Paul, those costs when you compare LRT to reconstruction of that street are two completely different things because at no time will you ever see a dollar amount put in on a comparative figure, what does it cost to plow that street, what does it cost to fix the potholes, Yet, the entire cost of the operation of a LRT system is put in there, as you have a separate pot of money for operating costs instead of a mixed bag coming from property tax, gas tax, etc. when you compare the cost of the highway versus the LRT. You should keep that in mind, as he has never seen any figures which say this is what it costs the taxpayer to maintain this stretch of highway each and every day. But, yet, you see that when you get to mass transit. Also, regarding the bus, very rarely do you ever see, you have an operational cost, but many times the capital cost is not put in, apples, with apples, of the vehicles with the bus system versus the operating or capital cost for the LRT vehicles and LRT tracks. The capital cost going out for the bus is oftentimes now compared to the increased cost of the vehicles for LRT, as it is paid for out of different subsidy monies. You have to try to balance those, as there are many figures that remain unknown, as they are put in the totality of the total gas tax, for example, at the State Highway Department - this is unrelated entirely to the property tax levied by the City of St. Paul or the County of Ramsey for the

maintenance of the County Roads or City Streets, whatever, which are not usually used in a comparison.

Chairman Finley continued, the MTC and the RTB are funding through property tax or other state subsidies the operations of the transit system. So, it is very difficult comparing apples with apples because you usually do not have all of the apples in when you are looking at the car. For example, they say it costs \$3,000 per year to drive a compact vehicle. That relates, besides the cost on the environment, you relate that to the fact that you can use mass transit for probably \$360.00 per year, and save on the environment. These are all part of the equation which he hopes the students will be able to figure out.

Mr. Kreitzer had no questions he wished to direct to the Board. He wished to express appreciation to Ms. DeSpiegelaere and the staff for their cooperation.

3. Appoint Members to South Corridor Task Force Advisory Committee

Chairman Finley said this particular corridor is coming out of the City of St. Paul, running south essentially, probably near the Lafayette freeway, going into Dakota County which is the fastest growing county in the State. It is a very vital link to continue to make St. Paul a hub, and this is why we are talking about this corridor, and this is on the next list of Light Rail Corridors in the metropolitan area. This is the No. 2 after the connection of the two cities, this is called a B corridor, this is the second step and is the only one in the grouping that goes out of the City of St. Paul. So, we are proceeding with the engineering on that corridor at this point, and what we are doing here is appointing the Citizens Advisory Committee who are directly affected group of citizens who will advise us how to proceed in this regard.

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

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the South Corridor Advisory Committee; Now, Therefore, Be It

RESOLVED, That the representatives and alternates appointed to representative Ramsey County on the South Corridor Advisory Committee are:

District 3

Fred Perez, Representative
Brian Miller, Alternate

District 4

Karin DuPaul, Representative
Clarence Seidel, Alternate

District 17

Doug Hoskin, Representative
Alternate to be named later

Concord Street Business Association

John Flores, Representative
Samuel O. Verdeja, Alternate

St. Paul Area Chamber of Commerce

Phil Jungwirth, Representative
William Faulkner, Alternate

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

4. Approve Light Rail Transit Assistance Contract #67231 with the State of Minnesota in the amount of \$1,219,629, and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract on behalf of the Authority.

Chairman Finley said this is \$75,000 more than it was.

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

WHEREAS, The Ramsey County Regional Railroad Authority applied for 1991 State light rail transit funds administered through the Minnesota Department of Transportation; and

WHEREAS, The distribution of available 1991 State light rail transit funds to participating metro area counties resulted in allocation of \$1,219,629 to Ramsey County; and

WHEREAS, 1991 State light rail transit funds allocated to Ramsey County are to be split over two project areas:

- 1) Phase II Preliminary Engineering-Midway Corridor...\$1,144,629
2) South Corridor EIS Study.....\$ 75,000
\$1,219,629

WHEREAS, The Minnesota Department of Transportation has prepared a Light Rail Transit Assistance Contract (#67231) governing issuance and use of 1991 funds in the amount of \$1,219,629 in support of identified Ramsey County light rail transit studies; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves Light Rail Transit Assistance Contract #67231 in the amount of \$1,219,629 and authorizes the Chairman to sign the contract on behalf of the Authority.

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

5. Update on Legislation

Ms. DeSpiegelaere addressed the Board, the Governor has proposed that no vehicle excise tax (which currently funds LRT) would go to the general budget. However, his proposal is for the transportation portion of it (the highway portion), rather than the transit portion, so at this time it would not impact the LRT funds. In addition, the proposal would reduce the agricultural and homestead credit by an amount not yet determined.

Last week the Transportation Study Board report was presented to the Transportation Committee, and it is expected there will be some legislation resulting from that report. If you may recall, the recommendation in that report discussed the sales tax.

Chairman Finley said the report included 1/2 cent sales tax for transit, with one half of that one-half designated for LRT. It is not in bill form, but it is in the report from the Transportation Advisory Board which is the Legislative body that met throughout the State of Minnesota during the interim year.

Commissioner Hunt added, is it anticipated that is what the bill will contain? At this point Chairman Finley said this is a strong possibility, they are waiting to try to get a commitment on some of the parts of the report from the Governor's Office as to whether or not there will be support. If it is going to be vetoed, it may not be included.

Commissioner Ahrens feels that one-quarter would not build a system. Chairman Finley said this would be \$50 million, and they figure that it would, as they would start accumulating immediately so by the time you got into the construction two years from now, you would have about \$100 million. By the time it would be completed, there would be funds available, that is their thinking on it. They are really looking at the first line.

Chairman Finley reiterated, there would be 1/4% for light rail which would be \$50 million, and the other 1/4 for transportation purposes in the metropolitan area.

Commissioner McCarty stated that the Transportation Study Board had also recommended that there be a permanent Legislative Commission put in place to oversee transportation issues in the State of Minnesota. Part of what was included review authority over LRT plans and funding, and all of that. They would look at LRT and engineering and costs, etc. before the legislative funds would be released to the authorities. Fred Corrigan from the Minnesota Transportation Alliance and several others including Commissioner McCarty met with Senator Langseth last week and his staff. They went over, and you will see the revised Commission on Page 106 of the latest edition of the TSB Report which has made that Committee now advisory, and they no longer have those reviewal authorities. We may wish to track this.

Commissioner Hunt would like to know if that pertains to the way funds were distributed throughout the State. Commissioner McCarty said it was not that specific, the review and approval has been removed. The changes were made and these were very significant and far reaching. It would perhaps be well that we make certain that someone not misunderstand the intent on the changes.

Commissioner McCarty explained the intent of the original proposal was to put in place a continuing Commission.

Commissioner Hunt asked if this will address the concerns that the metro areas get shortchanged, and the outlying counties have advantages.

Commissioner McCarty said the report also recommends a change in the formula.

Chairman Finley said we have to keep in mind with the change of the Governor, we also have a change in the Commissioner of Transportation, and as a result the strong feeling of Highway Department input changes a little bit, so the Commission may be a way of providing some of the oversight that otherwise would have been through the Transportation Department.

6. Ratify Partial Payment No. 14 to BRW, Inc. in the amount of \$212,654.63.

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

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

R91-07
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 October 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. 60210, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$212,654.63 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1990 is hereby ratified.

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

7. Ratify Partial Payment NO. 7 to SRF, Inc. in the amount of \$11,612.66.

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

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

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

WHEREAS, Stargar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 1990; and

R91-08
WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Stargar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Stargar-Roscoe-Fausch, Inc. Invoice No. 7, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due Stargar-Roscoe-Fausch, Inc. through November 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to Stargar-Roscoe-Fausch, Inc. in the amount of \$11,612.66 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1990, is hereby ratified.

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

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

1-B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 12, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, February 12, 1991, in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 10:50 A.M.

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

MEMBERS ABSENT: Commissioner Diane Ahrens

Also Present: James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Katy Cleary, Jill Goski, James Tolaas, Mary Lou Grahek, Terry Schutten, Karen Tero, Toni Baker, David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the January 22, 1991 Ramsey County Regional Railroad Authority Board Meeting.

Chairman Finley informed the Board that the copies of the minutes were not available for distribution; however, these will appear on the agenda for the next meeting.

2. Chairman's Comments

Chairman Finley said things are progressing in the normal way, seven different directions on the City side, plus the Mayor, so that remains the same. Some people heard what the Mayor had to say on the radio, two days later there was a letter from the Mayor to the City Council which supported Light Rail, and supported the Planning Commission's findings, and recommended to the City Council that they approve the Planning Commission's recommendations which were that there were a few things to look at in their opinion in the EIS, but certainly did not oppose the basic concept of LRT, nor did it oppose the LRT as a methodology. What they are asking for is some more information essentially that we should maybe look at.

Chairman Finley said one of the things that comes up, and he wished to ask Dick Wolsfeld who is present, is as we have gotten into the Midway Corridor thing, one of the questions that has been asked, "Are we lagging behind, we have these forums coming up in the next couple of weeks, are we lagging behind Hennepin County in the Midway Corridor, or where are we?"

Mr. Wolsfeld addressed the Board, when Ramsey County started you were about a year and a half behind Hennepin County. A week ago today, the Hennepin County board directed BRW to start preparing the final EIS which is where you should be in the first part of March. So, Ramsey is now about thirty days behind Hennepin County is, Ramsey has gone from a year and a half to about thirty days. You have made up almost a year and a half.

Commissioner Schaber had some questions and comments. He has a copy of the Mayor's letter, but there are some specific resolves in there that Park and Ride lots should not be constructed within the City of St. Paul. Chairman Finley said this is what the Planning Commission recommended.

Commissioner Hunt, as she recalls this was their original position at the very start of the discussion, so they are consistent with their original position. We went away from what the recommendation was.

Commissioner Schaber also received a copy of the Citizens Report, and he also saw the Almanac Program the other night. He does not think that Commissioner Derus did a real good job of giving the position of LRT. There has to be some dollar justifications which is what they are getting at. There are other kinds of costs that we need to talk about, the freeways, the projected increase in ridership on the freeways.

Chairman Finley wished to add that he had some people who are members of the Citizens League approach him, this is really the opinion of a few, it is not an opinion of the Citizens League, and Peter Vanderpoel has never been a supporter of light rail. What concerns him in this particular report was that some of the basis, or some of the conclusions are not based upon the data that is available. If you take the data and interpret it one way or another, you can do that to bolster your argument, but to not use the proper data concerns him. One of the things that they did not point out, this is what Commissioner Schaber is touching upon, we have never been able to tie a cost what it takes to maintain a roadway because it is in the City, the County, State budgets for maintenance which is not something isolated like it is for the operational costs of a LRT system. He thinks we should get those because it is an important element in determining operating costs just like the capital cost of a bus is not included in the cost of the operations of the bus system as it is funded separately; or the damage it does to the environment, as well as the damage that the bus is doing to the street which is maintained by a completely different entity than the bus system. These are all figures, in the environmental impacts, he just discounts offhanded. What we are really talking about for LRT is peak hours, nobody is saying that there is congestion at all these different points, 24 hours a day. Today we are saying there is congestion in certain parts all day, but there will be substantially more in the future. The numbers are there

in the Metropolitan Council Study. He had told this to Laurie Blake from the Minneapolis paper when she interviewed him a few days ago. What we try to do is base our conclusions upon the facts that are made available to us by the people who are in the know, our consultants, the Metropolitan Council staff people, and those types of people, and the information that they have given us is contrary to some of the facts that he puts in his report as facts. Ridership increase was not true, it will relieve some congestion, it is just a matter of degree. It is not a matter of whether it will or it won't. It is a matter of how much it will relieve. You have to base that based upon the best evidence that you have. He was very disappointed, he did not think it was a job done well in comparison to other reports that the Citizens League has produced - this is his personal opinion.

Commissioner Schaber said that was his concern, they were not bringing all those other costs into it. Initially, when he looked at what should be looked at if you are really measuring apples to apples, he was looking at the report and it says a glamorous proposal. To him you do not write a report and put in those kinds of adjectives that incites people, you don't do this in a professional type of proposal.

Chairman Finley added it did not deal with the cost of highway construction or improvements which are all readily available in Metropolitan Council studies. What is going to take care of and maintain the 500 mile system to just maintain it, and how many congestion points there are going to be, what that is going to mean. We have to realize that if all the approvals were done today, we are talking about five or six years from now when the first person rides this, where will the congestion points be, and how bad will the ones that are there today going to be at that point and beyond. It is going to be completely different. If you look at it five years ago it is substantially different. The other thing is in the core downtowns, they all say, regardless of the fact that there are other job centers being developed in the Twin City area, the two core cities are still going to be increasing as job centers. That is what our experts say.

Secondly, even the space planners and the real estate people, forgetting about light rail, have continued to say, there is a normal absorption rate on construction of buildings, and it is going to take until 1994 or 1995 to absorb all the empty space in the two downtowns, but it is going to be absorbed. So, all of this space will be used for office space, which means that there are going to be more bodies coming into the downtown area. That has nothing to do whether or not there is light rail or not. It is just the issue of whether or not there are people going to be coming in here for the purpose of performing their daily jobs. They are going to increase, and that is what the Metropolitan Council has said. This is what the real estate experts have said, but neither one, depending upon light rail, just as a job center itself.

Commissioner McCarty has read the report also. We turned ourselves inside out in terms of public information meetings, etc., did we do anything with this particular organization. They regularly come out with these reports. This is so far off the mark in terms of understanding the plan itself. He has to believe they have never seen a presentation from the RRA or the RTB.

Chairman Finley knows they did not at the RTB, and he knows that he has been here at a few meetings. Ms. DeSpiegelaere added that they have been on the mailing list for the Midway Corridor Task Force and the Regional Rail mailings. Peter Vanderpoel has been on the mailing list, and has attended the Joint LRT Advisory Committee meetings.

Commissioner Hunt, in all fairness to Peter Vanderpoel, thinks it should be pointed out that his predecessor there who left the league a few years ago was a staunch opponent of light rail, and they put out a lot of material at that time opposed to light rail. So, this is not anything new, they have had a long standing opposition to it lead by various staff people in the past.

Commissioner Salverda commented, in reacting to the Citizens League Report, they are a credible organization, they influence public opinion greatly, and he thinks that the impact of this report should not be minimized at all by our RRA or the RTB.

Chairman Finley does not think that it has been discounted, but the problem is how do you counteract it, it comes out. The paper contacted him even before he had a copy of it. A copy was delivered to him by Peter Vanderpoel a day after. He had no idea what it was about. It was released to news media, not to the people who are involved.

Commissioner Schaber agrees with Commissioner Salverda. There is credibility here, and if any Legislator wants to have a good reason to not support LRT or support the funding of light rail, it seems that our staff should take this report and clarify the areas that seem to be not clear, or missing the base. The problem he has to the report is that LRT would not do away with the buses. We all know that, it is supposed to be a part of it. It is written that way, and that is the disturbing part of the report. That is what he would like to see our staff, if they could, to react these kinds of things, the critical issue is the cost factor. Just to have this information, we need to have it as a rebuttal. Because if we went to the Legislature, this is going to be thrown at you.

Chairman Finley informed the Board that staff has started to put together a package for our delegation. He has gone over the first draft, and he has had some additions to it. You are right, Some of the issues that we are dealing with are cost factors that have not been bandied about very much, as everything gets camouflaged and with the projections, etc., they will try to tie all those together. What we should do is go through these with a fine tooth comb, and try, not to be like a rebuttal, but have information that we are

all going to be comfortable with, this would be a thumb nail sketch of the factual data that is available.

Commissioner Hunt feels somehow this has to be tied to the report so that you would have an easy reference to counteract an argument that might be made. Somehow it has to be connected to the report.

Chairman Finley said the problem is, you have this report, and then you have something like the Planning Commission which also has things that are not right. It is difficult to refer to a page of the Citizens League, it says, etc. There are so many reports, if we just try to get the data together, it might be easier than to try to pinpoint things in this report.

Chairman Finley commented that Ms. DeSpiegelaere has her work cut out for her.

3. Define alignment that will be studied in the St. Paul South LRT Study.

Ms. DeSpiegelaere addressed the Board, the Task Force has scheduled their first meeting for February 21st, at four o'clock. Before the Task Force received the material, we wanted outlined for you what alignments will be studied in this corridor. Dakota County received a similar presentation a few weeks ago. There are people here today from BRW, one is Tony Heppelmann who is the project manager, and the other is Dick Wolsfeld who is in charge. Mr. Wolsfeld will be going through information relating to the resolution which you have relating to the South Corridor.

Chairman Finley mentioned the way the alignment comes down and goes through Dakota County to connect to Hennepin County. It is very important for us to grasp this from the standpoint of this connection to the City of St. Paul as you have a more direct route from the Airport or the Mega Mall, etc. He pointed out on the map that you have an ever expanding hole, dissecting that section.

Dick Wolsfeld gave a brief overview of the objectives, the project, the overview of the work program, the schedule, and we have been talking about the regional context, and then the alignments to be evaluated to make sure that when the Task Force starts some of the external relationships of the corridors that they have a pretty clear policy direction from both Dakota County and from the Ramsey County RRAs as to what they are studying and not studying, so that is the focus of this presentation today.

The objectives of the project are to select alignment and station locations, within the St. Paul South Corridor, where is it going to go, then to identify the terminus - there are two issues about continuing South or bending to the West to get over to 494 and 35E. So, the second objective is to resolve that issue. The third is then to develop the first step in the environmental process, and that is to develop the Scoping Document, and then develop detailed ridership forecasts for that preferred alignment. Also, to define

some economic impacts or benefits of light rail in the South Corridor. The South Corridor, given some of the growth projections in Dakota County, is somewhat unique from the other corridors in that we are working very hard on trying to define what can be done or should be done, what the communities would like to see relative to relating some of the development activities within the northern part of Dakota County with the light rail options. Some people from St. Thomas University are working with them on that.

The five objectives are, where is it going to go, how is it going to end, complete the Scoping Document, and then do detailed ridership forecasts, and talk about economics and development. These are the five products.

Mr. Wolsfseld will not focus on the work program. We start with a universe of alignment alternatives, and even before they start that, they want to get the policy direction which we talked about, then there is a whole series of things that they will look at prior to selecting that preferred corridor, and then there is that environmental document, the scoping document, and then ridership forecast, the economics, and then the next step is to develop the work program to go on, if the decision to go on is made. This is the first product, then we have the ridership, economic, and then the work program.

The schedule is six months, and this was started on the first of January, they are on schedule, various tasks of looking at different alignments and evaluating those and then the environmental, the first step, the Scoping Document, then following patronage forecast, economics, and there is a very aggressive active participation program, there are two Advisory Committees, Technical as well as Corridor Advisory, they are in a cycle to begin meeting every two weeks, versus normally every month. So, it is June that they expect those decisions, those objectives to be met.

In terms of the alignments and the regional context that they talked about, which is the subject of the resolution which is in your packet, there are four points. First, that alignments in the St. Paul South Corridor, not alignments in the Southwest or the South Southwest, will be evaluated in the St. Paul South Study. This means that (he pointed out on the map) Downtown St. Paul, Airport, Hiawatha Corridor - there has been a strong interest which you have expressed, and also which you have heard expressed at some of your meetings, about the link between Downtown and the Airport. This was defined in the Comprehensive Plan as the Southwest Corridor and as the South Southwest Corridor. This separate from that was the South Corridor which went down either Lafayette or Robert, and headed into northern Dakota County. What this study is saying is that we are not looking at alternatives that start in the South Southwest and then maybe come across 35E, and consider those as alternatives for the St. Paul South Corridor. These are separate independent corridors, and for this corridor, these alignments will be treated independent of that so we are not looking at starting down West Seventh, Shepard Road, coming out 35E to perform the function designated for the St. Paul South Corridor. The conclusion is that the alignments in the St. Paul South Corridor, not alignments in the South Southwest will be evaluated. This is the first part of that resolution.

Chairman Finley asked about the terminus coming across from the East to West from the South Corridor West, do you get back into looking at how that then comes back into the St. Paul area.

Mr. Wolsfeld explained, alignment alternatives should be examined in the St. Paul South Study that leave open the options of extending the alignment either South to 110, or West to 35E, 494. What that means is that as we are coming into the St. Paul South Corridor, the option of going to the West over to 494, and 35E, or continuing to the South, both of those options are available, so we do not want to select an option in the northern portion, in the Ramsey County or the northern portions in Dakota, that preclude either of those to happen. They would like to be able, as he pointed out on the map, the directions. As they talked about the regional plan, the extension of the Hiawatha Corridor, there are two branches, one of which goes to the Lindbergh terminal, in other words, it would be extended across the river, somewhere in the vicinity of Mendota, and then connecting into that same area. So, the second premise is that the alignments in the North do not preclude either of those. He then pointed out on the map what Chairman Finley had asked about, the St. Paul South Corridor should assume that the extension of the Hiawatha Corridor to 35E-94 will not be made for the purposes of evaluating those two. Why are they saying that - you could say for the regional twenty year plan, shows that extension being made to the West. Their fear is that if they say the area is going to be served by an extension of the Hiawatha Corridor, when we are evaluating, continue to the South or bend to the West, what is likely to happen is that you would say that area is going to be served by an extension of the Hiawatha, therefore, when you do the evaluation, you take that into account, which may unfairly favor an extension to the South. Since this plan was done, Minnesota Department of Transportation has proceeded with a reconstruction of the Mendota Bridge, and they have not provided that bridge to accommodate LRT. So, to get across the river is going to require probably a new structure, which is a great deal of money to get an extension of Hiawatha across the river into northern Dakota County.

Mr. Wolsfeld continued, so the feeling is that when we are evaluating those alternatives of going to the West, or go to the South, we should pretend that an extension from Hiawatha will not occur. So, when we look at the travel potential, look at the number of employees that are served, look at how they relate to development plans, we would treat those equal. We would assume there is no other LRT service coming from the Northwest which would compete with that. Then, the alignments that will be evaluated in the St. Paul South are the Lafayette Freeway from Downtown to Trunk Highway 55, Robert Street, 494 moving in an East-West direction, and Lone Oak Road to move in an East-West direction. These look like (as Mr. Wolsfeld pointed out on the map) that in terms of the corridor on Robert Street, corridor on Lafayette Freeway, and ability to move East-West to get to 35E - 494, along 494, and also the use of Lone Oak Road to provide that East-West access to get to the major employment concentration in northern Eagan. These are the alternatives that are being suggested as to where the Advisory Committee should start their planning process. When they identify alignment alternatives, it is Lafayette, Robert, 494 and Lone Oak that they will consider in terms of evaluation, and that service not come

from the Southwest or South Southwest, and that when they are doing the evaluations, and do options, they do it as though an extension from Hiawatha is not serving that 494-35E complex. That is the suggested regional context from which they should start.

Chairman Finley asked where the first part would end, either Lone Oak Road or 494, or 55? Mr. Wolsfeld said the RTB Comprehensive Plan has the St. Paul South Corridor ending at 110; however, for the purpose of this project, they are not stopping there, they are saying in terms of extensions, how would those extensions work. Obviously, the options are to go South, to go West, or to leave both options open. Then, if we do it, we do it on 494 or you do it on Lone Oak. Obviously another major factor which is new, is the discussion of the new airport, even if it happens it is a few years away. There obviously may be some impact there.

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

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) and Dakota County Regional Railroad Authority (DCRRA) have initiated an LRT study for the St. Paul South Corridor; and

WHEREAS, Information has been assessed relating to previous studies by RCRRA, DCRRA and the Regional Transit Board relating to the South Corridor; Now, Therefore, Be It

RESOLVED, That:

1. Alignments in the St. Paul South Corridor, not alignments in the Southwest or South/Southwest Corridors, will be evaluated in the St. Paul South study;
2. Alignment alternatives should be examined in the St. Paul South study that leave open options of extending the alignment either (a) south of I-494/TH 110 to TH 55 or (b) west to I-35E/I-494.
3. The St. Paul South study should assume that the extension of the Hiawatha LRT line to I-35E/I-494 will not be made.
4. Alignments that will be evaluated in the St. Paul South study are:
 - a. Lafayette Freeway (downtown to TH 55)
 - b. Robert Street (Plato Blvd. to TH 55)
 - c. I-494 (Lafayette Freeway to I-35E)
 - d. Lone Oak Road (Lafayette Freeway to TH 55).

R91-09

Commissioner Schaber commented on the assumption of not going across there, is a hard one to buy. The other problem is the line from St. Paul out to the airport sure jumps out as not being there.

Chairman Finley asked when would we get to a point, let's assume that we say okay, down the road we decide Lafayette we think you should go across 494, now that has an ending, that ending is at 35. Mr. Wolsfeld said that is correct. When or how do we get to the point now 35 better come back across the river, to Shepard Road instead of continuing on 494 across to connect to Hiawatha at the Airport. When will that ever take place, or how do we address it. Do we address it, or Dakota County, the RTB, or who addresses it.

Dick Wolsfeld thinks in the context of regional planning, the RTB is the one who has to address that, and this is the twenty-year plan as currently configured, and if that is going to change and you are going to put that connection in from Downtown to the Airport, it has to start with the regional process. So, when you apply to Mn/DOT or the RTB for study money, or for engineering money, they are going to turn it down as they will say it is not consistent with the regional plan. The fear they have is that if you assume that this is going to happen, someone will say if it is going to get served from the Northwest, then we do not also need to serve from the East, and therefore, let's continue LRT to the South, so why are we studying an extension to the West. Someone might ask where are you going to get the money to build a 1 1/2 mile bridge across the river to get the extension from Hiawatha out there, that is a lot of money, and they do not think it should be evaluated in the sense if it is going to be served from that location. You may say this does provide an indirect connection from the Airport to Downtown, so the feeling that the staff and the consultants had is the issue that the Advisory Committee should consider, this should be set by the RRA in terms of policy and not have them wrestle with those issues. You have to tell them when they are doing this evaluation, this is what you ought to consider the situation. They could wrestle with that South Southwest, St. Paul South, and Airport connections, extension of Hiawatha, and go on with those regional issues for two or three months in terms of trying to resolve it.

Chairman Finley said he was just reminded of one of the reasons why we have in the Regional Plan a reevaluation of the plan every two years was because of that South Southwest issue which with the most up to date information the ridership was only at around 2600, it was way down and did not meet the dollar per rider, or even come close to it. But, we did have that part into the plan to reevaluate every two years, so that we could look at that.

Following this discussion the members voted on the recommendation.

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

4. Midway Corridor LRT Ridership Projections

Ms. DeSpiegelaere addressed the Board, the Hennepin County RRA has contracted for the development of the model that we used in the preparation of the Midway Corridor Forecast, those numbers were prepared by the Metropolitan Council. Once the Midway Corridor forecast was prepared, Hennepin had some forecasts prepared and a few of those lines have had forecasts prepared for them. The result is that the LRT forecast for 2010 for the Midway Corridor has increased when we connected to that system. There will be additional forecasts that are made.

Chairman Finley thinks we have all said that Midway Corridor, from the beginning, the reason we wanted not only because we want St. Paul to be a co-hub, but also that we look at it as part of the system, and standing alone is not a way to evaluate that Midway Corridor. This will be good.

Dick Wolsfeld showed the forecasts, the 1988 bus system, if you take the I-94 service, there was about 5900 people per day riding the system on University Avenue, 21,800 for a total ridership and University of 27,700. The next thing that was done was the Metropolitan Council changed the population projections, employment projections, cost of parking. Changed what they think is going to happen from a social economic basis, and left the 2010 bus system essentially as it was in 1988, and they forecast that there will be increases in ridership which will take that from 27,700 to 32,400. The next step then is to introduce LRT, he showed it being on 94-Soo Line, University Avenue, the Met Council projection says there will be 32,400 riders on LRT, 2600 on University Avenue, for a total of 35,000.

Mr. Wolsfeld continued, the new information is, and this assumes that the only LRT service is from Downtown to Downtown. Now, if you begin to say what if that occurs as the Central Corridor, but also add the Northwest, the Southwest and the Hiawatha Lines which the old Hennepin County Stage One System, and then you see that same corridor goes from 32,400 to 34,800, and increase of 2400 riders. You then look at how it compares to ridership in the other corridors, Hiawatha 17,800, Southwest 18,700, Northwest 24,000, there are two good news things here, one is the ridership in the Central Corridor is up 2400, secondly when you compare the ridership in the Central Corridor to the other lines, you can see that it is still by a long margin higher than other forecasts. The Northwest which is 13.3 miles of service, some are 8.9 miles, 11.4 miles of service, so when you look at the riders per route mile, the Central Corridor is higher.

What people would really like to see is what about Group A and Group B Corridors, which is what the RTB has adopted as part of the system, so if you put in the Central Corridor with Hiawatha, 35W, Northwest, Northeast to Anoka County, and St. Paul South and rerun that system. It is likely that the Central Corridor will be interlined with 35W, as those would be the two highest ridership. We would expect that the 34,800 is going to

another jump in terms of the ridership. Right now the Metropolitan Council is working on that, but we do not have the data, but given this data we have every reason to believe that there will be a further increase. This is the status at this point, source of this is from the Metropolitan Council.

Mr. Wolsfeld added a personal note, the numbers that he has a hard time with, and they questioned the Metropolitan Council staff a lot about it is given the trends of what has happened to ridership the past eight to ten years in the 1980's which has been a steady decline, what is going to cause the ridership on University Avenue to go from 21,800 to 25,600 with essentially no change in service. They tell us about a declining population base, and they say the real answer is the increased cost in parking. That number is one that he has a problem with. Another way to look at the data is if you take that 1988 ridership as the base as compared to the all bus, you are adding 4700 riders compared to the light rail, 7300, as compared to a LRT system, it is 9700 additional riders. Traditionally what the Urban Mass Transportation Administration has you do is they have you compare the 2010 all bus to the LRT alternative, and that is what we have been showing you in terms of new riders. If you go back to say how many riders do you have today, how many riders will you have in the future, another way to look at the data is that is the base to look at those increments. He does not want to imply that one is fair or unfair, he is just saying that is a way to look at the data in terms of the base, the 2010 with light rail, and LRT as a system. When they give us the Group A and Group B Corridors, we could again ^{add} that as compared to the base.

Mr. Wolsfeld concluded, this is the new information on ridership which is very positive in the sense of being higher than previous projections. He also thinks it is very logical in the sense that we expected the numbers to go up when you add other components to the system, and you begin to serve a more diverse travel patterns, and as you build more and more of a system, you can serve more diverse travel patterns in the region.

Chairman Finley asked, assuming there is a car which has an actual average of 1.2 people per automobile, so assume there is 5,000 people who are not on the bus or in an automobile at 9700 versus 4700, so you have 4500 cars. What does that relate to as far as if you strung the 4500 cars together. How much room is that, what is needed on that freeway capacity, assuming that they are on the freeway?

Mr. Wolsfeld explained when you divide the 9700 by 1.2, that is going to be a lot closer to 8,000 vehicles. This is the reduction in freeway congestion. Actually, they are appearing tomorrow afternoon in front of Councilmember Diamond's Committee, and he has asked six questions, one of which is talk about the reduction in freeway congestion, so that is why this is being prepared.

Mr. Wolsfeld showed the data in 2010 all bus system, so if he did the reduction compared to 1988, those numbers are about 2 1/2 times those values, that is the vehicle miles, the daily trips, peak hour trips, and carbon monoxide.

Chairman Finley would like to know what carbon monoxide means. Mr. Wolsfeld explained that the way you measure carbon monoxide in terms of emissions is in kilograms, so there are that many kilograms per day that are not emitted. In other words, say it is the carbon monoxide associated with a vehicle operating 24,000 miles, that is what is being taken off the road. The 24,000 vehicle miles is travel that would not occur on the road system each day. You could make these numbers more dramatic by going to annual figures.

Chairman Finley asked how much carbon monoxide will a bus generate. How many more buses would you need, for an all bus system and what increased carbon monoxide do they generate, as they are worse than an automobile.

Mr. Wolsfeld said this is another thing that has not been done is that when the 34,000 number has been produced, the Metropolitan Transit Commission has not gone back and said what do we have to do to the 1988 bus system in order to accommodate that increment of riders, you are not going to increase the ridership by that amount without increasing the bus service, the number of buses, the number of bus miles traveled, etc. What was done was when the computer model was developed, it assumes the unlimited capacity in the bus system, so it says how many people would be attracted at those travel times, and at that frequency of service. You come up with that number. You should really then cycle back and say, do we have the bus capacity to serve those numbers, and the answer is no you don't. So you are going to have to increase the bus operating system in order to provide that.

Chairman Finley asked if the Metropolitan Council spent all that time and money and they never evaluated that part of it. Mr. Wolsfeld said they did not go back and define the specifics of the changes to the bus system to do that.

Chairman Finley would like to know if we figured out how much more carbon monoxide goes into the air by increasing the number of buses necessary to accommodate the extra 5,000 people per day most of which are at peak, he would assume. Mr. Wolsfeld said they have not. Chairman Finley continued, is it true that the peak is the bulk of the increase, just like it is with LRT. Mr. Wolsfeld said right, what they are doing right now is working on refining this, and then refining the operating costs to reflect that. They think the operating costs for the feeder bus system are too frequent, and they can be reduced and have the savings, and they think the operating cost of the all bus system is understated. So, they are working with the Transit Commission on revising those numbers.

Ms. DeSpiegelaere said that in preparation of the Midway Corridor EIS they were under some very stringent timeline. Had they had more time some of this work would have been done before it was issued. Some of these numbers may not be fixed numbers, they may have to be changed.

Chairman Finley does not know how many times he has said it, but one point he has been discussing for the last several months at the RTB and somewhat here is the whole idea of the environmental effects. If we can't put a dollar figure on it, at least we should find out what the detrimental effects are going to be if we continue the way we are. Or, if we do produce the bus ridership as projected for an all-bus, what the environmental effects are going to be because we know in this particular line that the bus is contributing probably substantially to the environmental problems that already exist on that line. Then, you increase the number of them in the same geographical area, along with the projected increased congestion brought about by the automobile, which is a given, which is about 25%. What are those effects going to be, and what do they mean. Someone must be able to figure that out.

Commissioner Salverda would agree with Chairman Finley, these two points are key selling points right now, congestion alleviation and protection of the environment, this could be quantified so that the people could understand it better. These would be very positive forces to move public opinion on the issue.

Chairman Finley said that the polls indicate what the people want, but when they start getting the dollars in mind, they have to be able to relate that to something. What we have not provided the general public is what is it related, where are things going to be better as a result of it, air, you might save some money on travel time, save money on the maintenance of the highways, and we have some of those other dollars, but the environmental dollars we do not have. It seems now like people are gearing into not the status quo, but they are saying, stay with an all-bus versus light rail. At least we have an alternative, the alternative being all bus, and how many people are going to take it. If that many more people are going to take the bus, we have some real environmental problems in that corridor. He would not want to live around there.

Another thing Chairman Finley feels we are missing the point on is that the pollution that is generated by the automobile is not where the people live in the suburbs coming into the city, the pollution is where the congestion occurs which is in the inner city. The people in the inner city should be concerned, with the environmental problems. They may not get any benefit of the benefit of increased or improved travel time, but what they are getting is the benefit of the lack of increased air pollution that they have to breathe where they are living.

Commissioner Hunt feels this is a good point because some of the arguments you hear are from the inner city people who say well this is just a system to bring the people in from the suburbs, that is a very good point to be made.

Commissioner Schaber mentioned another point which Mr. Wolsfeld made, the Citizens League has hit on is that there is no flow of people down to the inner cities, but as you expand the system like we have indicated and make it truly a system, then the ability of people to access the system, perse, would be greatly enhanced and give them the ability to move in more directions than the cities.

Commissioner McCarty said the main weakness in the report is that the citizens did not take into consideration the long range effect, as that is where the Citizens Group fell short, it is a very short review of a long range plan. We are not doing this for ourselves, we are doing this for our grandchildren.

5. Update on Legislation

Ms. DeSpiegelaere does not have a report at this time.

6. Quarterly Report of Payments for RCRRA October through December 1990.

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

91-10
WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October through December, 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.

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

7. Ratify Partial Payment No. 15 to BRW, Inc. in the amount of \$66,549.38.

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

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

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

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

91-11
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. 60684, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$66,549.38 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1990 is hereby ratified.

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

8. Ratify Partial Payment No. 8 to SRF, Inc. in the amount of \$25,520.19

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

91-12
WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through December 31, 1990; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 8, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through December 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$25,520.19 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1990, is hereby ratified.

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

9. Approve adjustment to the 1991 Ramsey County Regional Railroad Authority budget in the amount of \$214,850.00.

Chairman Finley asked James Tolaas to address this matter.

Mr. Tolaas explained that when the budget was approved monies which remained in the 1990 account were allowed to be reappropriated in 1992 under Land Acquisition. That essentially used up all of the operating funds in the 1990 budget in preparation for Burlington Northern Acquisition, this covered Attorney Fees, Title Work, Survey Work, and preparation for the BN Acquisition. This is simply reappropriating the funds for 1991.

Chairman Finley asked how we arrived at \$166,000 for that figure. Mr. Tolaas does not recall the exact breakout at this point other than at the time we initially looked at the BN Acquisition they did identify some specific activities that we have to do. Mr. MacMillan currently has survey work out for proposal at this point. The difficulty in it is how complete of that preparation work do you want to have before you actually take the risk of purchasing the property. This was done with an approximate estimate.

Chairman Finley is concerned if we approve this, and it may be the concern of some of the other Commissioners, are we still going to receive the RFP or actual contracts to do the work back to us. He is concerned that we do not have problems with a surveyor, etc. What about the amount for the County Attorney's Office.

Mr. Tolaas said these accounts were the same accounts that were set up in 1990, and it was decided that they would be appropriated for 1991. In the Contingency Account, we can't make expenditures until they are placed into an operating account.

Chairman Finley asked on the County Attorney, and the Executive Director on all of these, which are inhouse, this is in addition to what we have approved in the 1991 budget for each of these. Mr. Tolaas said when the 1991 figures were developed in the Administrative Accounts, they did consider individual project cost centers, so they have accounted for that, and reduced the administrative in 1991.

Chairman Finley asked where this is, Mr. Tolaas said this occurs in the budget preparation, the reduction of the 1991, saying if we need X number of hours of service, we look at how many of hours are going towards Phase I PE, Phase II PE, South Corridor, Northeast Corridor, and simply distribute the costs amongst the cost centers. There is a certain amount for Mr. Mac Millan that is billed under the administrative account, 59101, that reflects the support level in that area.

Chairman Finley is confused, he would like to see a synopsis of our existing budget alongside here, as what we feel in 1991 we allocated \$100,000 for the County Attorney services, are we adding \$30,000 to that, or are we staying at the \$100,000 and taking from a budgeted amount from the \$100,000 and replacing it with these dollars.

James Van Houdt explained that this is an addition. Chairman Finley said it is not just the County Attorney, it has to do with other parts of it, the consulting, etc.

Mr. Van Houdt pointed out in the 1991 budget there is \$35,000 for Attorney services for attending meetings, etc. They estimate that it is going to be costing an additional amount of money for this land acquisition negotiations. You will see it as a revenue in the General County Fund for the County Attorney's Department. It will not be double expenditures, it is a revenue on the other side. Mr. MacMillan is paid out of the General Fund of the County Attorney's Office where the revenue will appear. It is the overhead that sometimes comes into question.

Commissioner Schaber has one additional question, the right of way acquisition may be eligible for State Rail Bank Funds. He thought that was a foregone matter, and now we have added a "may".

Ms. DeSpiegelaere mentioned the Director of the Rail and Waterways in the Minnesota Department of Transportation periodically she contacted him to say do we still have rail bank funds available? In previous conversations he has said yes. But, she does not know how far they will be available. The last time she contacted him they were still intact, but he said that in the Governor's budget he is proposing that the rail bank funds have their primary use for acquisition of rail service in outlying counties, rather than in the metro area, to maintain and operate a railroad, a short line railroad. So, she would say that the matching funds are somewhat less certain today than they were a month ago.

Commissioner McCarty said that Ms. DeSpiegelaere is referring to an old law that was trying to save some of those lines, this has nothing to do with LRT.

Commissioner Schaber raised the question, as we may be spending all these dollars, and then find out these funds may not be available. It may change entirely the focus of why we may be acquiring them.

Ms. DeSpiegelaere said in order to know whether these funds are available or not, we have to be in a position to purchase. The other option is to do what Hennepin does is to acquire the property.

Chairman Finley asked if we have to approve this transfer today, or should we wait until we see the first RFP for the survey come back. The money is there. The other things, there is money in the budget for them to take care of the internal things, without transferring these at this time.

Mr. Tolaas said this does result in an incorrect billing at this time, it can be corrected later, as invoices come in from other departments, we need to process. Right now it is being accounted for, and it makes it easier.

Chairman Finley is more concerned about the external than the internal at this point, he is hesitant about the \$166,000 making that huge commitment. On the internal part there is going to be some work done on it, and they should be billing to the proper cost centers.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Schaber, (that the \$166,000 be excluded was included in the motion.)

(Commissioner McCarty had left the meeting before the vote was taken.)

WHEREAS, The 1991 Ramsey County Regional Railroad Authority budget identified major project areas in the Contingent Account series within the 59101 - Ramsey County Regional Railroad Authority budget; and

WHEREAS, One project area is Right of Way Acquisition; and

WHEREAS, Work continues on possible acquisition of the Burlington Northern Railroad Rights of Way from downtown St. Paul to Beam Avenue in Maplewood; and

WHEREAS, Funds are needed to cover preparatory work related to acquisition of Burlington Northern Railroad right of way; and

WHEREAS, It is estimated that \$48,850 will be needed to cover preparatory work for right of way acquisition, such as surveying, title work and administrative costs; Now, Therefore, Be it

91-13
RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments in the amount of \$48,850 in accordance with the following:

TRANSFER FROM APPROPRIATION

59101 061003 CONTINGENT RIGHT-OF-WAY ACQUISITION \$48,850

TRANSFER TO APPROPRIATION

59106	020174	County Attorney	34,000
59106	020176	Executive Director	1,600
59106	020179	Budgeting & Accounting	2,000
59106	020185	Data Processing	450
59106	020913	Project Management	9,300
59106	020202	Postage	500
59106	020401	Publishing Minutes & Notices	500
59106	020501	Printing & Stationery	500
			<u>\$48,850</u>

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

CHAIRMAN FINLEY
Originating Department

J. T. Finley /s/ 3/4/91
Authorized Signature Date

Board Action Requested

CHAIRMAN'S COMMENTS

Request Justification

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
March 12, 1991

Signature

Date

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority Originating Department <u>R. L. Blumenthal</u> Authorized Signature	<u>3/4/91</u> Date	Board Action Requested Appoint Vice Chair for South Corridor Advisory Committee ACTION IS REQUESTED
--	-----------------------	--

Request Justification

- See attached: 1. Resolution
2. Memorandum from J. Goski

Budgeting and Accounting <u>Ed Blumenthal</u> <u>3/4/91</u>	Date / Time Received By
County Attorney <u>Kris Wenzel</u> <u>3-4-91</u>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date March 12, 1991	<u>F. L. Blumenthal</u> Signature	<u>3/4/91</u> Date
Board Date		



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has appointed members to represent Ramsey County on the South Corridor Advisory Committee, and

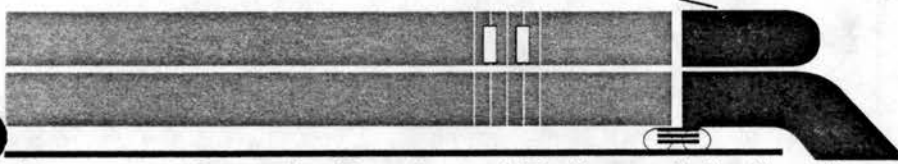
WHEREAS, Dakota County Regional Railroad Authority has appointed the Chair for the South Corridor Advisory Committee, and

WHEREAS, The South Corridor Advisory Committee has requested the Ramsey County Regional Railroad Authority to appoint the Vice Chair for the South Corridor Advisory Committee; Now, Therefore, Be It

RESOLVED, That the Vice Chair appointed to the South Corridor Advisory Committee is:

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning

FROM: Jill Goski, Community Participation Coordinator

SUBJECT: Appointment of South Corridor Advisory Committee Vice Chair

DATE: February 28, 1991

In January, 1991, the Ramsey County Regional Railroad Authority (RCRRA) appointed Ramsey County members to the South Corridor Advisory Committee. The South Corridor project is a cooperative effort between the RCRRA and the Dakota County Regional Railroad Authority (DCRRA) with shared responsibility for the public participation program. DCRRA, as the lead agency on this project, has appointed Margaret Schreiner as the Chair for the group.

At the first meeting of the South Corridor Advisory Committee on February 21, 1991, a resolution was passed requesting the RCRRA to appoint the Vice Chair for the South Corridor Advisory Committee.

The representatives and alternates appointed to represent Ramsey County on the South Corridor Advisory Committee are:

District 3

Fred Perez, Representative

Brian Miller, Alternate

District 4

Karin DuPaul, Representative

Clarence Seidel, Alternate

District 17

Doug Hoskin, Representative

Concord Street Business Association

John Flores, Representative

Samuel O. Verdeja, Alternate

St. Paul Area Chamber of Commerce

Phil Jungwirth, Representative

William Faulkner, Alternate

Recommendation:

The resolution appointing the Vice Chair to the South Corridor Advisory Committee has been prepared for consideration by the RCRRA.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority
Originating Department

K. DeSpiegelaere
Authorized Signature

3/4/91
Date

Board Action Requested

Update on Northeast Corridor Alignment Study

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Evaluation matrix of alignments
 3. Technical Committee position statement

Budgeting and Accounting

Ed Glanville *3/4/91*

County Attorney

Kris Wendorf *3-4-91*

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

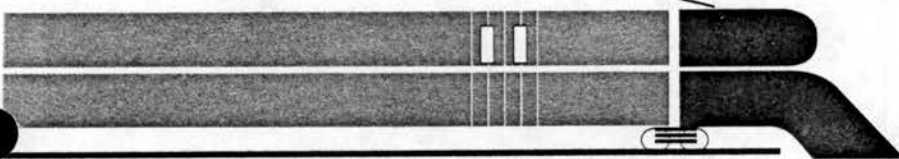
March 12, 1991

Board Date

F. L. Henderson
Signature

3/4/91

Date



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Update on Northeast Corridor Alignment Study

DATE: March 4, 1991

The Northeast Corridor Alignment Study Draft Report will be presented to Ramsey County Regional Railroad Authority at its next meeting, March 26, 1991.

The report will contain a matrix, copy attached (Attachment 1), that will be reviewed at the March 26 meeting.

The Intergovernmental Committee is expected to make a recommendation on the Northeast Corridor at its March 12 meeting. The Northeast Corridor Task Force is expected to make a recommendation at its March 4 meeting. The Technical Committee's recommendation is Attachment 2. The Technical Committee has recommended that:

Both the I-35E and Burlington Northern alignments are viable options for LRT construction in the future. Planning should continue on both alignments. The Minnesota Department of Transportation should be encouraged to include LRT as an option for upgrading I-35E. Ramsey County and the City of St. Paul should incorporate LRT into any trail planning for the Burlington Northern alignment so that the community clearly understands that eventual LRT construction there, along with trail use, is the ultimate intent.

The committee has further recommended that Ramsey County Regional Railroad Authority proceed with acquisition of the Burlington Northern Railroad right of way.

Recommendation:

For your information.

TABLE 1
SUMMARY OF EVALUATION CRITERIA*
ALTERNATIVE ALIGNMENTS FOR LRT IN THE NORTHEAST CORRIDOR

Criteria	Burlington Northern	I-35E/ Burlington Northern	I-35E Munger/BN	I-35E Munger/T.H. 61
Total Riders	12,100	11,600	10,800	9,600
New Riders	2,500	3,200	2,400	2,300
Travel Time	26 Minutes	23 Minutes	26 Minutes	26 Minutes
Capital Costs	\$170 Million	\$220 Million	\$220 Million	\$220 Million
Annual Net Operating Cost	\$2.7 Million	\$3.7 Million	\$3.4 Million	\$3.4 Million
Right-of-Way Issues	Minor	12th St., I-35E	DNR Trail Status 12th St., I-35E	DNR Trail Status 12th St., I-35E T.H. 61 Transition Keller Lake
Traffic Impacts	13 Grade Crossings Highway 96 Broadway	10 Grade Crossings 12th Street Highway 96	15 Grade Crossings 12th Street Highway 96	33 Grade Crossings 12th Street/ T.H. 61 Highway 96
Pedestrian Safety	Moderate	Moderate	Moderate	Poor
Compatible with Existing Plans	Yes	Yes	No	No
Development Potential	Yes	Yes	Yes	Yes
Noise Impacts	Yes	Yes	Yes	Yes
Visual Impacts	Yes	Yes	Yes	Yes
Serves Maplewood Reg. Bus Center	Yes	No	Yes	Somewhat
Overlaps with Northwest Corridor	No	Yes	Somewhat	Somewhat

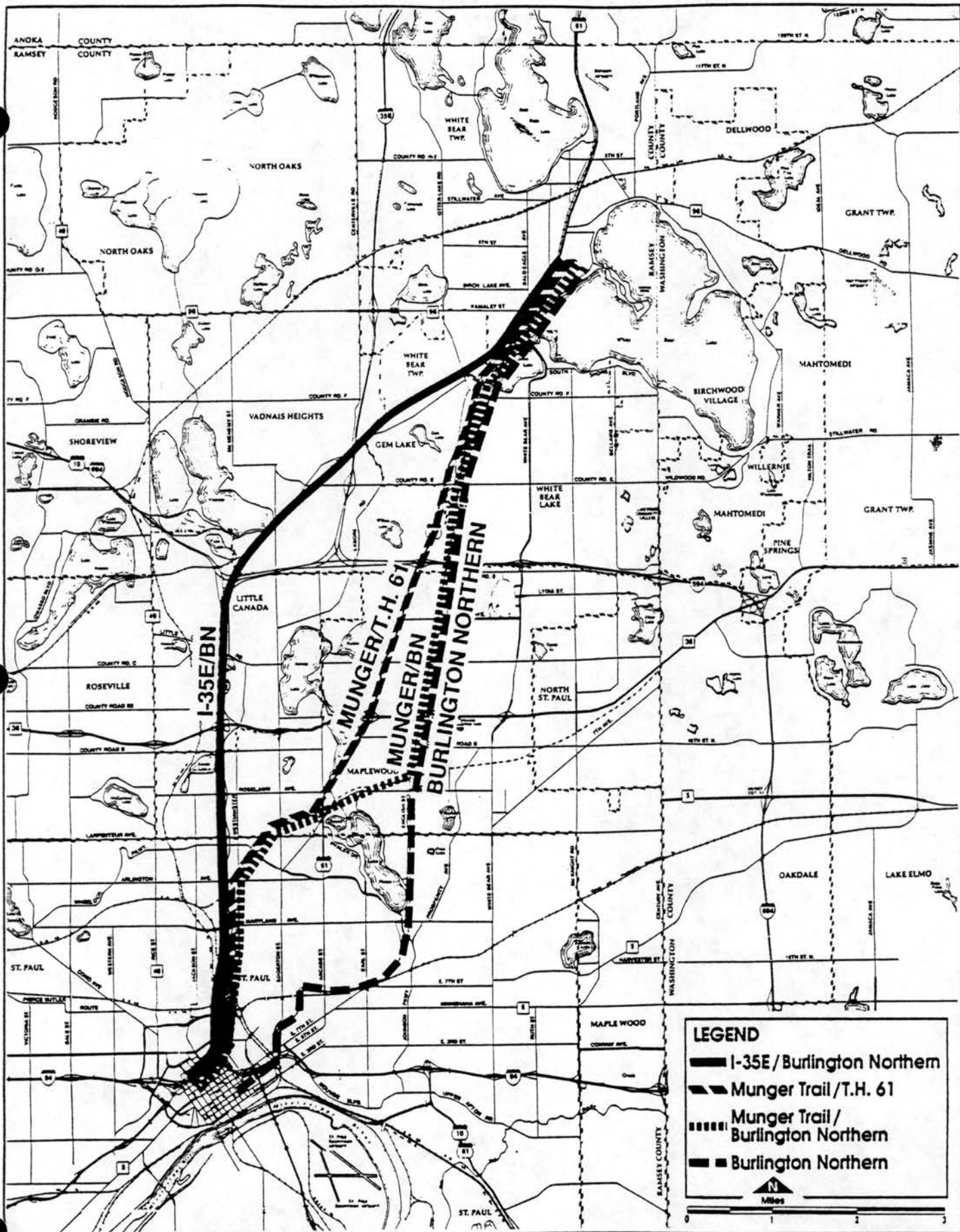
* Evaluation indicates no significant differences among alternatives for other evaluation criteria.

- The strengths of the BN alignment are lowest cost, highest ridership, service to the Maplewood regional business center and ability for through-routing of trains from other LRT corridors. Its weaknesses are lower new riders and longer travel times. The suggested combined rail/trail use of the alignment may be viewed as either a strength or a weakness.
 - The I-35E/Munger Trail/BN alignment is a hybrid alignment with no particular strengths over the I-35E or the BN alignments. It has lower ridership and higher costs. It utilizes a DNR trail and has the same impacts on 12th Street as the I-35E alignment.
4. The BN alignment performs better in all respects than the I-35E alignment for those criteria showing differences among the alignments with the exception of the attraction of new riders. In addition, the BN alignment meets regional thresholds for LRT while the I-35E alignment does not; the BN alignment provides better transit service to the St. Paul central city than the I-35E alignment; and the potential recreation opportunities along the BN may increase weekend and evening ridership and create a unique attraction in the Northeast Corridor. However, there are uncertainties regarding the timing of LRT construction in the Northeast Corridor and the costs associated with joint rail/trail use. The I-35E alignment offers some advantages as a commuter corridor. If highway reconstruction is scheduled on I-35E, this could become an important opportunity for LRT construction in the Northeast Corridor.
 5. Therefore, it is recommended that both the I-35E and the Burlington Northern alignments be considered viable options for LRT construction in the future. Planning should continue on both alignments. Mn/DOT should be encouraged to include LRT as an option for upgrading I-35E. Ramsey County and the City of St. Paul should incorporate LRT into any trail planning for the Burlington Northern alignment so that the community clearly understands that eventual LRT construction there, along with trail use, is the ultimate intent.
 6. It is further recommended that the Ramsey County Regional Railroad Authority proceed with the acquisition of the Burlington Northern Railroad.

The above recommendations were approved by the Technical Committee on February 25, 1991 (9 yes, 2 abstain (Delos Barber, DNR and Larry Holmberg, Ramsey County Parks)).

NORTHEAST TECHNICAL COMMITTEE MEMBER ATTENDANCE
February 25, 1991

Name	Representing
Delos Barber	Minnesota Department of Natural Resources
Allan Torstenson	St. Paul Planning & Economic Development
Steve Wilson	Metropolitan Council
Bob Piram	St. Paul Parks & Recreation
Stephanie Eiler	Regional Tansit Board
Ken Roberts	Maplewood
Larry Holmberg	Ramsey County Parks
Hank Tessier	Vadnais Heights
Dan Soler	Ramsey County Public Works
Joel Hanson	Little Canada
Kathy DeSpiegelaere Ramsey County Regional Railroad Authority	



Northeast Corridor LRT Alignment Study

Figure 1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority	Board Action Requested
Originating Department	Update on Midway Corridor
<u>K. DeSpiegelaere</u>	
Authorized Signature	Date
	DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting	<u>Ed Glanville</u> 3/4/91	Date / Time
County Attorney	<u>K. DeSpiegelaere</u> 3/4/91	Received By
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 12, 1991	<u>J. L. Glendinning</u>	3/4/91
Board Date	Signature	Date

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Update on Midway Corridor

DATE: March 4, 1991

The Midway Corridor Draft Environmental Impact Statement is being reviewed. The comment period closes on March 13.

Three hearings, attended by over 200 people, were held the week of February 25, 1991. Approximately 60 people spoke, some of them at more than one hearing. The transcripts of the hearings are being prepared.

In addition to testimony at the hearings, since January, 90 cards and letters have been received on the Midway Corridor LRT project. Some writers addressed more than one issue. In the written correspondence, the major issues addressed and the number of pieces of correspondence on those subjects are:

DO NOT CONSTRUCT LRT ON UNIVERSITY AVENUE -- 57

SUPPORT LRT -- 14

OPPOSED TO LRT -- 9

FAVOR LRT ON I-94/SOO LINE -- 9

FAVOR LRT ON UNIVERSITY AVENUE -- 5

FAVOR LRT ON BURLINGTON NORTHERN/PIERCE BUTLER -- 2

FAVOR LRT ON UNIVERSITY AVENUE OR I-94/SOO LINE -- 1

FAVOR LRT TO BE CONSTRUCTED FIRST IN MIDWAY CORRIDOR -- 4

FAVOR LRT TO BE CONSTRUCTED FIRST IN LOCATION OTHER THAN
MIDWAY CORRIDOR -- 3

FAVOR USER-RELATED FUNDING SOURCE -- 2

Recommendation:

A complete compilation of comments will be available after
the close of the comment period.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	Board Action Requested Update on Legislation DISCUSSION ONLY
<u>3/4/91</u> Date	

Request Justification

- See attached: 1. Memorandum from K. DeSpiegelaere
 2. Information from Jill Schultz, Senate Research

<u>Budgeting and Accounting</u> <u>Ed. Klauity</u> <u>3/4/91</u> <u>County Attorney</u> <u>K. DeSpiegelaere</u> <u>3-4-91</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> March 12, 1991	<u>J. L. Henderson</u> Signature	<u>3/4/91</u> Date
<u>Board Date</u>		

Ramsey County Regional Railroad Authority

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

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Donald Salverda

District 2

MEMORANDUM

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

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

Subject: Legislation

Date: March 5, 1991

Presentations have been made to two Senate Committees this session on light rail transit. The presentations have focused on the Regional Coordination Plan, the Development and Financial Plan and the progress of Regional Railroad Authorities.

The Governor's budget proposes to eliminate the continuation of motor vehicle excise tax funds that provide state grants to regional railroad authorities for light rail transit work. The budget indicates that local property taxes may be used to fund that work, rather than state funds.

Jill Schultz, Senate Research staff, has prepared a summary of regional railroad authority levies and state grants for light rail transit work. A copy of the summary is attached.

Recommendation:

For your information.

LIGHT RAIL TRANSIT
PLANNING IN THE TWIN CITIES

*Background Presentation
to the Senate Transportation
Committee*

*By: Jill Schultz
Senate Research*

February 18, 1991

Twin Cities Light Rail Transit Planning Legislative History

- 1980 Legislature passes Regional Railroad Authority Act.
- Legislature appropriates \$150,000 to Met Council for LRT feasibility study.
- 1981 Hennepin County establishes first county regional railroad authority.
- Met Council says LRT "could be feasible" in one or more corridors. Recommends further study of LRT on University Avenue.
- 1984 Legislature creates the Regional Transit Board. RTB given no authority to manage regional LRT development.
- 1985 Legislature bans the expenditure of public funds for LRT.
- 1987 Legislature allows county regional railroad authorities to resume LRT planning with a reduced mill levy.
- Legislature directs RTB to continue work on central corridor, Met Council to report on a process to coordinate LRT planning and development by the regional railroad authorities.
- Legislature directs Hennepin County Regional Railroad Authority to complete a comprehensive plan for county LRT development.
- 1988 Legislature appropriates \$4.1 million for fiscal year 1989 for LRT matching grants to county regional railroad authorities.
- Met Council completes its coordination report and recommends that any public agency spending regional, state, or federal funds for LRT must get its LRT project approved by the Council.
- Hennepin County completes its LRT comprehensive plan.
- 1989 Legislature reorganizes RTB and gives it review and approval over some LRT plans and charges it with development of an LRT finance and development plan and coordination plan.
- Legislature appropriates \$3.4 million for each year of the 1990-91 biennium for LRT matching grants to railroad authorities.
- 1990 Legislature cuts 1991 LRT grant money by \$650,000.

Table 1

STATE LRT FUNDING TO COUNTY REGIONAL RAILROAD AUTHORITIES

FISCAL YEAR	HENNEPIN	RAMSEY	ANOKA	DAKOTA	WASHINGTON	SCOTT	CARVER	TOTAL
1989	\$2,502,001	\$1,181,000	\$290,999	\$145,500	\$40,000	\$7,500	\$3,000	\$4,170,000
1990	2,044,800	914,371	385,569	63,260	---	---	---	3,408,000
1991	1,238,371	1,219,629	100,000	200,000	---	---	---	2,758,000
TOTAL:	5,785,172	3,315,000	776,568	408,760	40,000	7,500	3,000	10,336,000

Senate Research
Data from MNDOT, RTB
February 18, 1991

Table 2
COUNTY REGIONAL RAILROAD AUTHORITIES'
LEVY AUTHORIZATION vs. ACTUAL 1990 LEVY

COUNTY REGIONAL RAILROAD AUTHORITY =====	1990 TOTAL MARKET VALUE =====	MAXIMUM AUTHORIZED LEVY * =====	ACTUAL LEVY 1990 (PAYABLE 1991) =====
Anoka	6,989,330,456	3,379,341	365,000
Carver	1,756,638,421	849,335	0
Dakota	10,216,514,069	4,939,685	354,000
Hennepin	45,178,694,893	21,843,899	21,519,000
Ramsey	15,782,166,870	7,630,678	1,913,449
Scott	1,964,577,166	949,873	85,000
Washington	5,262,736,736	2,544,533	94,800
	-----	-----	-----
Total:	87,150,658,611 =====	42,137,344 =====	24,331,249 =====

* .04835% of Market Value

Senate Research
Data from Department of Revenue, Counties, RTB
February 18, 1991

Table 3

COUNTY REGIONAL RAILROAD AUTHORITIES LEVY FOR LRT

PAYABLE YEAR	HENNEPIN	RAMSEY	ANOKA	WASHINGTON	SCOTT	DAKOTA	CARVER
=====	=====	=====	=====	=====	=====	=====	=====
1982 Levy	2,239,000	---	---	---	---	---	---
1983 Levy	2,500,000	---	---	---	---	---	---
1984 Levy	2,701,000	---	---	---	---	---	---
1985 Levy	2,809,000	---	---	---	---	---	---
1986 Levy	---	---	---	---	---	---	---
1987 Levy	---	---	---	---	---	---	---
1988 Levy	6,931,031	125,000	---	---	---	---	---
1989 Levy	9,218,000	1,700,000	500,000	---	81,615	---	---
1990 Levy	9,494,000	3,900,000	250,000	200,000	80,000	178,000	---
1991 Levy	21,519,000	1,913,449	365,000	94,800	85,000	354,000	---
Total To Date:	57,411,031	7,638,449	1,115,000	294,800	246,615	532,000	0
	=====	=====	=====	=====	=====	=====	=====

Total levied to date by all county regional railroad authorities - 67,237,895

Senate Research
Data from Counties, RTB
February 18, 1991

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

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Diane Ahrens

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Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Legislation on Light Rail Transit

DATE: March 11, 1991

A bill was introduced in the House and Senate last week by Representative Kalis and Senator Langseth that would have significant impact on transportation, including light rail transit.

The major LRT provisions are:

1. All LRT systems in the metropolitan area must be constructed by the Minnesota Department of Transportation (Mn/DOT), although Mn/DOT can contract with regional railroad authorities for that work.
2. Mn/DOT is directed to prepare preliminary engineering plans for the Central Corridor, two downtowns, yards and shops and support facilities by July, 1992. A report is to be made by Mn/DOT to a legislative commission on transportation on the status of the Central Corridor, including its costs, by November, 1991.
3. Tunnels can only be constructed if paid for by the city or regional railroad authority in which they are located.
4. The Regional Transit Board and Mn/DOT shall jointly seek federal funds for LRT. No regional railroad authority may seek federal funds on its own.
5. The levy of regional railroad authorities is reduced by half. For Ramsey County, the \$7.6 million maximum levy would be \$3.8 million.
6. The bill does not provide any new funding source for LRT.

Recommendation:

For your information.

KD/blk

Kathy 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

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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 26, 1991

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

1. * Minutes of the Regional Railroad Authority Board Meeting of March 12, 1991.
2. Chairman's Comments
3. * Approve Draft Northeast Corridor LRT Alignment Study for Purposes of Circulation for Public Review.
4. Update on Midway Corridor - Discussion only.
5. Update on Legislation - Discussion only.
6. Joint LRT Advisory Committee Report - Discussion only.
7. * Ratify Partial Payment No. 9 to SRF, Inc. in the amount of \$23,593.04.
8. * Ratify Partial Payment No. 10 to SRF, Inc. in the amount of \$23,472.78.
9. * Request to initiate Economic Analysis on South Corridor.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

CHAIRMAN FINLEY
Originating Department

J.T.Finley /s/ 3/20/91
Authorized Signature Date

Board Action Requested

CHAIRMAN'S COMMENTS

Request Justification

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

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 26, 1991

Board Date

Signature

3/20/91

Date

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

March 12, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, March 12, 1991 in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:10 A.M.

MEMBERS PRESENT:

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

MEMBERS ABSENT:

Commissioner Diane Ahrens
Commissioner Hal Norgard

OTHERS PRESENT:

David MacMillan represented the County Attorney's Office
Karen Tero, James Van Houdt, Ed Glaubitz, Robert Clarkson,
Terry Lindeke, Gary Simpson, Terry Schutten, James Tolaas,
Jill Goski, Toni Baker, Mary Lou Grahek, Kathryn
DeSpiegelaere, Frances Glendenning

1. Minutes - A. Regional Railroad Board Meeting of January 22, 1991, and B. Regional Railroad Board Meeting of February 12, 1991.

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

The Ramsey County Regional Railroad Authority approves the Minutes, A. of the Regional Railroad Authority Board Meeting of January 22, 1991, and B. of the Regional Railroad Authority Board Meeting of February 12, 1991, as written.

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

2. Chairman's Comments

Chairman Finley wished to discuss legislation at this time. As you know from following the newspaper articles, there has been some confusion created by some of our colleagues as to Light Rail. If he was totally opposed to Light Rail, as opposed to being a proponent of Light Rail, he would be doing exactly what they are doing, and they are supposedly proponents, and that is to cause so much confusion that it gives the Legislature, so they will throw up their arms, and say we don't have our act together again, so forget it. Chairman Finley thinks it is coming through very clear, it started with Mr. Ehrlichman making the statements about 35E, to be very honest with you, and then McCarron and Andrews going to Washington last week. This is fine, they have the right to do

that. They have the right to do that, everyone can do it if they want to do it

Commissioner Hunt asked at this time, are we working as a team, and are we following the Legislative mandate that set up the LRT Advisory Committee and the RTB, the intent being that there be coordination. So, they went off to Washington, contrary to the Coordination Plan.

Chairman Finley said when these people went to Washington they called on Oberstar and Sabo. He knew that they were going, he would not join them, he had been invited to join them because of our position, which he thinks is the proper position. Now, of course, Mr. Ehrlichman is off to Washington today, which may totally confuse the matter. Commissioner Derus is as frustrated as Chairman Finley is, and it is for that reason why he is calling the Joint LRT Advisory meeting to reiterate the plan that this is the plan, which they have discussed. Commissioner Derus testified, as did Chairman Finley last week, at the Senate Transportation Committee as did Chapdelaine, Mary Hauser from Washington County, that the plan is the plan, and this is the way we are going. It is a regional plan, and we support it. One of the problems is in some of the Legislative things they are going through the RTB, and it is being fragmented at that point. Testimony is being lined up where some counties are testifying at one meeting, RTB and Met Council at a different meeting, then they throw the Citizens League in there. So, of course, the perception is that there is total confusion, when there isn't, except for a few individuals.

Chairman Finley informed the Board that he drafted a letter early this morning, copies of which were distributed to the Board, however, he has redrafted it a couple of times, he has had Kathy DeSpiegelaere take a look at it. Essentially, he thinks it is in the best interest of Ramsey County, to reiterate our position in approving by resolution what we have already approved, to reiterate that we support the Regional Coordination, Financial and Development Plan. Secondly, the letter that he is sending is that this has been our position, this has continued to be our position, and we expect that everyone else is following. He thinks that the revelation of some of these Legislators is unbelievable, as they have said, did you think of this, they have no idea of what they themselves passed two years ago, and what it is that they mandated or requested us to do, and why we are even up there with any type of a proposal at all. The unfortunate part of it is that some of them are the same people who sat on these committees just two years ago that passed them. We have a few Legislators in our delegation who are right on top of everything, Kelly, Pappas, Cohen is thinking about introducing the sales tax bill, Novak is very much involved.

Chairman Finley thinks that this Board should clarify and send the letter to reiterate our position. The only bill that has been introduced is the overall Transportation Bill which has been introduced by Langseth, which Novak went on.

Chairman Finley pointed out that he is moving up in this discussion No. 6, as this is more cohesive. There is a Summary which he asked Ms. DeSpiegelaere to put together. Essentially it is several pages long, it says Hennepin County

you are not doing anything without going through the RTB, as it says that the tunnel is to be paid for by the County, it reduces the amount of local property tax that can be levied by any individual county, and it turns it over to Mn/DOT. This is the only bill that has actually been introduced, this is an overall Transportation Bill, Langseth's Bill. He thinks they want to get the bill introduced, Langseth said he was going to put in the bill, and he did. Chairman Finley thinks that we can work with it. From our standpoint, it is not bad. But, this is going to stick to the priority scheduling of the RTB Plan, it does turn it over to Mn/DOT, but Chairman Finley thinks it is a mistake, it calls for them to redo and relook at all of the plans, the bill itself does exactly what we were saying, they are going to reinvent the wheel exactly as they have to as they have not been involved with it.

Commissioner Schaber commented in reading the memo, this has the Minnesota Department of Transportation constructing all lines. Chairman Finley said that is what the bill calls for. They can contract with the Rail Authorities, which they would never do. That part will have to be reversed.

Commissioner Hunt said it appears from this that our interests tend to be protected from the standpoint of the priorities, and where we are coming from, which is a major development, a reaffirmation.

Chairman Finley thinks that if it is the only thing that happens this session, which he does not think it will be, he thinks something may happen. We have all kinds of people trying to get an author, some do not know how to ask the proper people, or they do not provide the proper information and that comes right out of the RTB, and he is extremely disgusted to be very frank, with the staff, and the Chairman, in the manner in which they handle this information.

Commissioner Hunt, in all fairness, discussed this with Sherry Munyon, who indicated that she had been working with some of the Ramsey County Delegation on introducing a bill, they were sympathetic, and then when Commissioner Hunt met with Commissioner Cohen yesterday, he indicated that he was prepared to introduce a bill that called for 1/2% sales tax, with 1/4 for LRT and 1/4 for "artsy" things.

Chairman Finley again stated that we should reiterate our position as it is the position that is consistent, and the position that we had adopted before, this would be done just in case anyone thinks we are deviating from it. This is what Commissioner Derus is going to call for at the LRT Advisory Committee as he feels terrible, as he feels he is being blamed for Ehrlichman's going off the deep end, as he is more angry than anyone. Commissioner Derus testified very vocally at the Transportation Committee that this is the position. Hennepin County does not have their act together regardless of what has been said.

Commissioner Hunt asked if it was not true that the trip to Washington by Andrews and McCarron was seeking Federal funding for a line that was not even in the top of the priority list, so that further flew in the faces.

Commissioner Schaber feels that the Board who the person works for had better tell him how to march.

Chairman Finley would not have known it, as everyone supported him when they had the discussion a few weeks ago about this problem. He would not have known that Mr. Ehrlichman went to Washington until he heard about it from someone else.

Chairman Finley feels we should state our position, and send it back out, he quoted from the letter.

Commissioner Schaber agrees this is a good idea, and he would suggest that each member of this Board sign the letter, he would be comfortable doing this if it will help strengthen our case.

Commissioner Hunt also feels it would be a good idea, as in some other counties, it is questionable whether or not there is a unanimous support.

Chairman Finley said great, we will do that, and will be able to get these letters done today.

Commissioner McCarty had entered the meeting during this discussion.

Chairman Finley summarized for the Commissioner that we are reiterating our position of consistency in supporting the Regional, Development, Financial and Coordination Plan. This letter is somewhat of an explanation of what they are, and we will probably add one thing which was pointed out by Ms. DeSpiegelaere before this meeting, as it had slipped his mind that we had dealt with the issue of Federal funding in the Regional Plan. He thought that we had dealt with Federal funding as a separate item. He referred to Page 52 of the plan, which lists the corridors.

Commissioner Hunt asked if there should be anything to the effect that this has met the requirements that the Legislature laid out, to the effect that the counties have responded as directed by the Legislation, and it is now up to the Legislature to take the next step, would that be appropriate.

Commissioner Salverda suggested that we should spell out exactly what has happened, the list which came from Senate. Chairman Finley said we could include that, but we should not get bogged down with all of the other ancillary things, but stick to the plan, when it was adopted, by whom, and when.

The brochures which the RTB put together evidently had not gone anywhere, Chairman Finley brought this to the Transportation Committee, and they thought that they were great. It lays out what the Financial Plan, etc. is.

Commissioner Salverda pointed out in the proposed letter that this mentions local property tax, the top of page 2. Commissioner McCarty commented that this Board took a very strong position on this issue.

Chairman Finley suggested that federal grants be sought for the lines, which are listed on Page 52, Hiawatha, Northeast and I35W, so this should be added.

It is Commissioner Hunt's recollection that the local property tax was incorporated into the final report that came out of the RTB, so we cannot go contrary to that. Commissioner Schaber added it was his understanding that it was to be no more than 10%. Commissioner Hunt said we adopted a wait and see attitude.

Commissioner Hunt feels in a sense we sort of tended to compromise that as a way so that Chairman Finley was able to get the agreement that there would not be any property tax on the first line that was built. We had to give something in there, so she does not know as though we could change that part and still be in conformance with the RTB Plan. As one participant in the group, we tend to have to go along with that. At the start the RTB was taking a position that the property tax should be included in the Central Corridor, and Chairman Finley was able to have that removed. We are sort of committed to this if we are going to be part of the overall approach. The whole thing would be debated again until we got to the subsequent lines, as she understands it.

Ms. DeSpiegelaere suggested that we avoid mention of the property tax.

Chairman Finley agreed.

Commissioner Hunt pointed out that Anoka and Hennepin Counties were trying to insist that the property tax be applied to the Central Corridor, and that is what we were trying to avoid, otherwise we were not even going to have a Central Corridor. She thinks that Chairman Finley carried the ball in avoiding the property tax on that portion, and we will be fortunate if that can be maintained.

Chairman Finley added that their position was that fiscal disparities be used, not a sales tax at all, which was really going to be detrimental to us. Our constitutencies would be drastically affected. Ms. DeSpiegelare pointed out that originally it was 20% for property tax when it came out of the Advisory Committee for all corridors, and it was reduced to 10%.

Commissioner Hunt stated that we really need a united front, or we will not be able to accomplish the aims of the Coordination Plan.

Commissioner McCarty again brought up the 20% property tax, and the 10% property tax for the Central Corridor.

Chairman Finley thought we had consensus on this Board. Commissioners Ahrens and Hunt came around for the Coordination Plan, we were able to work something out on the sales tax part, so we thought we got pretty much what we wanted, but evidently this may not be the case.

Chairman Finley stated what we want to do is support the plan that we have already supported.

Commissioner Schaber would move that we submit this letter reaffirming our position, with no mention of property tax.

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

WHEREAS, The Legislature in 1989 directed the Regional Transit Board and Joint LRT Advisory Committee to prepare (1) a Regional Development and Financial Plan and (2) a Coordination Plan for light rail transit; and

WHEREAS, Ramsey County Regional Railroad Authority has participated in the meetings of the Joint LRT Advisory Committee and supports the recommendations of the two plans, including the recommendation that the Central Corridor connecting the two downtowns is the first priority for LRT construction and in the Central Corridor should be constructed with regional sales tax as the sole source of funding; Now, Therefore, Be It

R91-14
RESOLVED, That Ramsey County Regional Railroad Authority hereby reaffirms its support of the RTB's Development and Financial Plan and the Coordination Plan; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to prepare a letter for signature by its members indicating to Senators, Congressmen and Legislators, the position of Ramsey County Regional Railroad Authority.

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

Commissioner Salverda wished to say that Ramsey County has had a pretty prudent position right along, and we are recognized as rather a stable element in this whole process. The overriding big issue is whether LRT in the metropolitan area becomes a reality or not. We are conceptually approving it, and staying in the game as best we can. The big decision is whether the powers to be will real go forward or not.

Commissioner McCarty thinks that the property tax issue raises some issues, as there are enemies to LRT. To prematurely raise the property tax issue even as consideration would be an error.

Commissioner Hunt said the projections that we had on money that would be available through the sales tax was pretty significant, even if it was reduced down to 1/4, there was so much money to be raised by the sales tax that the LRT Advisory Committee advanced the construction of the various lines because there would be so much money available. It was not really even advisable to advance the construction period as far; as many of us were concerned, it should have been on a much slower pace. Even if there would be a bill with the 1/4% sales tax, there is going to be ample money to do the lines on as not as fast a basis, but on a sensible basis.

Chairman Finley believes the figure was \$50 million annually on 1/4%, \$200 million on a full 1%.

Chairman Finley said the Legislature, those that are really involved, are looking at the first line, and that is a non-property tax line.

Commissioner Hunt understands that Langseth's bill does not refer to property taxes, so whatever comes out, it is going to be the Legislature who is going to make the final determination. They are not going to enact into a bill everything that is in the RTB plan, they are going to take specifics and put them into a plan. What we may see is the first thing, hopefully, on the Central Corridor, before we get into the details that are going to be in Legislation regarding other lines.

3. Appoint Vice-Chair for South Corridor Advisory Committee.

Chairman Finley asked about Doug Hoskin for this position.

Commissioner Hunt said Mr. Hoskin would be the one she would recommend. He has been faithful at the meetings. She met with the Long Range Planning Committee of the Downtown District Council and he has been reporting to them faithfully on the Downtown Committee. So, he has been very conscientious.

Chairman Finley said Doug Hoskin came from Parking Ramps - he was President of All Rite Parking in Minnesota, then he resigned that position, and he was involved in this Downtown Task Force. He does not know anything about his educational background, he is a businessman. He is the District 17 representative.

Commissioner Schaber asked who the Chair of this Committee is. Ms. DeSpiegelaere replied that the Chair is Margaret Schreiner representing Eagan, she is a Metropolitan Council member also, and actually represents part of Ramsey County in the Highland Park Area.

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

WHEREAS, Ramsey County Regional Railroad Authority has appointed members to represent Ramsey County on the South Corridor Advisory Committee, and

WHEREAS, Dakota County Regional Railroad Authority has appointed the Chair for the South Corridor Advisory Committee, and

291-15
WHEREAS, The South Corridor Advisory Committee has requested the Ramsey County Regional Railroad Authority to appoint the Vice Chair for the South Corridor Advisory Committee; Now, Therefore, Be It

RESOLVED, That the Vice Chair appointed to the South Corridor Advisory Committee is Doug Hoskin.

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

4. Update on Northeast Corridor Alignment Study - Discussion.

Ms. DeSpiegelaere addressed the Board, at the next meeting on March 26th, the Board will be asked to adopt a Draft Northeast Corridor Alignment Study for the purpose of public review. For that reason, you are not being asked to take any action on this today. She wanted the Board to know that the Northeast Corridor Study is working its way through the Committee process. The Technical Committee has taken a position that the BN and 35E Alignments should continue to be studied. That position was reviewed last week at the Northeast Corridor Task Force, and they concurred, so there may be a change in some of the language. Today at four o'clock the Intergovernmental Committee will be meeting and will be asked to take action and make a recommendation to you on the preferred alignment in the Northeast Corridor.

Ms. DeSpiegelaere's recommendation is that this Board defer action until after the Intergovernmental Committee meeting. At the next meeting, you will not be asked to take action on the alignment either, that will come after the public review on May 23rd hearing.

5. Update on Midway Corridor

Ms. DeSpiegelaere distributed a copy to each Board member of the motion that was passed unanimously at the Midway Corridor Task Force Meeting last week. The Task Force supported the Soo Line -I94 Alignment, and she will have this in the documentation for the next meeting.

Chairman Finley commented this was interesting, when we asked them to take a position prior to our tentative vote on I-94, there were some who still supported University, and at least one that supported BN on that Task Force. He said that a few of them who were very skeptical of I-94 attended those public hearings on the EIS, so he was pleased to see that they ended up supporting I-94 as it was a change in their position probably based on the

testimony that was received at the EIS hearings where people were concerned about the impacts on University Avenue.

Ms. DeSpiegelaere said that Gary Grefenberg was not at the last meeting, but Paul Mandell voted for it. She informed the Board that Bob Strong who is now of District 12 during the last month or two worked with the committee members, trying to resolve the issues, and she feels that this is the result of his work with the members that there was a unanimous vote. Some members may still support University Avenue, but Bob Strong worked very hard to include all of their concerns in the comments which you will be receiving.

Chairman Finley said in regard to the EIS, the Met Council in their review had at the staff level recommended University Avenue, and Liz Anderson was instrumental along with the other Ramsey County members of the Met Council at the full hearing to get that deleted as a recommendation from the Met Council, so Ms. Anderson, Mike McLaughlin, Jim Senden, along with Pat Scully from Dakota were very instrumental in getting it knocked out of the recommendation, as it is very unusual for them not to adopt the staff recommendation.

6. Update on Legislation

Chairman Finley said we have already discussed the Legislation.

Ms. DeSpiegelaere commented when she wrote this memo it was quiet, but a lot of things have happened since then.

Commissioner Salverda asked what the Citizens League is doing on the report.

Chairman Finley said the reception has not been very good at the Legislature from what he has seen, they do not think there is adequate data. He did not get into the controversy when he appeared, he was not asked the question. However, he was prepared to say that probably if I was making the study, I would probably invite the people who are involved in it. There are not any County Commissioners that he is aware of who testified or anyone from the RTB who testified, or was asked to appear before the Transportation Sub Committee.

Commissioner Hunt said she appeared at a small meeting, and she wanted to raise the question that has been raised by some Legislators and that is that the process the Citizens League followed was not the same process they follow in their usual course of events before they take a public position. There has been some criticism of the fact that this was a small group of individuals who were involved in the study way back, but they did not go through the same process they do for most of their studies. She thinks this takes some credibility away from their report. She has heard criticism from some members of the Citizens League who feel it was not proper the way the Citizens League handled this.

Minutes
Ramsey County Regional Railroad Authority
March 12, 1991

Page 10

Chairman Finley thinks that there are enough members of the Citizens League that other Legislators on a one on one basis talking to people about it have come to that same conclusion.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere

Authorized Signature

3/18/91

Date

Board Action Requested

Approve Draft Northeast Corridor LRT
Alignment Study for Purposes of Circulation
for Public Review.

ACTION REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Mailing list for Draft Report
 - 4) Draft Report

Budgeting and Accounting

Ed Glawitz 3/18/91

County Attorney

Paul Macmillan

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

March 26, 1991

Board Date

Signature

J L Henderson

Signature

Date

3/20/91

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has completed information for the development of the Northeast Corridor LRT Alignment Study; and

WHEREAS, Recommendations on the Draft Report have been made by the Intergovernmental Committee, Northeast Corridor Task Force and Technical Committee; Now, Therefore, Be It

RESOLVED, That the Draft Northeast Corridor LRT Alignment Study is approved for the purposes of public review and comment.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

1

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Approval of Northeast Corridor Alignment Study for
Purposes of Public Review

DATE: March 18, 1991

The Draft Northeast Corridor Alignment Study has been completed. Approval is requested in the proposed resolution for circulation of the report for public review and comment. A copy of the report is attached.

REVIEW PROCESS

The report will be sent to those listed in Attachment 1. In addition, press releases will be sent summarizing the report and indicating the hearing date. Flyers will be distributed to cities and district councils about the hearing.

The public hearing will be held on Thursday, May 23 at 7 PM at Johnson High School. A comment period on the report will end on May 31, 1991.

RECOMMENDATIONS FROM COMMITTEES

Three committees have made recommendations that have been included in the draft report. A list of the committee members is contained in the Appendix of the report.

The Intergovernmental Committee has recommended that the Burlington Northern alignment is the preferred alternative for LRT in this corridor.

Page 2

The Northeast Corridor Task Force has recommended that both the Burlington Northern alignment and I-35E be studied further for LRT. Ray Mordorski, Vice Chair of the Northeast Corridor Task Force and a representative of District 5 Community Council, is has been invited to present the Task Force's recommendation to you at your March 26 meeting. The Task Force Chair, Harry Mares, White Bear Lake, is unable to attend your meeting.

The Technical Committee has recommended that both the Burlington Northern alignment and I-35E be studied further for LRT. Both the Task Force and the Technical Committee recommended that Ramsey County Regional Railroad Authority acquire the Burlington Northern right of way.

RECOMMENDATION

A resolution is proposed that the report be approved for purposes of circulation for public review. After the close of the comment period, you will be requested to take a position on the preferred alignment for LRT in the Northeast Corridor.

KD/blk
Attachment

NORTHEAST CORRIDOR - DRAFT REPORT
MAILING LIST

1. INTERNAL - RCRRA (thru interoffice mail)
Commissioners
Staff
2. INTERNAL - RAMSEY COUNTY (thru interoffice mail)
Executive Director
Director of Public Works
Director of Parks and Recreation
Director of Budget and Accounting
Property Manager
Attorney
Ed Glaubitz
3. COMMITTEES (members)
Northeast Corridor Task Force
Northeast Technical Committee
Intergovernmental Committee
4. BUSINESS AND CIVIC GROUPS
St. Paul Area Chamber of Commerce
Building Owners and Managers Association
St. Paul Convention and Visitors Bureau
East Side Area Business Associaton
Payne Arcade Area Business Association
White Bear Avenue Business Association
Suburban Area Chamber of Commerce
5. OTHER COUNTY REGIONAL RAILROAD AUTHORITIES
Washington County - Larry Bousquet
6. RELATED AGENCIES/ORGANIZATIONS
Metropolitan Council (all Ramsey County Members and Chair)
Minnesota Department of Transportation (Riley)
Regional Transit Board (Ehrlichmann)
Metropolitan Transit Commission (Carole Faricy)
7. LEGISLATORS
Ramsey County Legislators
8. LIBRARIES (mail with cover letter asking for posting)
St. Paul Northeast Corridor area Libraries:
Arlington Hills
Hayden Heights
Rice
Central Library
Ramsey County Libraries
Maplewood
North St. Paul
Roseville
Shoreview
White Bear Lake

- 1-2
9. CITY MANAGERS
St. Paul
Gem Lake
Little Canada
Maplewood
Vadnais Heights
White Bear Lake
White Bear Township
North St. Paul
North Oaks
Hugo
Forest Lake

10. ST. PAUL MAYOR AND CITY COUNCIL MEMBERS:
Dimond and Goswitz

11. ST. PAUL DISTRICT COUNCILS (in NE Corridor - # 2, 4, 5, & 17)
Community organizers

12. ST. PAUL PORT AUTHORITY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>Killedieghaw</u> <u>3/18/91</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Update on Midway Corridor <u>DISCUSSION ONLY</u>
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Request Justification

The Midway Corridor Task Force has concluded its work. A copy of the recommendations of the Task Force is attached. The Chair of the Task Force, Bruce Davis, has been invited to the March 26 Regional Railroad Authority meeting to present the Task Force's recommendations to you.

<u>Budgeting and Accounting</u> <u>Ed Glanville</u> <u>3/18/91</u> <u>County Attorney</u> <u>[Signature]</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

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>
March 26, 1991	<u>F. L. Henderson</u>	3/20/91
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

CONCLUSIONS AND RECOMMENDATIONS
MIDWAY CORRIDOR TASK FORCE

1. If LRT in the Midway is constructed as an integral part of a high-speed LRT system serving other parts of the East Metro area, as contemplated by the guidelines of the LRT Regional Coordination Plan, the I-94/Soo Line alignment is the preferred alternative for the following reasons:
 - (a) The I-94/Soo Line alignment potentially offers the shortest travel time and highest ridership through the Midway to users traveling to and from other parts of the Metro area.
 - (b) The I-94/Soo Line alignment, being in or adjacent to Highway I-94, would concentrate regional transportation facilities in the same corridor. This would
 - (i) encourage use of LRT as an alternative transit system because of its high visibility to freeway users; and
 - (ii) encourage quality economic development at station locations readily accessible to both mass-transit users and automobile users.
 - (c) The I-94/Soo Line alignment will minimize areas in the Midway which may be negatively impacted by traffic, disruption and noise. University Avenue is already highly congested with local traffic, on-street parking, and bus transit, and can ill-afford additional congestion from another mode of transportation.
 - (d) Because the areas adjacent to I-94 are generally not as intensely developed as University Avenue, site development in and around LRT stations and problems from traffic congestion and parking at station locations may be more readily controlled adjacent to I-94 than along University Avenue.
 - (e) The initial construction of LRT on the University Avenue alignment would significantly impair or destroy existing businesses in the Midway, especially small businesses.
 - (f) The design of LRT on the University Avenue alignment, with pedestrian barriers, visual obstructions, and loss of automobile parking and maneuverability, would make University Avenue less desirable as a business street, and would sever those neighborhoods straddling University Avenue.

- (g) The Pierce Butler/Burlington Northern alignment, being located some distance from existing transportation routes and places of employment, would not adequately serve the workers and residents of the Midway.
2. The I-94/Soo Line alignment may not be the preferred alignment if LRT in the Midway is constructed only as a route between downtown Saint Paul and downtown Minneapolis rather than as an integral part of an East Metro regional system.
 3. If the I-94/Soo Line alignment is selected, it is essential that a station be constructed at Pelham Boulevard/MTH 280 at a location north of I-94 which reasonably serves Westgate and Raymond/University. Such station will encourage continued growth of the complex of commercial developments which have been transforming the West Midway in recent years.
 4. If the I-94/Soo Line alignment is selected, Route 16A bus service should be continued to provide frequent direct service (without transfer) between downtown Saint Paul and downtown Minneapolis to serve existing Midway residents and businesses. Frequency of such bus service should not be reduced unless actual operating experience clearly shows that loss of ridership warrants such reduction.
 5. Stations should be designed so as to minimize the effects of noise and auto emissions on waiting patrons and to create the highest possible level of comfort and safety. This is especially important on the I-94/Soo Line alignment because of the volume and speed of passing traffic and isolation from "human" surroundings.
 6. Feeder bus service should be substituted for park-and-ride facilities in the Midway corridor. Locations near LRT stations should be preserved for current uses or redeveloped for commercial and residential uses which strengthen the Midway rather than being set aside for parking for commuters from outside the Midway. Provisions should also be made for no net-loss of housing if commercial redevelopment replaces residential units.
 7. The Ramsey County Regional Railroad Authority should consider the public policy implications of constructing a regional mass-transit system which provides the most modern and desirable service to commuters from the suburbs to the two downtowns in a manner which may impair service to transit-dependent residents and workers in the central-city. Even with mitigating measures such as those listed above, in many situations transit service to existing residents and businesses in the Midway will be impaired if LRT is constructed in the Midway.

8. The Task Force frequently has felt the need for more information than was provided by the consultants, including information regarding the effect the rest of the Metro system would have on ridership in the Midway corridor. In addition, the consultants have made a number of assumptions concerning the philosophy, alignment and design for LRT which do not necessarily reflect the consensus of the Task Force. The Ramsey County Regional Railroad Authority should continue to encourage community involvement and remain open and flexible to changes as the process continues, so that the final result provides a system which serves the entire Midway corridor as well as the two downtowns.
9. If the I-94/Soo Line alignment is selected and the major reconstruction currently planned for I-94 occurs before LRT is constructed, the design for I-94 should accommodate future construction of LRT, including the design of the MTH-280 interchange for the Westgate station.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> Originating Department <u>K. Holsinger</u> <u>3/18/91</u> Authorized Signature Date	Board Action Requested Update on Legislation <u>DISCUSSION ONLY</u>
---	---

Request Justification

Information will be provided at your meeting about recent events relating to LRT at the Legislature.

Budgeting and Accounting <u>Ed Blawie</u> <u>3/18/91</u> County Attorney <u>[Signature]</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 March 26, 1991	<u>J. L. Glendinning</u>	3/20/91
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> Originating Department <u><i>K. Walpienelaw</i></u> <u><i>3/18/91</i></u> Authorized Signature Date	Board Action Requested Joint LRT Advisory Committee Report <u>DISCUSSION ONLY</u>
--	---

Request Justification

Information will be provided at your meeting about the March 22 meeting of the Joint LRT Advisory Committee.

Budgeting and Accounting <u><i>Ed Blawitz</i></u> <u><i>3/18/91</i></u> County Attorney <u><i>Dr. L. M. S. Smith</i></u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	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>March 26, 1991</u>	<u><i>F. L. Blendenburg</i></u>	<u><i>3/20/91</i></u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RUCE F. VENTO
4TH DISTRICT, MINNESOTA

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

DISTRICT OFFICE:

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

Congress of the United States
House of Representatives
Washington, DC 20515
March 22, 1991

HOUSE COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS

CHAIRMAN:
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS

HOUSE COMMITTEE ON
BANKING, FINANCE AND
URBAN AFFAIRS

HOUSE SELECT COMMITTEE
ON AGING

Honorable John T. Finley
Commissioner
Board Of Ramsey County
316 Courthouse
St. Paul, Minnesota 55102

Dear John:

Thank you for your letter expressing the position of the Ramsey County Regional Railroad Authority regarding Light Rail Transit (LRT). I appreciate receiving this clarification of the sequence of events and joint decisions of the Regional Transit Board (RTB) concerning the possible future of LRT in the Twin Cities metropolitan area.

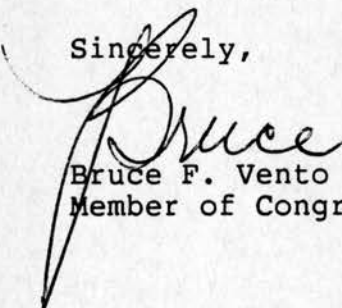
I strongly share your concern that the existing procedures for determining the development and financing of LRT, which were prescribed in law by the Minnesota Legislature in 1989, should be followed. As a result of those procedures, a unanimous decision was made by the Joint LRT Advisory Committee, made up of county commissioners from the seven-county metro area, representatives of the Metropolitan Transit Commission (MTC), and the Minnesota Department of Transportation (MnDOT), to adopt a Development and Financial Plan which calls for phased construction of LRT over a 20-year period with the first phase to be the construction of the Central Corridor connecting downtown Minneapolis to the University campus and downtown St. Paul.

Some parties are apparently now suggesting that a route other than the Central Corridor should be constructed first. As your letter points out, such an action would be at variance with the established LRT Development and Financial Plan. If there is now a different policy with the endorsement of the members of the Regional Transit Board to modify the existing plan, then the plan should formally be modified by the Regional Transit Board subject to the Legislature's mandate. Otherwise, the potential exists for the metropolitan consensus on the development of LRT to fall apart and result in competition without any coordination between the various interested communities developing LRT in pursuing scarce Federal and State funds.

Honorable John T. Finley
March 22, 1991
Page 2

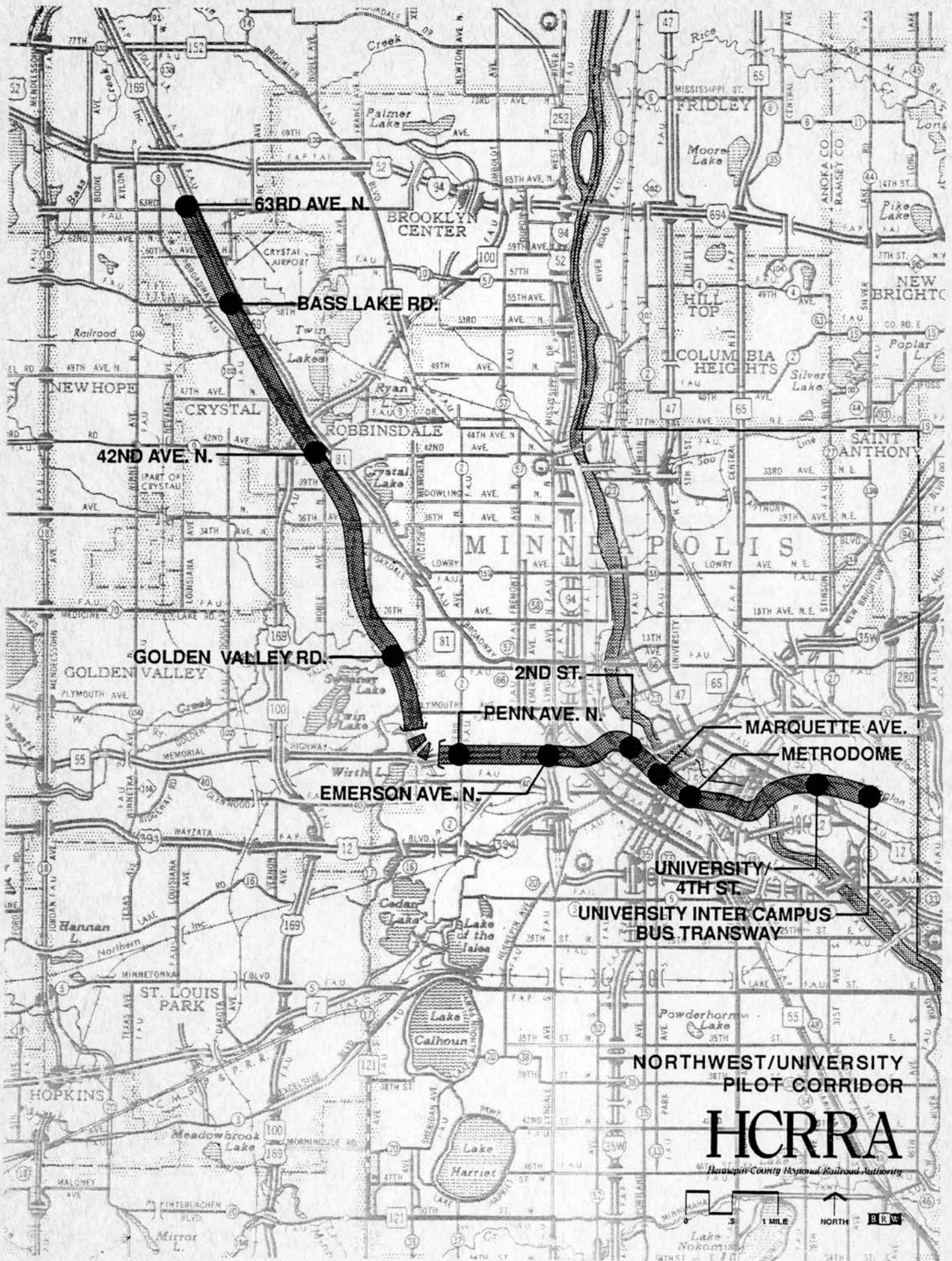
I look forward to continuing to work with you and other interested local agencies, officials, and citizens in assessing the feasibility of financing and developing light rail transit in the Twin Cities metropolitan area.

Sincerely,



Bruce F. Vento
Member of Congress

BFV:sf



NORTHWEST-UNIVERSITY PILOT CORRIDOR

Termini: 63rd Avenue North in Brooklyn Park to University of Minnesota intercampus bus connection at 25th Avenue and University Avenue in Minneapolis, with a non-revenue service spur connection near the Metrodome Station to the system yards and shop site at Franklin and Cedar Avenues.

Length: 11.8 miles pilot corridor
0.7 mile service spur

Stations: 11

63rd Avenue North	Brooklyn Park
Bass Lake Road	Crystal
42nd Avenue North	Robbinsdale
Golden Valley Road	Golden Valley
Penn Avenue North	Minneapolis
Emerson Avenue North	Minneapolis
2nd Street at 5th Avenue North	Minneapolis
2nd Street at Marquette Avenue	Minneapolis
Metrodome Station at 2nd Street and Portland	Minneapolis
5th Street Northeast	Minneapolis
25th Avenue - U of M Transitway	Minneapolis

Ridership: 20,000 to 25,000 (No forecast has been developed for pilot corridor at this time. This prediction is based upon NW Corridor ridership potential as developed for HCRRA Stage I System.)

Capital Cost: \$205 to 220 million

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. H. Siegel</u> <u>3/18/91</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Ratify Partial Payment No. 9 to SRF, Inc. in the amount of \$23, 593.04 <u>ACTION IS REQUESTED</u>
---	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$23,593.04 for the period ending January 31, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . 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) SRF, Inc. Invoice No. 9 and attachments

Budgeting and Accounting Ed Glauflitz 3/18/91

County Attorney D. L. Moore

Risk Manager

Data Processing

Previous Action taken on Request

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> March 26, 1991	<u>F. L. Glendenning</u>	<u>3/20/91</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through January 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 9, Partial Payment No. 9, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through January 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$23,593.04 for Ramsey County Regional Railroad Authority's share of services rendered through January 31, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date March 8, 1991

(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	\$23,593.04
15-17	18-20	21-25	26-31	32-41

\$23,593.04
Total

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

3 One Carlson Pkwy. No., Suite 150 53-76
8 Address Minneapolis, MN 9-32
City State 33-54 Zip Code 55447 55-59

Soc Sec No
OR
Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 9; Inv. 9; NE Corr. Align. Study 9-60
5 Agreement PA017; Acct. 59107-020102; 1/31/91 9-60

For Risk Management
Use Only

6 9-24
8 Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. Klespioglaere

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 9

PREPARED BY: [Signature]

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

ENTERED BY: [Signature]

PROJECT COST CENTER: 59107 AGREEMENT NO: PA017

DATE: 22 FEB 91

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	79.4%
TOTAL VALUE OF WORK CERTIFIED - 31 JAN 91		\$194,520.43
LESS 5% RETAINAGE		\$9,726.02
AMOUNT DUE		\$184,794.41
LESS PREVIOUSLY APPROVED PAYMENTS:		\$161,201.37
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$23,593.04</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.

3/14/91 K. W. Sprague
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

3/12/91 Charleen Zimmer
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT TOTAL:	\$184,794.41

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$184,794.41
AMOUNT REMAINING ON AGREEMENT	<u>\$60,070.59</u>

INVOICE

SRF

STRGAR - ROSCOE - FAUSCH, INC.
Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010

FAX 612/475-2429

Refer to File: 0901380
Invoice Date: 1/31/91

Invoice No.: 9
Period Ending: 1/31/91

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 January:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	16,785.14	158,315.51
Total Direct Non-Salary Costs	372.23	7,159.57
Subconsultant	7,677.41	29,045.35
 TOTAL FEE EARNED	 24,834.78	 194,520.43
Less 5% Retainage	1,241.74	9,726.02
 TOTAL AMOUNT DUE THIS INVOICE	 23,593.04 =====	

BUDGET
PERCENT COMPLETE

\$244,865.00
79.4%

BUDGET ACTIVITY THRU PERIOD ENDING JANUARY 31, 1991
 NORTHEAST CORRIDOR LRT ALIGNMENT STUDY
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 COMMISSION NO. 0901380

SRF ACTIVITY	BUDGET	CURRENT	TO DATE	BALANCE	BUDGET TO DATE	ESTIMATE PERCENT COMPLETE
1. Project Initiation	\$3,600	\$0	\$3,600	\$0	100%	100%
2. Develop Alternatives	\$13,260	\$0	\$24,348	(\$11,088)	184%	100%
3. Coordination Requirements	\$8,160	\$0	\$1,425	\$6,735	17%	75%
4. Analysis of Alignments	\$15,020	\$0	\$19,336	(\$4,316)	129%	100%
5. Refine corridor definitions	\$21,880	\$7,677	\$14,071	\$7,809	64%	100%
6. Refine Ridership Forecasts	\$26,160	\$200	\$22,602	\$3,558	86%	100%
7. Evaluation of Alternatives	\$37,940	\$9,311	\$61,819	(\$23,879)	163%	90%
8. Draft Report	\$16,520	\$1,937	\$3,603	\$12,917	22%	20%
9. Community Participation	\$53,900	\$5,338	\$36,557	\$17,343	68%	65%
10. Final Report	\$7,340	\$0	\$0	\$7,340	0%	0%
11. Contingency	\$22,265	\$0	\$0	\$22,265	0%	0%
12. Direct Costs	\$18,820	\$372	\$7,159	\$11,661	38%	50%
 TOTAL BUDGET	 \$244,865	 \$24,835	 \$194,520	 \$50,345	 79%	 80%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: JANUARY 31, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	85.00	3.0	255.00
C. Zimmer	Principal	80.00	28.0	2240.00
J. Kern	Associate	80.00	2.5	200.00
J. Kranig	Associate	75.90	1.5	113.85
K. Holte	Engineer	49.20	8.0	393.60
W. Gardner	Trans. Planner	63.82	153.5	9796.37
L. Wiley	Landscape Architect	36.30	9.0	326.70
R. Asmus	Tech Supervisor	49.50	1.0	49.50
D. Paulu	Sr. Technician	42.90	2.5	107.25
W. Baker	Technician	37.13	3.5	129.96
D. Wold	Technician	36.66	5.0	183.30
J. Woolcott	Technician	36.50	32.5	1186.25
L. Grover	Technician	33.83	14.9	504.07
J. Lubenda	Admin. Assistant	44.55	16.5	735.08
B. Bersie-Ashfeld	Word Processor	41.25	11.4	470.25
K. Varner	Word Processor	30.53	0.5	15.27
K. Dooley	Clerical	26.23	3.0	78.69
-----	TOTALS -----		296.3	16785.14

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING JANUARY 31, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	85.59
2	PARKING	13.60
9	SPECIAL DELIVERY	21.75
10	POSTAGE	66.73
13	IN-HOUSE COPY DUPLICATION	6.00
17	PRINTING	27.60
51	CPP 10 X 12 PAPER	28.70
56	CPF 10 X 12 FILM	111.18
80	BRUNING BOND PRINTS	11.08

TOTAL DIRECT EXPENSES

372.23

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING JANUARY 31, 1991

PAGE 1

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	31	W Gardner								205.0		53.30
1	31	R Asmus								18.0		4.68
1	31	J Woolcott								5.0		1.30
1	31	J Lubarda								62.2		16.17
1	31	K Dooley								39.0		10.14
2	31	W Gardner									13.00	13.00
2	31	R Asmus									0.50	0.50
2	31	K Dooley									0.10	0.10
9	31	Accounts Payable									21.75	21.75
10	18	In-House									17.44	17.44
10	18	In-House									2.74	2.74
10	29	In-House									6.50	6.50
10	29	In-House									39.15	39.15
10	29	In-House									0.90	0.90
13	3	In-House	3	20			60					6.00
17	7	Accounts Payable									27.60	27.60
51	10	In-House						3				17.22
51	22	In-House						2				11.48
56	2	In-House						9				58.86
56	23	In-House						8				52.32
80	7	In-House			22.0	36.0	23					10.12
80	9	In-House			36.0	48.0	1					0.96

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority

Board Action Requested

Originating Department

Ratify Partial Payment No. 10 to SRF, Inc.
in the amount of \$23,471.78

K. H. Spigelauer
Authorized Signature

3/18/91
Date

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$23,471.78 for the period ending February 28, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . 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. 10
- 3) SRF, Inc. Invoice No. 10 and attachments

Budgeting and Accounting

Ed Gleanitz *3/18/91*

County Attorney

David M. M. M. M.

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

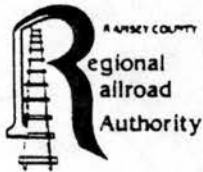
March 26, 1991

Board Date

J. L. Henderson
Signature

3/20/91

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. for the purpose of conducting alignment studies for the Northeast Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, govern 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 agreements, and provided detailed invoice documentation for services and costs accrued through February 28, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-001, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) the Director of Light Rail Transit Planning to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- 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, Strgar-Roscoe-Fausch, Inc. Invoice No. 10, Partial Payment No. 10, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through February 28, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$23,471.78 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date 3/15/91
 (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	\$23,471.78
15-17	18-20	21-25	26-31	32-41

\$23,471.78

Total

(4) PAY TO: 2
 8 First Name & Initial SRF, INC. 9-22
 Last Name or Firm Name 23-52
3 One Carlson Pkwy., Suite 150 53-76
 8 Address Minneapolis, MN 9-32
 City State 33-54 Zip Code 55447 55-59

Soc Sec No
 OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 10; Inv. 10; NE Corr. Align. Study 9-60
5 Agreement PA017; Acct. 59107-020102; 2/28/91 9-60

For Risk Management
 Use Only

6 8 9-24
 Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: Klauspiegelaew 3/15/91

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.10

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 12 MAR 91

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
TOTAL VALUE OF WORK CERTIFIED - 28 FEB 91
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	89.5%
	\$219,227.57
	\$10,961.38
	\$208,266.19
	\$184,794.41

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$23,471.78

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.

3/15/91 K. Desjardins
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

3/12/91 Charleen Zinner
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT NO.10	\$23,471.78
PARTIAL PAYMENT TOTAL:	\$208,266.19

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$208,266.19
AMOUNT REMAINING ON AGREEMENT	<u>\$36,598.81</u>

INVOICE

SRF **STRGAR - ROSCOE - FAUSCH, INC.**
Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010
FAX 612/475-2429

Refer to File: 0901380
Invoice Date: 2/28/91
Invoice No.: 10
Period Ending: 2/28/91

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 February:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	17,008.71	175,324.22
Total Direct Non-Salary Costs	856.86	8,016.43
Subconsultant	6,841.57	35,886.92
TOTAL FEE EARNED	24,707.14	219,227.57
Less 5% Retainage	1,235.36	10,961.38
TOTAL AMOUNT DUE THIS INVOICE	23,471.78	=====

BUDGET \$244,865.00
PERCENT COMPLETE 89.5%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: FEBRUARY 28, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	85.00	7.5	637.50
C. Zimmer	Principal	80.00	35.0	2800.00
W. Gardner	Trans. Planner	63.82	86.0	5488.52
D. Paulu	Sr. Technician	42.90	48.5	2080.65
W. Baker	Technician	37.13	45.2	1678.28
J. Woolcott	Technician	36.50	33.0	1204.50
V. Martinez	Technician	35.51	2.0	71.02
L. Grover	Technician	33.83	23.7	801.77
R. Grothe	Technician	31.35	1.5	47.03
D. Montgomery	Technician	26.40	7.1	187.44
J. Lubenda	Admin. Assistant	44.55	32.6	1452.33
B. Bersie-Ashfeld	Word Processor	41.25	10.6	437.25
G. Bartus	Clerical	34.98	2.0	69.96
K. Dooley	Clerical	26.23	2.0	52.46
-----	TOTALS -----		336.7	17008.71

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: FEBRUARY 28, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	169.03
2	PARKING	18.00
10	POSTAGE	113.67
13	IN-HOUSE COPY DUPLICATION	258.00
17	PRINTING	188.30
51	CPP 10 X 12 PAPER	103.32
56	CPF 10 X 12 FILM	6.54
TOTAL DIRECT EXPENSES		856.86

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority

Originating Department

K. DeSpiegelaere

Authorized Signature

3/18/91

Date

Board Action Requested

Request to initiate economic analysis on South Corridor.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Ed Glauitz

3/18/91

County Attorney

Dan Marshall

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

March 26, 1991

Signature

F. L. Henderson

Date

3/20/91

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Professional Services Agreement No. DCRRA/RCRRA-90-002 with BRW, Inc. provides for the completion of an Alignment/Scoping study for the South Corridor; and

WHEREAS, The study Work Plan divides the work into three major parts, with the economic analysis and patronage forecasting originally scheduled for execution after selection of a preferred alignment; and

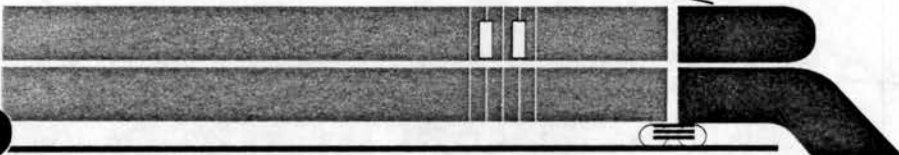
WHEREAS, Some of the work identified in the economic analysis on the contract work plan can be completed in a more efficient manner and to the benefit of current study efforts if conducted concurrently with ongoing work in the alignment analysis; Now, Therefore, Be It

RESOLVED, BRW Inc. is authorized to initiate work identified in the economic analysis of the Work Plan for Professional Services Agreement No. DCRRA/RCRRA-90-002 subject to:

- 1) Concurrent Authorization of the Dakota County Regional Railroad Authority.
- 2) Work shall be limited to those areas which are integral to ongoing study tasks of the alignment analysis of the contract work plan. Work will avoid alignment specific study areas.
- 3) Work performed shall not exceed \$5,000 until selection of a single alignment is made north of I-494.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Request to initiate Economic Analysis on South Corridor

DATE: March 19, 1991

On December 11, Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority approved a contract with BRW for LRT work on the South Corridor. There are three elements of the project that were approved:

1. Alignment analysis and scoping
2. Patronage forecasting
3. Economic analysis.

The second and third portions of the project were approved for initiation after one LRT alignment is selected north of I-494 during the first portion of the project. The purpose of this memorandum is to request authorization to initiate the third portion of the project, economic analysis, even though a single alignment has not been selected for LRT in the South Corridor.

The first portion of the South Corridor project, alignment analysis and scoping, is progressing well. At this point, there are two alignments, Robert Street and Lafayette Freeway, being considered north of I-494. Staff and consultants believe that it will be possible to reach a conclusion on one alignment in the next few months.

Early initiation of the third portion of work, economic analysis, is recommended at this time in order to take advantage of meetings being scheduled with cities to discuss land use during the alignment analysis portion of the project. The subconsultant for the economic analysis is faculty of the University of St. Thomas. A copy of the proposed St. Thomas work program is

attached. It indicates that the first portion of the project is not related to one specific alignment, but is done for the corridor as a whole.

The total cost of the St. Thomas portion of the previously approved contract is \$15,000. The resolution prepared for your consideration authorizes initiation of the St. Thomas work at this time, with a maximum of \$5,000 to be spent before one alignment is selected for LRT for the South Corridor north of I-494 and the remaining \$10,000 to be spent after one alignment is selected for the South Corridor.

Recommendation:

A proposed resolution is attached.

KD/blk
Attachment

2115 Summit Avenue
St. Paul, Minnesota 55105-1096

UNIVERSITY OF
St. Thomas

Department of Political
Science
(612) 647-5818

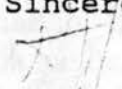
February 28, 1991

Ms. Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102

Dear Kathy:

Enclosed please find a Work Plan for our part of the South Corridor Project. Copies of the Plan have been forwarded to Allen Moe and Tony Heppelmann. Please call if you have any questions.

Sincerely,


Steve Hoffman
Assistant Professor

cc: Joe Kreitzer
Jack Militello

WORK PLAN

RELATIONSHIP OF COMMUNITY VALUES AND ECONOMIC IMPACT TO LIGHT RAIL RAPID TRANSIT IN THE SOUTH CORRIDOR

I. PURPOSE OF THE STUDY

The purpose of this study is to assess the impact of light rail transit on the community values and economic needs of the residents and businesses in the South Corridor area. It is assumed that the South Corridor transit line can make a unique contribution to those who live and/or work along the corridor, as well as to the metro-wide light rail system as a whole.

II. METHODOLOGY OF THE STUDY

A number of arguments are typically used to justify light rail systems. Among the most common are the need to reduce roadway construction; the alleviation of congestion on highway, arterial and other roads; a reduction in the overall costs of transportation services in a region; and the reduction of pollution currently produced by an automobile-dependent society. In addition to satisfying the transportation needs of a community, LRT may also be understood as a tool for economic development. This argument should, however, be approached cautiously, since few studies have demonstrated a strong and consistent relationship between LRT development and economic growth in a region.

While these criteria are valid means of assessing a transportation alternative, it is often the case that they are discussed apart from a larger set of what may be referred to as "fundamental community values", such as the quality of community life, the image of a community, or the aesthetics of particular transport system. As a result, planners are often in the position of assessing LRT on the basis of a series of arguments unrelated to more fundamental values held by a community's citizens. Indeed, planners are oftentimes unaware of these values and are therefore unable to frame transportation alternatives within the appropriate context. For instance, planners may argue that LRT is a key part of an economically efficient transportation system. Citizens, however, may be more concerned with LRT's ability to enhance the image of the community or with its perceived ability to reduce pollution levels.

We propose to determine a set of values which South Corridor stakeholders believe to be important for their community and its economic development, as well as to the larger metropolitan region. We will then relate these values to the development of light rail in the South Corridor. Values would be determined through:

- a) interviews with key area politicians, public sector managers, business leaders, and citizens;
- b) review of the literature on light rail planning; and
- c) discussions with officials from cities that have already built light rail systems.

From the above we would develop a list of values connected to light rail systems. From there, we would provide quantitative and qualitative measures for each of these values.

We recognize that this is an approach unfamiliar to many involved in planning for the LRT system and that it therefore cannot be validated by past experience. On the other hand, we have seen that traditional approaches have failed to make a convincing case for the building of a light rail system. We believe that our approach will provide new insights which will shape the decision making process in the light rail arena.

III. WORK PLAN

The work plan would consist of the following steps:

Step One: Develop value criteria

- a) select stakeholders to be contacted and develop short interview format with the approval of the client group;
- b) interview one key elected official and one key public sector manager from each of the seven communities along the South Corridor, asking what they see as the future of their communities and how they believe light rail or other transportation systems can enhance the communities;
- c) review the economic development plans for each of the seven communities;
- d) review literature on light rail development;

- e) interview 5 to 8 business leaders in the area, asking what they see as the business future of their area and how any transportation enhancements can benefit them;
- f) canvass a small set of residents (15 to 20) as to their community and transportation needs. These residents will be selected on the basis of their participation in existing community- or neighborhood-based groups;
- g) call 3 to 5 cities which have build light rail systems and determine an after the fact account of how the systems have affected the quality of life in their cities.
- h) develop the list of values; and
- i) review that list with clients.

Step Two: Qualitative measure of the values vis-a-vis light rail development

- a) select five to six groups in the corridor who would sponsor focus groups. These groups would include the Northern Dakota County Chamber of Commerce, the South St. Paul Chamber of Commerce, the Concord Street Business Association, the South Robert Street Business Association, the St. Paul Area Chamber of Commerce;
- b) develop a focus group protocol with the approval of the client group;
- c) conduct the five focus groups;
- d) present interim focus group report to the client group;
- e) canvass residential area with questionnaire (developed in consultation with the client group) about values list. The questionnaire will be administered to a representative sample of residents within the corridor. The format of the survey will likely be a telephone survey consisting of five or six questions. The precise nature of the survey will be determined once the process is underway;
- f) interview other cities in light of values list;
- g) relate values list to economic development plans of the seven related communities; and
- h) present summary report of the research to the client group.

Step Three: Quantitative measure of the values vis-a-vis light rail development. (It should be noted here that until the values are determined it is difficult to be precise about this portion of the project.)

- a) review existing developmental models used in evaluating light rail utilization and benefits. The principal model to which we will refer is the work performed by Friedenbergr for the Calgary LRT system. Additional studies will also be consulted, as warranted;
- b) apply demographic and ridership information to defined value criteria, i.e. Minnesota Poll, Metro Council ridership report, past and projections of housing costs within the corridor, air quality studies, transportation pattern projections;
- c) synthesize data developed in a & b with qualitative data to form acceptable measurement criteria for each of the defined values;
- d) to the extent possible, measure the effects of transportation systems, e.g. construction and operation, upon the stability of small businesses, socio-economic characteristics of households in the transit zones, etc.;
- e) present preliminary findings to the client group; and
- f) Seek expert verification of the findings from transit/light rail managers.

Step Four: Interim report

- a) prepare report and get feedback from the client group and the advisory group; and
- b) begin preparations for hearings before the Dakota County Rail Authority and Ramsey County Rail Authority and the Corridor Advisory Committee.

Step Five: Final report

- a) Incorporate comments into final report.

IV. TIME LINE

Step one can begin as soon as possible and should not be influenced by alignment.

Steps two and three can be conducted simultaneously; the focus groups would take about four week to schedule and conduct while the canvassing would take about two days.

Step four would take about 5 days.

Step five would take two additional days. Both Step Four and Five would depend to a large extent on how long the client groups take to respond to submitted materials.