



Ramsey County Regional Railroad Authority.
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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file

John T. Finley, Chairman

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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, JUNE 11, 1991

***9:30 A.M. - Large Conference Room - 316**

***PLEASE NOTE CHANGE IN TIME.**

Chairman's Comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of May 7, 1991.
2. * Authorize staff to issue a Request for Proposal for consultant services for Phase II Preliminary Engineering for the Midway Corridor.
3. Update on South Corridor Light Rail Transit Alignment Study.

*** Action is requested.**

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 7, 1991

A special meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, May 7, 1991, in the Large Conference Room of 316 Court House.

Chairman Finley called the meeting to order at 8:05 A.M.

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

Also Present: David MacMillan represented the County Attorney's Office, Terry Schutten, Kathryn DeSpiegelaere, James Van Houdt, Ed Glaubitz, Jill Goski, James Tolaas, Karen Tero, Frances Glendenning

1. Minutes - of the Regional Railroad Authority Board Meeting of April 9, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meeting of April 9, 1991, as written.

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

2. Update on Legislation

Chairman Finley said before the Board gets into the Update on the Legislation and his comments, two weeks ago at the request of Hennepin County some of us got together for an early morning breakfast meeting, Commissioners Hunt, Ahrens and himself represented our Board. We felt that it would be best that it not only be on our turf, but we pay for it. Well, Ms. DeSpiegelaere paid for it, and now we have talked to James Van Houdt, and she can't be reimbursed without a resolution, so he would appreciate it if we would have a resolution, as she has no account similar to the one Terry Schutten has where he can automatically get it, and rather than set up an account now.

Mr. Van Houdt gave us six options to take care of this matter, but the first one seemed to be the most sensible.

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

WHEREAS, A meeting was held at the Kelly Inn with Ramsey County and Hennepin County Regional Railroad Authority Commissioners to discuss light rail transit on April 24, 1991; Now, Therefore, Be It

R91-31
RESOLVED, That the expenses of rental of the meeting room and the breakfast served during the meeting will be reimbursed to the Director of Light Rail Transit Planning, who paid the costs, in the amount of \$96.99.

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

Chairman Finley said what they discussed at the meeting is relevant to the reason we are calling this special meeting. As you know, there are loose cannons running around over there, and we were hoping to get together with Mark Andrew. But, he would not come, Keith and John Derus met with us as well as Judy Makoske was going to - to try to get things back on course, as it appears that the majority of the Hennepin County Board as well as the majorities of at least the Dakota and Washington County Boards are in concert with us in reaffirming the plan, and reaffirming that the first corridor will be the Central Corridor, etc. That was the reason that they had asked for a meeting, but then Mr. Andrew did not show up. They discussed several things and one of the things that they discussed was the tax bill, forgetting about LRT for a minute, but how that Tax Bill was coming down.

This is the primary reason for the meeting today to inform you what we thought would be maybe an appropriate way to handle this. As you know, we have been on record supporting sales taxes for a half-cent sales tax for transportation. It appears from the Tax Bill out of the House to date the County is going to have to vote for 2% sales tax. So, the idea, we thought that possibly if we have to vote on it to receive any local aids, not only for ourselves, but all the municipalities and school districts within our county. As if we do not do it, all local aids are withdrawn. That, possibly, this would be a vehicle for the transportation, because if we have to vote 2%, we might as well vote 2½. We are going to have to vote it.

Commissioner Schaber commented that this is certainly a bargaining chip.

Chairman Finley continued, we have asked David MacMillan to draft up a piece of legislation which we have given to a couple of our legislators. Hennepin County, through Derus and Stabler, their lobbyist, are willing to work on this on getting an optional 1/2¢ in the metropolitan area in conjunction with us for the purpose of using it for the Central Corridor. But, because we had not really done too much in pushing it, we thought what we would do, they talked about several things, the joint delegation meeting, the possibility of press conference, and he thinks it is fair to say that Derus and Keith, they could deliver a majority. But, we did not want to get involved in this if we have to deal with being stabbed in the back, we did not want to get into their problems. Ms. DeSpiegelaere has talked to all of our

members about this, or at least to your aides, as to where we were going. We dropped the idea of having a joint delegation meeting because it would be difficult to know what might take place. We do think we may have an opportunity here to proceed on this 1/2¢ sales tax as it goes into Conference Committee. We are on record supporting it, however, it would be a little bit different twist, and the twist came about really not from any of our own initiative, but because of the way we have to vote anyway. The legislation as it is right now regarding just LRT is pretty much the same in the two Houses, except there is no sales tax provision in the House side. There is a sales tax provision on the Senate side, but there is not an amount in there. That bill is progressing in normal policy committees, so it may or may not. So, that is overall Transportation Bill - he assumes something will be coming out. The LRT part of it is Mn/DOT construct the Central Corridor if there are any state funds, that is the first requirement in the Statute, have Mn/DOT do it, Mn/DOT cannot build any tunnel, that is in the law, and if a county wants to go ahead and build, they can build with Federal funds, subject to providing it is subject to the RTB Plan. The language is not real tight, but it is the best we could do in a hurry-up situation as it stands right now.

Ms. DeSpiegelaere mentioned that the Tax Bill would reduce our levy to 75% of what it was in 1991.

Chairman Finley said this is a little bit of a problem, if you remember, we reduced our tax levy from \$3.9 million to \$1.9 million for this year as it was. Then, we would have to reduce it to 75% of the \$1.9 million.

Commissioner Ahrens thinks one of the advantages of the 1/2¢ sales tax was that it could go for transportation. We felt that would have some appeal to counties other than Hennepin and Ramsey as they might not want to contribute to the Central Corridor, but if they wanted to levy, they could use it some other way. This may encourage them to come along with this.

Chairman Finley said that Washington and Dakota Counties liked the idea of having the option as they have needs that are certainly not LRT needs. This was also one of the things in the RTB Plan that Scott County was very strong in wanting in there that it be for transportation, and not specific designation for LRT when the original Financial Plan was put together.

Commissioner Ahrens mentioned one other thing that they talked about is very important, but somehow has never bubbled up to the surface, not in terms of what the public yet knows is that maybe I-94 is supposed to be redone in 92, which is what they talked about, and that is one year away. Ms. DeSpiegelaere said it is in 1993-95. Commissioner Ahrens said the thought of doing that and not doing light rail, but coming along three or four years later and putting it in - the public just can't take that kind of disruption. There will be enormous disruption on 94 when they start construction, so it does not make any sense to do that even if there were a five year gap in terms of that construction. So, some way, the light bulb needs to go on in somebody's mind that these things have to be done together, and if they are done together, how are we going to get the money. They thought if that occurred that some Legislators would make some

that we ought to move ahead and find some way.

Chairman Finley added, this would serve a two prong thing, one there was a vehicle in the Tax Bill, and that the Transportation Bill specifically said that they are state revenues that has to go into that corridor, so it would be tied to that.

Commissioner Norgard would like to know if all seven counties will participate in this.

Chairman Finley explained this would be an option for the counties to exercise this, and he thinks that they probably all would.

Commissioner Norgard feels there is no way Ramsey can put on this additional tax if Washington and Dakota does not, as well as Anoka, we depend on those people as they come over our lines and shop. We would drive more people out with an extra sales tax. If it is a seven county deal where all people are going to use it, we cannot stand alone, then maybe that is the way it has to be.

Commissioner Ahrens said the way the bill is written if someone from Ramsey County makes a purchase in Scott County, and Scott County does not have the 1/2 cent tax, the 1/2 cent is still charged to the resident.

Commissioner Norgard is concerned that the other counties might not want to do extra work. It has to be a seven county deal, that is fine, as that is where the people are.

Chairman Finley added that there is one thing, they are all going to have to vote for the 2% tax, if that is the way the bill comes out. If the bill does not come out that way the chances of this 1/2 cent option coming out, he thinks it will be zero. If they are not going to deal with the sales tax, they will not deal with the sales tax. The Senate bill does not have any sales tax in it, no increase, so it maybe that everything that we are talking about is really moot, but we thought that since we have had discussions, and we felt that we had supported this as a part of the overall Development Plan, but not exactly in this mode, that is the reason we thought that we should get together.

Commissioner Schaber shares the Chairman's concern, and the rationale for at least trying to find some way to fund light rail, but he shares Commissioner Norgard's concerns totally that this has to be the whole seven county area, or nothing. He does not perceive right now that there is any strong support for LRT in this session. The real responsibility, very frankly, still goes back to the legislature, and if they want it. They mandated us to the RRA's, if they want Regional Rail, it seems to him that they should, in effect, take the responsibility for it. Anything we do like this would be letting them off the hook, he is very concerned about it being discretionary by the counties as he does not have a whole lot of trust level with the other counties, and we may be hung out to dry. It is a volatile issue, and we have to be real careful.

Chairman Finley understands that if we pursue it, it, then it should be mandatory. He does not think the chances of it passing are any better or worse. Commissioner Schaber feels it has to be that way.

Chairman Finley continued, we felt that we might have some opposition, but he does not think we will, as they supported it as long as it was transportation as opposed to straight LRT. If you remember, he went back, it was a deviation from the original LRT plan. We deviated at the RTB and what was recommended by the Advisory Committee was for Transportation purposes. Sitting on the RTB, he had a resolution passed that amendment had to go back to the LRT Advisory Committee and he presented it there. He had some problems with the outlying counties who would not be getting LRT right away. But, they were in support of it providing they could do it for their bridges, put in some county roads which the State will not pay for any more, and do some of those things, then they could support it. So, he withdrew that, and it was principally Scott, Dakota and Carver - all three of them were very adamant and they were going to withdraw their support for the sales tax unless it was for transportation. He suggested that we change this to mandatory.

Chairman Finley asked Commissioner Ahrens if she would have any problem with this, as she was at the meeting.

Commissioner Ahrens thinks the only problem she may have is that as long as it is option, we didn't try to contact all of the counties in the metro area, as it was optional to do it or not to do it; if we make it mandatory, we have to get to all counties, she does not know that Washington and Dakota would have any problems with that, but she does not know about the other counties. It is also we are trying to piggyback on an option concept, and so what we mean is that you are saying we have to levy an additional 1/2%, but then if you want to you can levy another 2%, then if you do that you get your state aid. It is mixing apples and oranges in terms of concept, and that may be a problem. She does not have any objection, as she thinks if one does it, we should all do it.

Commissioner Schaber said that Commissioner Ahrens is raising a point, we are mixing a little bit, but he is not going to support it if it is optional for transportation for us, unless we are altogether on this we are in trouble. You are creating another bureaucracy if all counties do not do it.

Commissioner Ahrens discussed the possibility of a person going to another county to save 1/2¢ tax, it would not make it worth while unless you were buying a big ticket item like a boat or a car, they would be assuming that you did not have to pay it. But, it says you have to pay it.

Chairman Finley thinks that is the way it is in the tax bill.

David MacMillan believes that is the way it is in the tax bill now. The way it works, if you have a big ticket item like a boat or car, when you register it, you have to pay the sales tax, or pay what is called the use tax.

Chairman Finley suggested what could be done is to draft it in such a way that if Metro counties exercise the 2% sales tax option - their opportunity to to exercise that is $2\frac{1}{2}\%$ and $1/2\%$, and that extra $1/2\%$ would be for transportation purposes, then we would just dovetail it in, where we do not have the option for 2, they would only have the option for $2\frac{1}{2}$ in the metropolitan area, going the normal way.

Commissioner Schaber feels you have to be very careful with the wording, as they are really not doing a $2\frac{1}{2}$, part of the sales tax that is already in effect is going to be making up that 2.

Chairman Finley said right now you have a 6%, and we would be talking about going it into 7. But, he said we would be voting for two.

Commissioner Schaber reiterated as the perception is out there that we are raising it 2%.

Mr. MacMillan said the State Sales Tax is $4\frac{1}{2}\%$, and the counties level the 2%. Then if we do not levy the 2% according to Chairman Finley, all units of government within that taxing area lose all their local aids.

Commissioner Ahrens added that we only get 20% of the money that comes back in and we will be blamed for levying this.

Chairman Finley stated that Mr. MacMillan looked at this very closely before we drafted this as we wanted to make sure that we did not do something different than what we have to do anyway. This money goes into a separate fund.

Commissioner Hunt said it looks good on all the national comparisons of tax loads among states, that is the big advantage.

Commissioner Schaber thinks we should lobby for a change in formula. Chairman Finley does not think that the formula is in the law, this will be determined.

Commissioner Schaber suggested that an analysis be made as to what we need of that as that 20% may not be adequate or may be it may be more than we need.

Commissioner Hunt thinks that the discussion is that if this comes about, that the lobbying that will go on by counties and local governments as to how that formula is developed will pale every kind of lobbying that has been done up to this point. She suggested if it comes about we should have a public hearing, and invite all the municipalities come in, and let us know what we should do about enacting it, and then pass a resolution.

Commissioner Ahrens has no problem doing conceptually what is in this amendment, what concerns Commissioners Norgard and Schaber is in combining it, if the metropolitan county imposes a tax - if this goes through, there is no county that will not go with the 2%. So, if we have a comfort level that everyone is going to do this that we can add this on that $1/2\%$ would go for transportation. She can't believe that every county in the metro area will not go with this.

Chairman Finley said the concern that both Commissioner Schaber and Commissioner Norgard have expressed on this being optional, this 1/2% that we talked about, is that they do not want Ramsey and Hennepin Counties probably being islands, and that also was one of our concerns, as we would run into problems with the business community if we are an island. To make it mandatory, at that time we did not feel comfortable, as we were going to be moving very quickly, and we did not have the time to go through it with Commissioners from the other counties as we did not feel it was fair to them. However, things change.

Commissioner Hunt had the thought that under this and the option of the county to do it, then all that 1/2% would stay in that county. Does that present a problem from administration of that tax? Chairman Finley does not think it is a problem, as they do it in other instances, like distributing gas tax, etc.

Ms. DeSpiegelaere said they will have reporting mechanisms.

Commissioner Hunt asked if this should come about at some point in time we could make a decision based on whether or not the other six counties were going to do the same thing, which would address our concerns. We would not have to enact it unless there seems to be an agreement for the seven county metro area.

Commissioner Schaber mentioned the possibility of what would happen if we enact this and someone rescinds it, Chairman Finley does not believe there is any provision for rescision.

Mr. MacMillan said he does not know of any, it has to be done, and once done it is locked in. Chairman Finley does not think that it deals with it annually,

Chairman Finley does not think that we necessarily have to take action, this is more of an informational meeting to tell you what we are doing. We may not have a consensus, but we know what you prefer, so we will try to work within that it would be a mandatory thing in the seven county area. They will try to structure that language somehow, and will take it upon ourselves to do our homework with the other counties. He thinks originally the plan called for it to be mandatory.

Ms. DeSpiegelaere informed the Board that there are two public hearings coming up, one on May 9th with Dakota County at West St. Paul, and on May 23rd there will be a meeting on the Northeast Corridor at Johnson High School.

Ms. DeSpiegelaere asked about the tax base information which she is unable to locate. In addition to talking to James Van Houdt and Bob Pulscher, Chairman Finley suggested that we talk to Mary Hauser in Washington County and Don Chapdelaine in Dakota County.

Commissioner Ahrens said her understanding is that if you levy, you are going to enact 2 1/2 or nothing, then we will worry about where the other half goes. We could tack this on to the current wording. Mr. MacMillan will add about the 1/2% specifically allocated to county transportation.

Minutes
Ramsey County Regional Railroad Authority
May 7, 1991

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Ms. DeSpiegelaere said that we will then survey the other counties (six) and she will talk to staff if the Commissioners are available. Chairman Finley said he would contact some Commissioners also

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

REGIONAL RAILROAD AUTHORITY

Originating Department

R. K. Spengler

Authorized Signature

6/3/91

Date

Board Action Requested

Authorize staff to issue a Request for proposal (RFP) for consultant services for Phase II Preliminary Engineering for the Midway Corridor.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from J. Tolaas dated May 31, 1991
 - 3) Request for Proposal

<u>Budgeting and Accounting</u> <i>Ed Blamitz</i> <u>6/4/91</u>		<u>Date / Time</u> <u>Received By</u>
<u>County Attorney</u> <i>[Signature]</i>		
<u>Risk Manager</u> <i>[Signature]</i>		
<u>Data Processing</u>		
<u>Previous Action taken on Request</u>		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
June 11, 1991

Signature

Date

Board Date

Signature

Date

F. L. Henderson

6/4/91



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey and Hennepin County Regional Railroad Authorities (RCRRA and HCRRA) are nearing completion of Phase I Preliminary Engineering (PE) and Environmental Impact Statement Studies for Light Rail Transit in the Midway Corridor; and

WHEREAS, Final approval and adequacy decisions on Preliminary Design Plans and the Final Environmental Impact Statement Studies, respectively, are anticipated in the fall of 1991; and

WHEREAS, The next level of engineering for LRT in the Midway Corridor is Phase II Preliminary Engineering which takes the current level of engineering detail from approximately 10% completed in Phase I work to 30%; and

WHEREAS, A Request for Proposal (RFP) has been prepared for issuance to provide a basis for selection of a consultant team to conduct engineering elements of the Phase II PE project; and

WHEREAS, The estimated cost for consultant services required to complete Phase II Preliminary Engineering is \$2,940,000, of which RCRRA's and HCRRA's cost shares of the work are estimated at \$2,587,200 (88%) and \$352,800 (12%), respectively; and

WHEREAS, Funds in the amount of \$3,418,000 are available for staff and consultant costs for Phase II PE - Midway Corridor work in an RCRRA Project Cost Center of which 50% is received and anticipated grant revenues from the Minnesota Department of Transportation and 50% is from RCRRA funds levied during previous years; Now, Therefore, Be It

RESOLVED, That the RCRRA authorizes the issuance of an RFP to provide a basis for selection of a consultant team to conduct Phase II Preliminary Engineering for LRT in the Midway Corridor.

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

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MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning

FROM: James E. Tolaas, Project Engineer

SUBJECT: RFP Authorization
Phase II Preliminary Engineering
Light Rail Transit in the Midway Corridor

DATE: June 3, 1991

The purpose of this memorandum is to request authorization to issue a request for proposal for consultant services for the next phase of engineering work for light rail transit in the Midway Corridor.

Preliminary Design (PD) Plans for light rail transit in the Midway corridor have been submitted for review and approval in accordance with governing legislation. The Final Environmental Impact Statement (FEIS) is nearing completion and should be ready for distribution this summer. Review processes for both project elements should be completed in the fall of 1991.

The next level of engineering work to be completed is Phase II Preliminary Engineering which will take the current level of engineering detail from approximately 10% to 30%. This more detailed engineering work can begin now. A request for proposal, including a work plan overview, has been prepared to provide a basis for selection of a consultant team to conduct the engineering elements identified in the work plan. The project would be a joint effort of the Ramsey and Hennepin County Regional Railroad Authorities (RCRRA and HCRRA).

The estimated cost for consultant services is \$2,940,000, of which RCRRA's and HCRRA's cost shares are currently estimated at \$2,587,200 (88%) and \$352,800 (12%), respectively. These shares will be re-negotiated on the basis of mileage, segment cost and complexity factors at the time of contract award.

Total funds in the amount of \$3,418,000 are available to cover RCRRA staff and RCRRA's share of consultant fees in RCRRA Project Cost Center for Phase II PE - Midway Corridor. Of this amount \$1,709,000 (50%) is in the form of received and anticipated revenues from grant awards from the Minnesota Department of Transportation, and \$1,709,000 (50%) is RCRRA property tax levied in previous years.

Page 2

The attached schedule identifies a proposed timeframe to solicit consultant proposals and negotiate an agreement for Phase II PE work. This schedule is tentative and can be revised to conform to PD and FEIS review/approval processes.

Recommendation

Authorize the issuance of a request for proposal to provide a basis for selection of a consultant team to conduct Phase II Preliminary Engineering work for light rail transit in the Midway Corridor.

JET/blk
Attachment

Phase II Preliminary Engineering
Request for Proposal - Schedule
May 22, 1991 JET

o Draft RFP	May 28
o Staff Review	May 28 - May 31
o Revisions	May 31 - June 6
o HCRRA/RCRRA Authorization	June 11
o Mail RFP's	June 12
o RFP Notice - State Registry	June 17
o Proposals Due	July 19
o Consultant Interviews Staff Award Recommendation	July 29
o Rail Authority Consultant Selection - Authorization to Negotiate Contract	August 13
o Contract Draft	August 20
o Final Contract	August 26
o Contract Award	September 10

REQUEST FOR PROPOSAL
PHASE II PRELIMINARY ENGINEERING - MIDWAY CORRIDOR
RFP #R-0591

INTRODUCTION

Ramsey County and Hennepin County are two of seven counties in the Twin Cities Metropolitan Area participating in the study and development of Light Rail Transit (LRT) as one component of the overall regional transportation system.

Previous studies and regional coordination efforts have identified the "Midway" or "Central" corridor as the corridor with the highest potential for LRT development in the region (Figure 1). The Central Corridor connects downtown St. Paul with downtown Minneapolis.

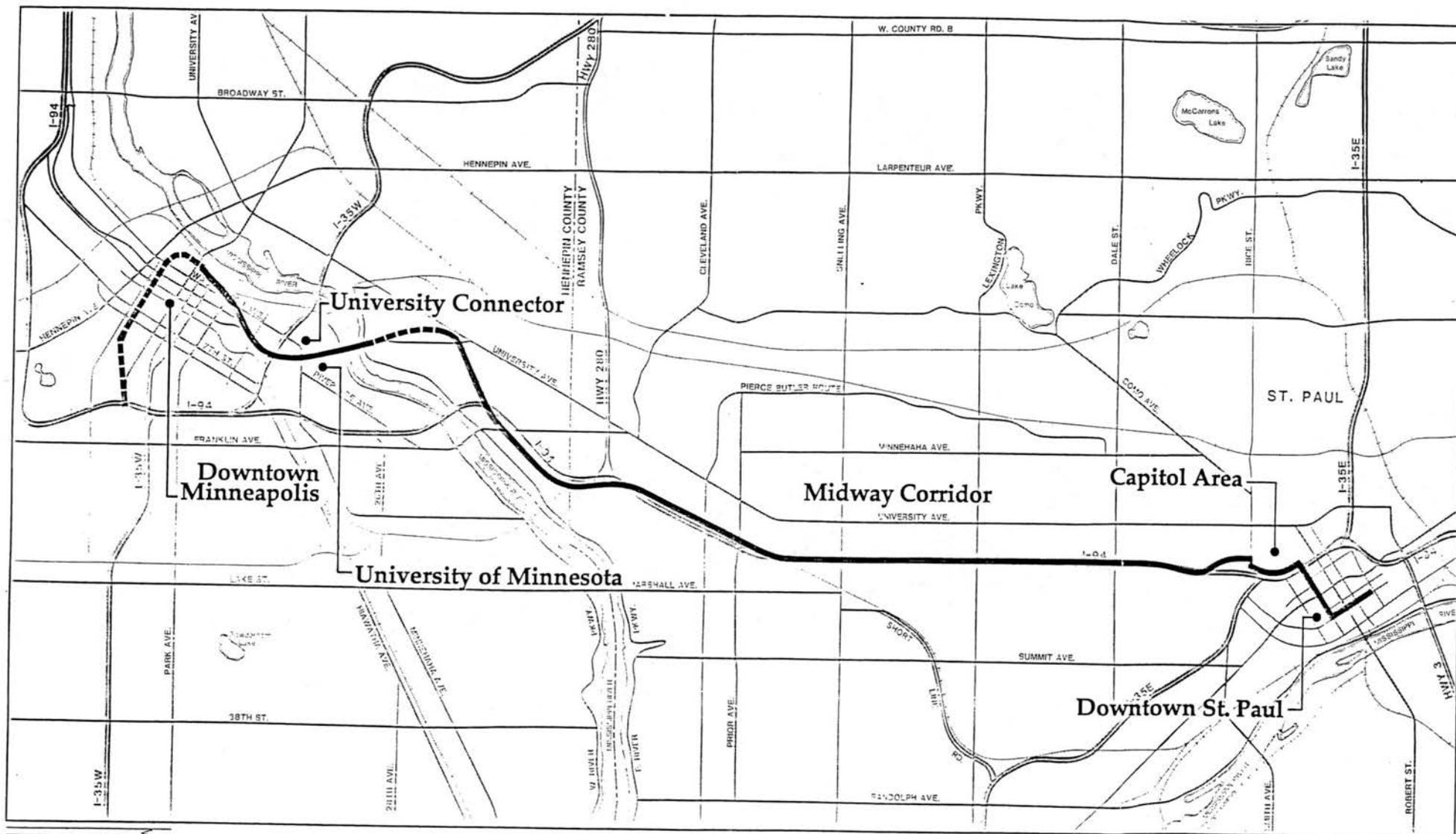
Intensive engineering and environmental studies of the Midway Corridor are continuing at this time. The Ramsey County and Hennepin County Regional Railroad Authorities, with technical support of a consultant team lead by BRW, Inc., have substantially completed Phase I Preliminary Engineering/Minnesota Environmental Impact Statement studies in the Midway Corridor. The determination of adequacy for the Final Environmental Impact Statement is scheduled for fall 1991 and Preliminary Design plans should be complete in August 1991.

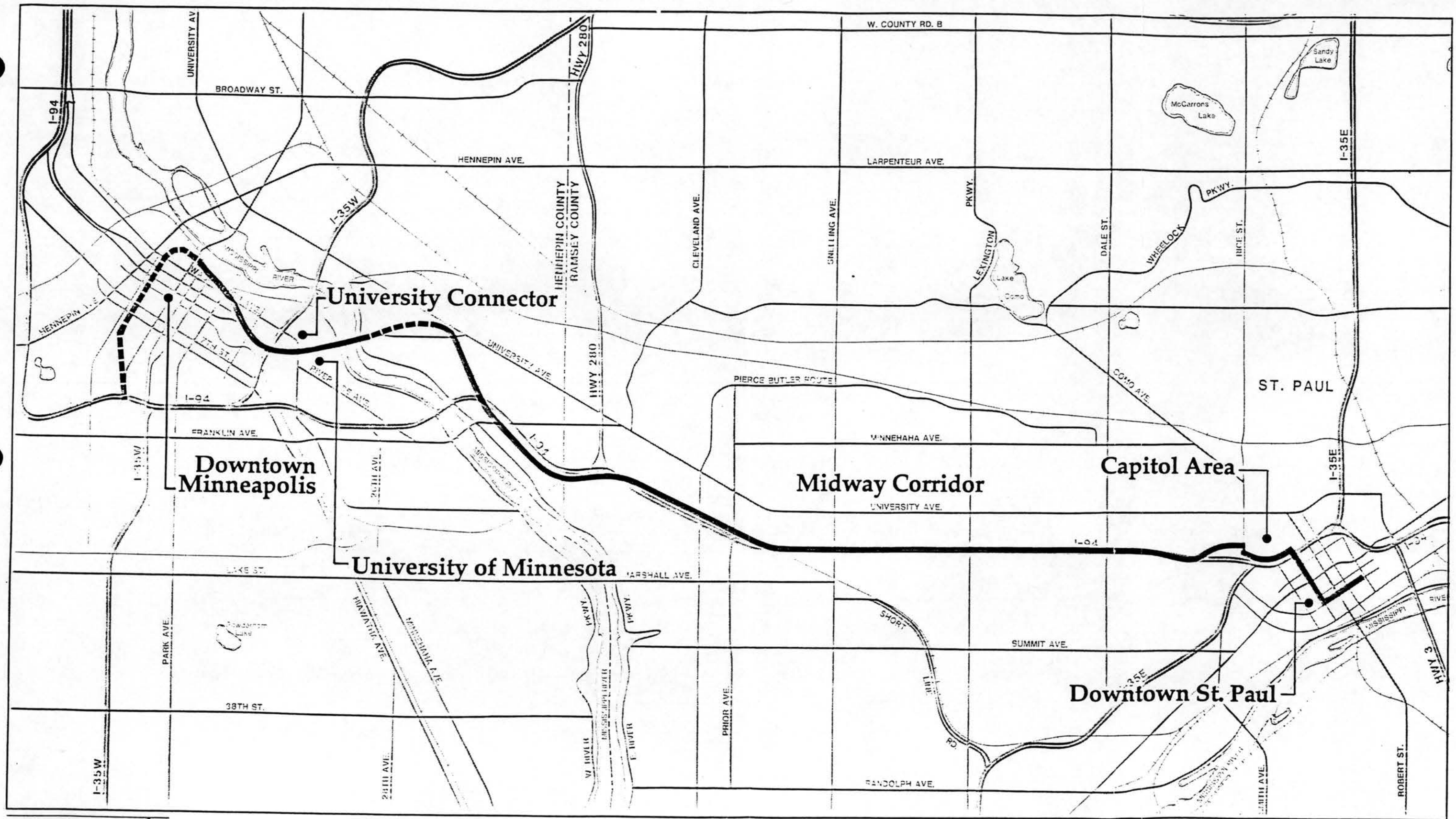
This Request for Proposal has been prepared to elicit information about professional consulting services in the field of light rail transit. This information will provide a basis for contracting professional services for the purpose of conducting "Phase II Preliminary Engineering (PE)" studies for the Midway Corridor. The scope of work for Phase II PE, within the context of this Request for Proposal, provides for advancement of LRT plans and specifications from approximately the 10% level of engineering detail completed in Phase I studies to 30%.

SCOPE OF PROJECT

The Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) are seeking proposals from consultants with extensive experience in the area of transportation planning and engineering, with proven strengths in the area of light rail transit. The selected firm will be actively working with the assistance and direction of RCRRA and HCRRA staff to develop and conduct a detailed work plan for Phase II Preliminary Engineering (PE) for the Midway Corridor.

The Midway Corridor is the eastern portion of the Central Corridor. This portion connects St. Paul with the University of Minnesota (Figure 1). Beginning at the western terminus, the alignment identified for Phase II engineering follows an existing Soo Line Railroad right-of-way from University Avenue near Oak in Minneapolis to I-94 near Fairview Avenue in St. Paul. From Fairview to approximately Western Avenue, LRT follows the median of I-94. At Western, LRT rises out of the median to the north side of I-94 and follows Ravoux Street east to Marion Street. From Marion to Rice Street, LRT passes through

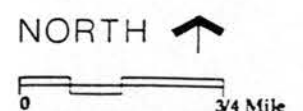




Ramsey County Regional Railroad Authority

Midway Corridor LRT Environmental Impact Statement

Figure 1.0



- Legend**
- At-Grade Alignment
 - - - Tunnel Alignment

Central Corridor
Figure 1

the south edge of the Sears Store parking lot. Crossing Rice Street, LRT follows the north boulevard of 12th Street passing in front of the Veteran's Service Building east to Cedar Street. At Cedar Street, LRT turns south crossing I-94 on the Cedar Street bridge into downtown St. Paul. LRT will operate in a semi-transit mall environment on Cedar and 4th Streets in the downtown area.

This project is large and complex with widespread impacts to and interactions with existing and proposed urban infrastructure. All work performed shall be closely coordinated with ongoing local and regional planning and engineering initiatives. The selected consultant must have a strong working knowledge of local and regional transportation issues and planning/engineering work completed to date.

Work performed in support of this project will comply with all applicable federal, state and local statutes, regulations, guidelines and standards.

This Request for Proposal (RFP) does not obligate the RCRRA and/or HCRRA to complete the project. The RCRRA and/or HCRRA reserve(s) the right to cancel the solicitation if such action is considered to be in its best interest.

SCOPE OF SERVICES SOUGHT

The purpose of the project is set forth in the introduction and overall scope of project provided above. The overall objective is to complete preliminary plans and specifications for all aspects of LRT system construction, operation, and maintenance in the Midway Corridor.

The level of engineering/technical detail to be provided during this project is approximately 30%. The project will build upon planning and engineering products completed during Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor, upon work completed in conjunction with other County Regional Railroad Authority LRT studies, and upon Regional planning initiatives. The consultant shall be familiar with past, present, and planned LRT study efforts in the Metropolitan area and coordinate work efforts to preclude duplication of work and to ensure Midway Corridor LRT plans and specifications are consistent with regional LRT development.

During the project the role of the consultant will carry significant authority and responsibility. Although interacting frequently with RCRRA and HCRRA staffs, responsibility for collection, evaluation, and documentation of technical/design plans, specifications, and reports shall lie with the consultant.

The attached work plan (Attachment 1) provides an overview of the Phase II PE project tasks and objectives. This plan is provided as a guide to consultants during proposal preparation. The consultant(s), on the basis of expertise and professional judgement, are encouraged to correct, refine, and expand task elements to better address overall project objectives. Further refinements to the work plan will be considered during negotiation of the professional services agreement.

The consultant team shall have adequate staff resources to provide the full range of professional services required to complete all tasks and objectives set forth in the attached work plan within the time frame provided.

TIMETABLE

This project will be initiated on or about September 10, 1991. All work shall be completed within 14 months of initiation.

A comprehensive project schedule should be developed as part of the written proposal.

PROJECT COSTS

Each respondent should develop a budget itemization consistent with the proposal document. As a guide to proposers in assessing the overall scope of professional services sought, a maximum cost figure of \$2,940,000 is the absolute upper limit for contractual services including both professional fees and out of pocket expenses.

Actual payment for consultant services will be based on billing rates and chargeable fees in accordance with specifically identified actual costs and profit, and as set forth in a Professional Services Agreement to be negotiated with the selected consultant prior to contract award. The contract shall include estimated not to exceed cost figures for major project elements and firm not to exceed cost figures for professional services. A firm not to exceed total project cost figure, including professional fees and out of pocket expenses, shall be indicated. Out of pocket expenses will be reimbursed separately based upon invoices for actual expenses incurred. Proof required to document actual expenses will be negotiated as part of the contract. The RCRRA project manager reserves the right to require prior approval of all major expenses. See submittal format requirements in the next section for a full explanation of cost itemizations to be included in the proposal document.

Payment schedules will be negotiated prior to contract award. An appropriate retainage will be required to assure acceptable results and timely completion of all project tasks.

PROPOSAL CONTENTS

Proposal text shall be limited to 20 single-sided pages. Supporting tables, graphics, staff resumes, Federal forms 254 and 255, and technical references are not included in this limit. Additional information, such as company literature, may be included in the submittal but should be provided as attachments to the proposal, not as part of the proposal text. All proposals should include the following information:

1. Cover Letter - Introduce the lead consultant submitting the proposal, including the name and address of the contact person(s) representing the same and also names of other firms or individuals participating in the proposal.

2. Introduction - Restate RFP objectives and products to demonstrate the respondent's view and understanding of the project.
3. Experience and Qualifications - Identify the general background, structure and organization, and available resources in personnel/experience/information systems of the participating firm or firms. Federal form 254 and 255 shall be used for this purpose. List at least five client references (include address and phone number) with a brief statement of services rendered. Additional information should be included to demonstrate competence and performance ability in similar projects. The project manager and other members of the project team should be identified. The respondent should identify personnel along with a description of which project tasks each will be responsible for, and relevant detail of their training and experience. The consultant project manager must be available in a local office during the project period.
4. Proposed Work Plan and Approach - Discuss specific project elements with a brief outline of the recommended approach(es) to be taken. The scope of consultant work necessary to achieve desired results should be identified. Specific techniques and methodologies should be included in this section.
5. Project Timeline - Clearly identify anticipated time frames for each major project element.
6. Project Budget - Itemize person hours, applicable classifications and hourly billing rates along with anticipated charges for equipment, materials and other expenses for each project element. The itemization shall be comprehensive, delineating in detail costs relating to professional services required for completion of each task. A total project cost shall be established.
7. Professional Services Agreement - To aid in proposal evaluation and preparation of a draft agreement, it is requested that the consultant include a sample of professional services agreement with the proposal documentation.

A professional services agreement will be prepared by the RCRRA and HCRRA upon selection of a consultant. The draft agreement will be based on proposal review and consultant presentation. The final agreement will be the product of negotiations between the consultant and the RCRRA and HCRRA.

The general format of the agreement shall include at least the following items:

- 1) Agreement Introduction
- 2) Basic Services of the Consultant
 - a) General
 - b) Work Plan Tasks
- 3) Additional Services of the Consulting Firm
- 4) RCRRA and HCRRA Responsibilities
- 5) Period of Services

- 6) Payments to the Consultant
- 7) General Considerations/Provisions
- 8) Signature Block

Appropriate language will be added to document the specific nature and scope of services, costs, responsibilities and liabilities of each party. Additional areas of concern may be incorporated, subject to mutual agreement between parties.

Standard provisions set forth in Appendix A will be incorporated into the professional services agreement. These provisions are considered minimum requirements and may be increased or expanded if it is agreed to be in both parties' interests.

Proposals should be complete and concise. Examples of engineering products completed for similar projects and proposed procedures and methodologies are desirable.

EVALUATION

The timetable for submission, evaluation and award shall be as follows:

- * Proposals Due - July 19, 1991
- * Oral Interviews - July 29, 1991
- * Contract Award - September 10, 1991

All proposals received by the deadline will be evaluated by a selection panel comprised of regional representatives from a broad base of interest and knowledge in local transportation issues and needs.

Oral interviews may be given to all proposers. If interviews are conducted they will consist of a presentation by the proposer to the selection panel immediately followed by a question and answer session. The oral presentation shall be limited to 20 minutes. The question and answer session shall be approximately 25 minutes.

Factors upon which proposals and interviews will be judged shall include but not be limited to the following:

- * Expressed understanding of project objectives and work tasks
- * Demonstrated understanding of local and regional governments
- * Firm qualifications - structure and organization, general background and reputation, readily available resources in personnel/experience/information systems, including financial and technical resources, compliance with public policy, and demonstrated competence and performance ability in architecture and urban design for rail transit.
- * Personnel qualifications - education, experience, and reputation of staff members assigned to the project
- * Detail and quality of proposed work plan, schedule, and anticipated products
- * Detail and reasonableness of cost estimates, service charges and unitized billing rates
- * Quality of presentation - Graphics, verbal skills, time

management, responses to questions, etc.

Selection will be made based on the original proposals presented to the selection panel without negotiation with any proposer.

SPECIAL CONDITIONS

As a prospective contractor, your organization should be able to comply with the following terms:

A. Limitations

the RCRRA and/or HCRRA will not be responsible for any costs incurred by applicants in preparing proposals.

B. Independent Price Determination

Applicants are held legally responsible for their proposals and proposal budgets. Applicants are required to agree not to collaborate for the purpose of restricting competition with other applicants or competitors in developing proposals and budgets.

C. Payment for Services Purchased

A contract will be executed between the successful applicant(s) and the RCRRA and HCRRA.

D. Reimbursement/Payment

Method of payment for services will be negotiated as part of the contract process subject to requirements set forth in "Project Costs" and "Proposal Contents" of this RFP.

E. Contingency Clause

If addendums are needed, all recipients of the original RFP will be notified. If clarifications are needed, the RCRRA and HCRRA reserve the right to notify individual respondents to the RFP. the RCRRA and HCRRA reserve the right to interview any or all respondents it chooses.

F. Proposal Rejection

the RCRRA and HCRRA reserve the right to reject all proposals.

SUBMISSION OF PROPOSALS

Eleven copies of all proposals and supporting attachments shall be submitted to:

Ramsey County Purchasing
316 Courthouse
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

ATTN: RFP #R-0591
James Tolaas

no later than noon on July 29, 1991. Late proposals will not be considered.

DEPARTMENT CONTACTS

Questions concerning the RFP and submittal requirements should be directed to Kathryn DeSpiegelaere, Director of Light Rail Transit Planning, Ramsey County Regional Railroad Authority, or James Tolaas, Project Manager, at (612) 292-7155. Written requests or comments may be submitted to:

Ramsey County Regional Railroad Authority
15 West Kellogg Boulevard
316 Courthouse
St. Paul, Minnesota 55102

APPENDIX A

VI. General Provisions

- A. Consultant 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 Consultant.

B. Equal Employment Opportunity

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

C. Services

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

D. Insurance

The Consultant, and its subcontractor(s) agree to provide liability insurance in the amounts of at least \$1,000,000 per claim for injury, death, or property damage by wrongful act or omission, and \$1,000,000 for any number of claims arising out of a single occurrence. Insurance coverage shall be provided to protect the Consultant and the RCRA and HCRA from any loss arising out of the accomplishing of project tasks. Consultant agrees to furnish all appropriate certificates of insurance if required by the RCRA and HCRA.

E. Indemnity

Consultant agrees to indemnify and hold harmless the RCRRA and HCRRA 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 Consultant, 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 Consultant and its subcontractor under this contract.

It is hereby understood and agreed that any and all employees of the Consultant and all other persons employed by the Consultant in the performance of any of the services required or provided for under this contract shall not be considered employees of the RCRRA and HCRRA 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 Consultant's employees while so engaged in any of the services to be rendered under this contract by the Consultant shall in no way be the obligation or responsibility of the RCRRA and HCRRA.

F. Worker's Compensation

In accordance with the provisions of Minnesota Statutes Section 176.182 (1986) the Consultant 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 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 Consultant shall not be required to furnish the service required under this contract or any portion thereof in the event of its inability to do so by virtue of a concerted refusal of its employees to work or any strike of any kind or character of its or other

employees, including a so-called wild-cat strike or slowdown or stoppage, any riot, civil strife or disturbance, closing of streets, roads or bridges, inclement weather, destruction by any means or methods of any of its property necessary for the performance thereof, flood, fire, act of God or any other cause beyond its control.

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

The Consultant HEREBY AGREES THAT it will comply with Minnesota Statutes, Section 373.073 as amended by Act of April 26, 199, 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 or Human Rights. A certificate shall be valid for a period of two years."

The RCRRA and HCRRA intends to carry out their responsibilities under this statute. If a certificate of compliance is required, the RCRRA and HCRRA 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 the RCRRA and HCRRA 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 of default in the terms, conditions, and covenants herein contained.

OVERVIEW OF
WORK PROGRAM FOR
PRELIMINARY ENGINEERING AND RELATED STUDIES
FOR MIDWAY CORRIDOR
LIGHT RAIL TRANSIT (LRT) SYSTEM

Ramsey County Regional Railroad Authority
St. Paul, Minnesota

Hennepin County Regional Railroad Authority
Minneapolis, Minnesota

MAY 1991

WORK PROGRAM CONTENTS

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	Task 8.0 Environmental Impact Mitigation Planning	
	Task 9.0 Implementation Method and Management Plan	
	Task 10.0 Agency Coordination	
	Task 11.0 Community Participation/Communication Program	

I. PROJECT DESCRIPTION

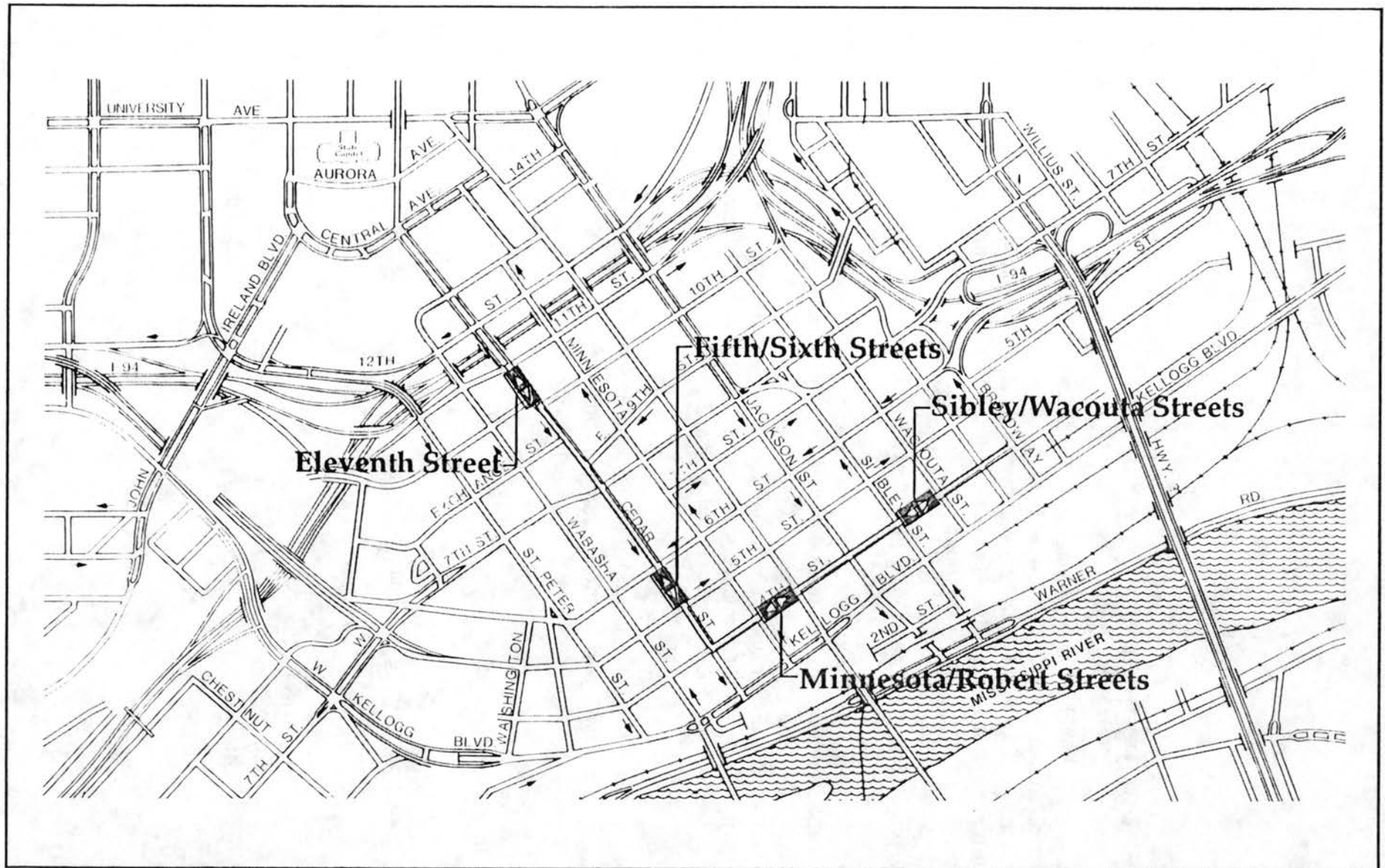
The project will be jointly managed by the Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA). Generally, the individual RRA will make decisions jointly for system-wide issues. For issues entirely within one county, the appropriate RRA will make decisions.

The project consists of completing the following three tasks:

- Preliminary engineering (30 percent) level for a LRT system in the Midway Corridor, including downtown St. Paul.
- Prepare a performance specification for the system elements through modifying the performance specification for the system elements prepared by HCRRA and completing additional location specific analysis.
- Conduct selected related studies in the areas of patronage forecasting, community participation/communication program, agency coordination, environmental mitigation, etc.

The above general tasks will be completed for a system that includes four geographic areas:

- Downtown St. Paul (Figure 1): includes the LRT system located at-grade starting at Cedar/I-94, then turning at 4th Street and heading east to Broadway. Stations are located at:
 - Cedar/11th
 - Cedar/5th
 - 4th/Robert
 - 4th/Wacouta

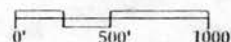


Legend

-  LRT Station
-  LRT Alignment

Midway Corridor LRT

NORTH ↑



**Downtown St. Paul
Alignment and Stations**

Fig. ●

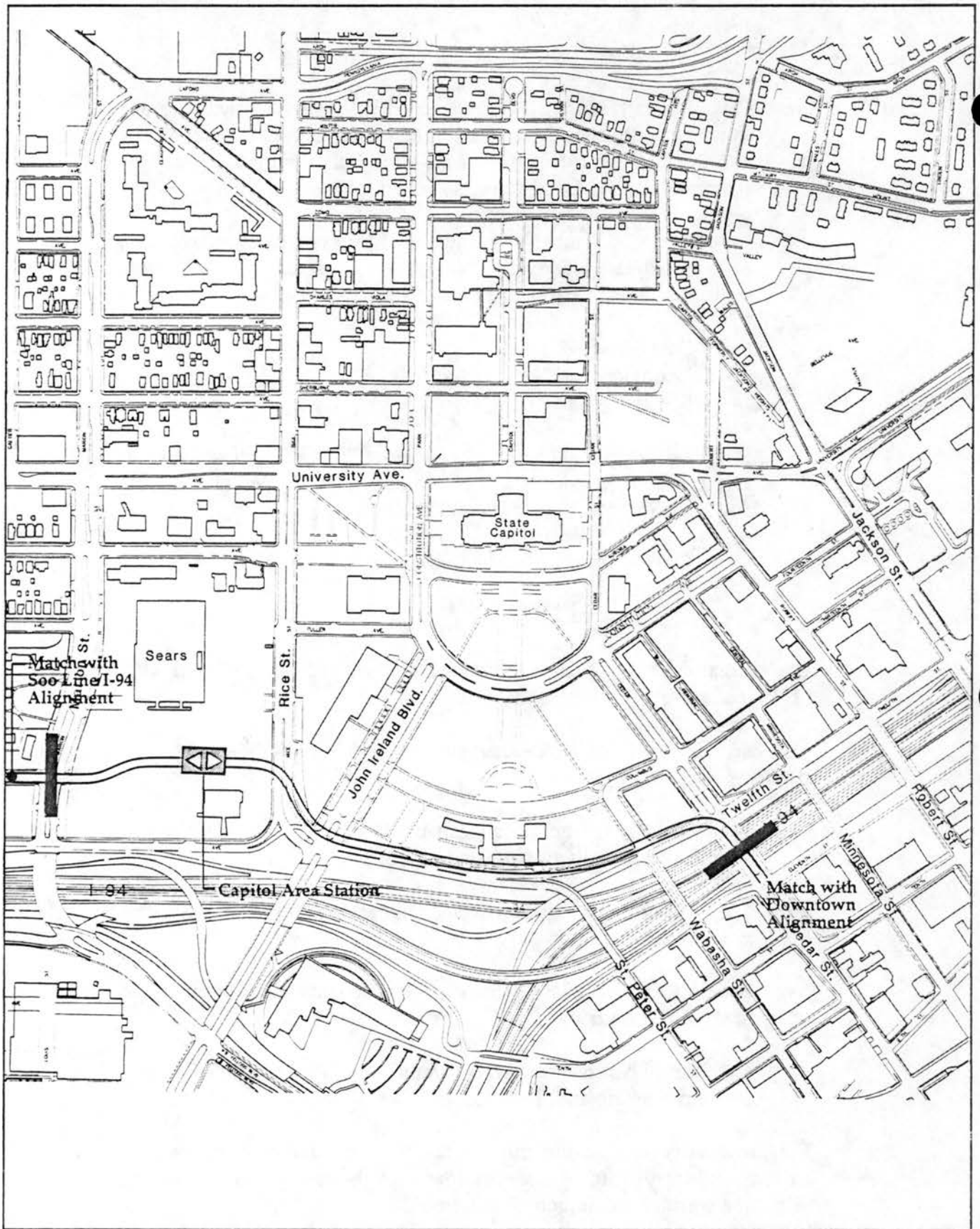
- Capitol Area (Figure 2): includes the LRT system located at-grade along 12th Street to John Ireland Boulevard where it curves to the northwest to be located north of the Kelly Inn to Marion Street. One station is planned in this area, just north of the Kelly Inn.
- I-94 Segment (Figure 3): includes the LRT system between Marion and approximately Fairview; this segment is generally located in the median of I-94. Stations are located at:
 - Dale Street
 - Lexington Parkway
 - Snelling Avenue
- Soo Line Segment (Figure 3): includes the LRT system between approximately Fairview and the intersection of Oak/Beacon along the Soo Line Railroad track. Stations are located at:
 - Cleveland
 - Franklin
 - 25th Avenue

The estimated project cost as contained in the DEIS is \$267.6 million (1991 dollars).

This corridor interfaces with other planned regional LRT service. The interfaces include:

- The University Connector in Hennepin County connects the Midway Corridor to the downtown Minneapolis tunnel.
- The St. Paul South Corridor would connect into downtown St. Paul in Lowertown.
- The St. Paul Northeast Corridor would also connect into downtown St. Paul in Lowertown.
- The St. Paul Northwest Corridor would tie into the Midway Corridor between Snelling and TH 280.

The preliminary engineering must take these corridor connections into account, and the performance specifications for the systems elements must take these corridor connections into account.




 Ramsey County Regional Railroad Authority

 **BRW**

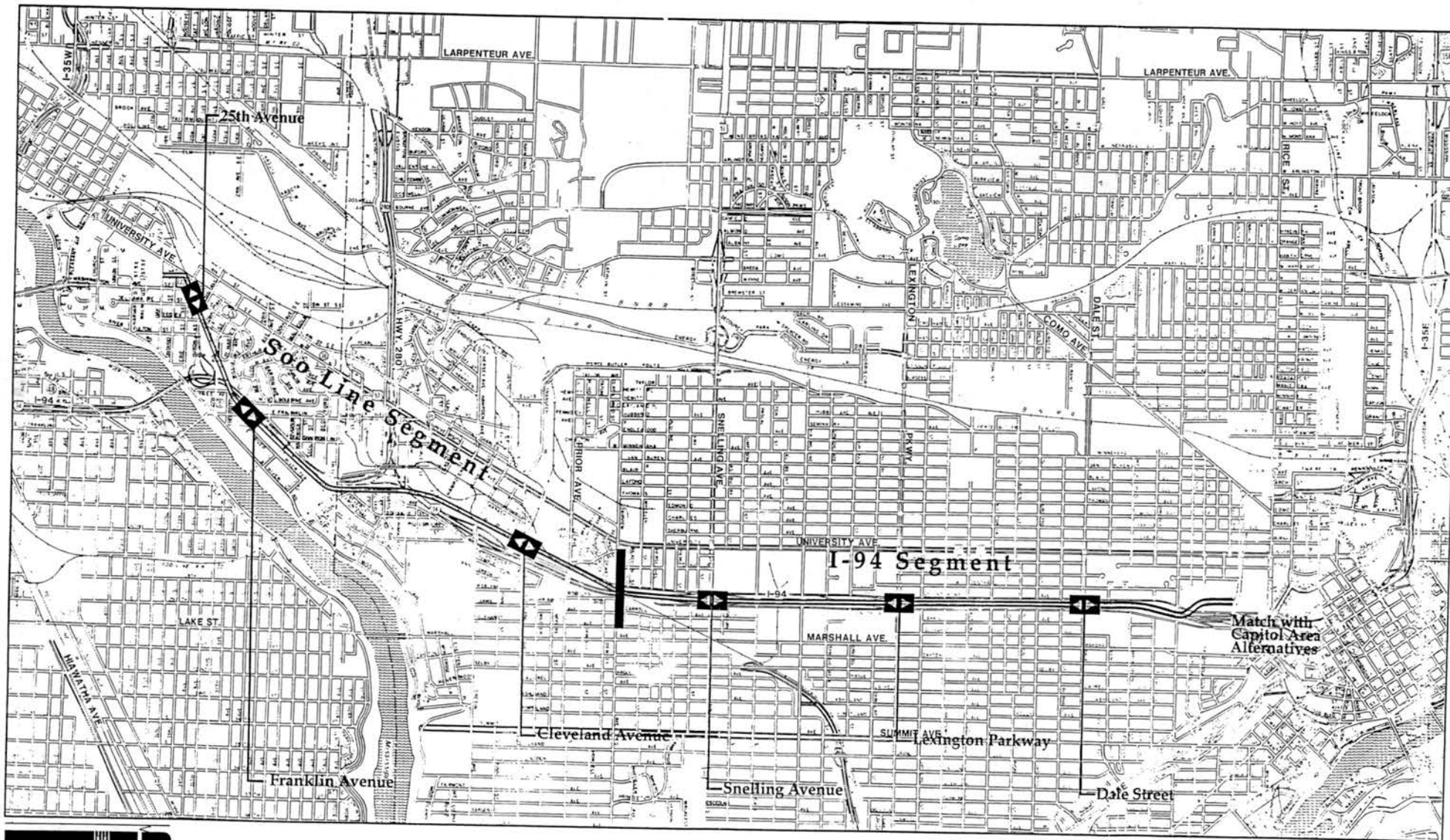
 LRT Station
 LRT Alignment

Midway Corridor LRT

NORTH 
 0' 300' 600'

Capitol Area
 Alignment and Station 22

Figure 2



R
 Ramsey County Regional Railroad Authority
 Midway Corridor LRT

BRW

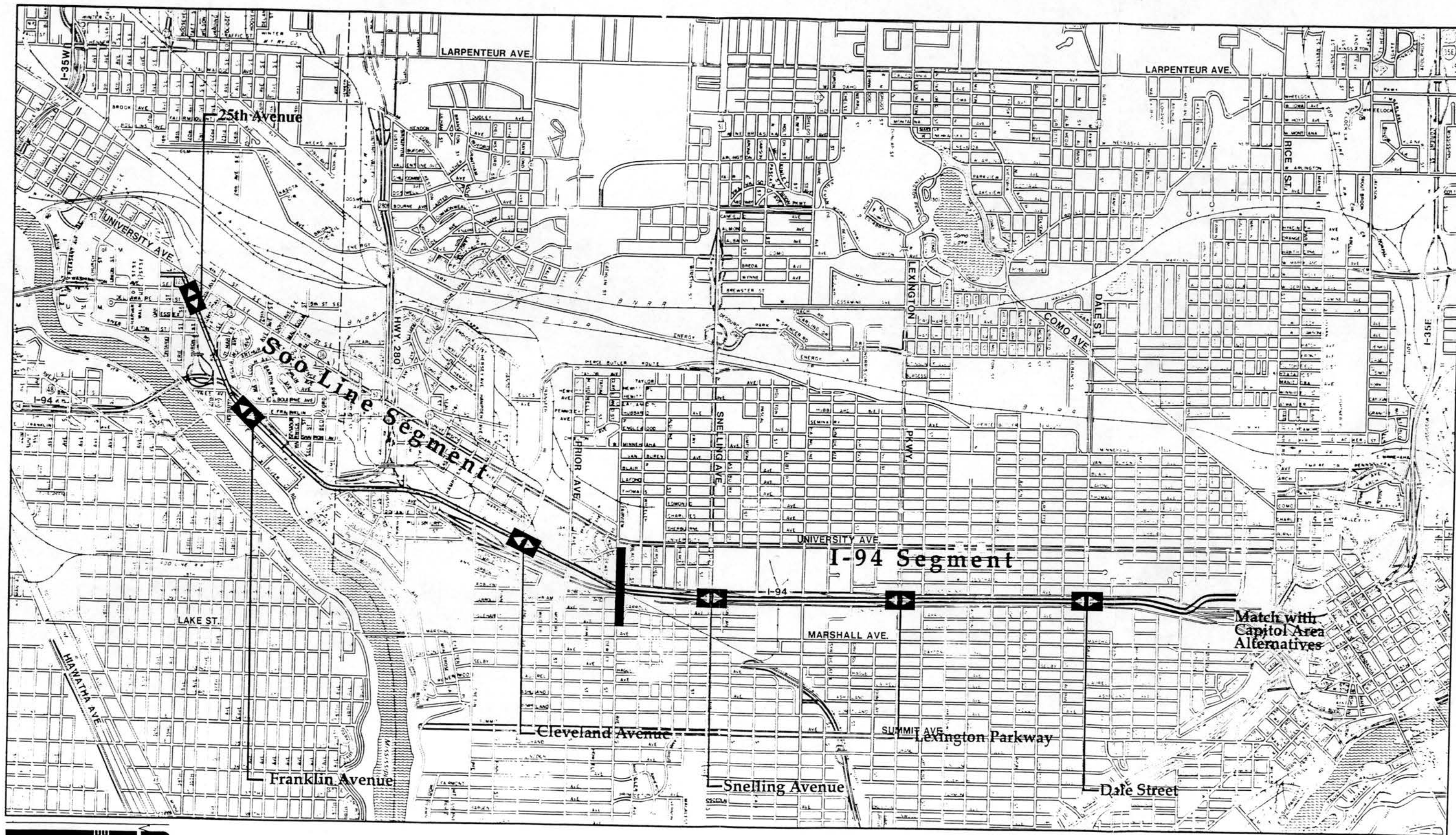
NORTH ↑

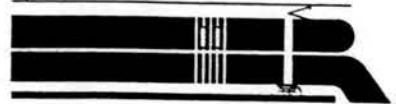
Legend

▣ LRT Stations

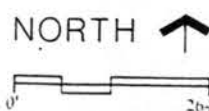
— Soo Line/I-94 Alignment

**Soo Line/Interstate 94
 Alignment and Segments**




 Ramsey County Regional Railroad Authority
 Midway Corridor LRT

 BRW



Legend

 LRT Stations

 Soo Line/I-94 Alignment

**Soo Line/Interstate 94
 Alignment and Segments**

II. RELATIONSHIP OF PRELIMINARY ENGINEERING TO LRT IMPLEMENTATION PROCESS

OVERVIEW OF LRT IMPLEMENTATION PROCESS

The general steps as defined for the Twin Cities for the implementation of LRT include:

- **Preliminary Design** – This represents about 10 percent of the total engineering and design effort and includes a general definition of the LRT horizontal and vertical alignment, station platform locations and ancillary facilities, yard and shops, general limits of construction, the relationship of LRT to the street system, conceptual operating plan, and feeder bus plan. Preliminary design plans are approved by the Regional Railroad Authority and the local units of government served. The Regional Transit Board (RTB), Metropolitan Council, and Minnesota Department of Transportation provide review and comment; the RTB also approves the Preliminary Design Plans and the Metropolitan Council approves the plans for consistency with the transportation policy plan.
- **State Environmental Impact Statement** – A state EIS is prepared for LRT service; state requirements for publication, notification, hearings, input and decisions must be followed.
- **Preliminary Engineering (Civil Works) and Performance Specification (System Components)** – This represents approximately 30 percent of engineering and design effort, and full preparation of the performance specification for the system elements. This effort is the subject of this work program.
- **Final Design** – The product of final design is a complete set of plans, specifications, and an estimate for the civil works. This work may be completed by a turnkey contractor or by the implementing agency.

- **Implementation** – This phase includes the awarding of the civil works and system elements, construction of the system, the administration of the implementation, and system testing.
- **Operation** – Commencement of revenue operation.

CURRENT STATUS OF MIDWAY CORRIDOR

The preliminary design plans have been prepared; the plans were approved by the Ramsey County RRA for distribution on May 14, 1991, and the Hennepin County RRA for distribution of May 21, 1991; and public hearings will be held by the two Regional Railroad Authorities on June 25, 1991. The City of St. Paul and City of Minneapolis approval/disapproval is expected within 45 days of June 25, 1991. RTB, Mn/DOT, and Metropolitan Council comments are due on August 14, 1991.

The state Draft Environmental Impact Statement has been prepared, public hearings held, and a Final Environmental Impact Statement will be approved by the RCRRA for distribution. An adequacy decision is expected in late summer/early fall, 1991.

GENERAL DEFINITION OF PRELIMINARY ENGINEERING

Preliminary Engineering includes the following major activities:

- 1.0 **Project Administration** – includes project management, schedule and budget control, system cost control, configuration control, quality assurance, and fire/life safety and systems assurance.
- 2.0 **Operations Planning** – includes LRT patronage forecasting, bus service planning, LRT operations plan, and LRT maintenance plan.
- 3.0 **Systems Engineering Design** – includes preparation of performance specifications for signals, traction electrification system, communications, vehicles, fare collection, support equipment, corrosion control, and yards/shops requirements.
- 4.0 **Civil Engineering Design** – includes geotechnical, base mapping, surveys, right-of-way definition, and preparation of 30 percent of engineering for track work, standard and special structures, utilities and drainage.
- 5.0 **Facility Design** – includes the 30 percent level of design for the guideway, additional maintenance facilities, and stations. This task

also includes the design activities to interface with the Capitol Area, to interface with the downtown St. Paul semi-transit mall, and to plan the station areas.

- 6.0 **Coordination, Participation and Communication Program** – includes the required coordination with governmental and private agencies that have an interest in this project, the participation of groups and individuals interested in the project, and the communication of the project.
- 7.0 **Other Tasks** – includes value engineering, cost estimates, financial planning, environmental impact mitigation, and implementation planning.

The work program presented in this document expands on the above major activities.

III. RCRRA AND HCRRA RESPONSIBILITIES

The staff of the RCRRA and HCRRA are responsible for the overall direction of the Preliminary Engineering work and will conduct the following activities:

- Provide overall direction for project management
- Provide a project manager
- Provide a community liaison manager
- Attend regularly scheduled project meetings
- Represent the project at Authority meetings
- Attend meetings with interested agencies, groups and individuals
- Set required policy direction or obtain the appropriate policies
- Provide guidance in the development of study products and provide review and comment on study products
- Assist in obtaining required base information for the project
- Address contaminated soil issues
- Administer the consultant contract and process payment invoices

RCRRA and HCRRA have minimum staff available for the preliminary engineering of the Midway Corridor. The project consultant should understand this situation and expect to act as an extension of the staff.

IV. WORK PROGRAM

Outlined below are the eleven work tasks to be completed for the Preliminary Engineering of the Midway Corridor.

1.0 PROJECT ADMINISTRATION

1.1 Project Management

The Consultant will develop a Project Management and Control Plan that will outline the management efforts required to meet the project objectives and the communication systems by which all participants will operate. The Consultant will apply the Project Management and Control Plan and will supervise the completion of the work program according to the contract. The Consultant shall assure that project activities follow the established scope, schedule or cost plan, or effect changes in the program. Progress reports shall also be prepared.

1.2 Work Authorization/Schedule

The Consultant shall define a system for project scope, schedule, and budget adherence. This system will serve as the basis for a project master schedule and a project control system.

1.3 Subcontracting

The Consultant shall prepare, negotiate, and administer all required subcontracts. Once a subcontract is executed, the Consultant will administer the contract, obtaining the required reports on progress and expenditure, processing, billings, and managing the work tasks.

1.4 System Cost Control

The Consultant will establish a monitoring system to track all changes in the system capital cost, and operating and maintenance costs. Frequent interface with the RRA staff will be held to report on the results of the monitoring system.

1.5 Configuration Control

The Consultant will establish a monitoring system to track all changes to the definition of the LRT system resulting from the Preliminary Design Phase. Frequent interface with the RRA staff will be held to report on the results of the monitoring system.

1.6 Quality Assurance

The Consultant will define and implement a quality assurance program for the Preliminary Engineering Phase of the program.

1.7 Fire/Life Safety and Systems Assurances

The Consultant will coordinate with the HCRRA Fire/Life Safety Committee to include discussion of the Midway Corridor, participate in the Fire/Life Safety Committee meetings, and assist in the development of a regional approach for fire/life safety codes and emergency procedures for light rail transit with attention to their application in the design of the Midway Corridor.

2.0 OPERATIONS PLANNING

2.1 LRT Ridership Forecasts

Up to five additional LRT ridership forecasts for the Central Corridor are expected. Forecast variations could include:

- Additional/deleted stations
- Different regional configurations
- Sensitivity analysis
- Varying headways
- Varying feedbus routes

The Consultant shall prepare and code the transit networks, and shall review the model output. The Metro Council shall run the patronage forecasting models.

2.2 Bus Service Planning

The Consultant will work with the MTC staff and RTB staff to refine the feeder bus plan, the deleted bus service, and the remaining local bus service. Alternative transit service plans will be developed and evaluated. The bus service plans will serve as input to the patronage forecasting model.

2.3 LRT Operations Plan

The Consultant will prepare a LRT operations plan for the Central Corridor and for various regional configurations. The Train Simulation Model will be run in order to develop a preliminary operating timetable; input will also include service headways. The timetable will be used to update fleet sizing and to determine operating labor requirements. Up to four simulations will be run.

3.0 SYSTEMS ENGINEERING DESIGN

The HCRRA has prepared a vehicle performance specification, fare collection specification and a support equipment specification. No further work is required for the Midway Corridor on these documents. The additional work required on the other systems components is defined below.

3.1 Signals

The Consultant will prepare work papers, design criteria, analyses and specifications to support a one-step performance specification procurement process for the signal system. The Design Summary Report prepared by HCRRA, which identifies the signal system philosophy, hardware, and characteristics, will be incorporated. Special attention will be placed on downtown St. Paul. Once the type of system is determined, the Consultant will develop design criteria, including a general description for each system (i.e., Soo Line, I-94, Capitol and downtown). The Consultant will prepare performance specifications.

3.2 Traction Electrification System

The Consultant will prepare a Design Summary Report which outlines the substation and overhead characteristics. An evaluation will be completed and substation sites will be investigated and located. AC feed points and sources will also be identified. The report will include a substation single

line diagram, a system AC schematic, a DC distribution diagram, and substation and OCS directive drawings (based on HCRRA work).

The Consultant will also develop a technical specification consistent with a performance specification procurement process.

3.3 Corrosion Control

Soil resistivity data for the Midway Corridor will be provided by the soils engineers. An analysis will be made of the similarity of the soils resistivity in Hennepin County. If the data is similar, the utility guidelines and design criteria prepared for HCRRA will be used. This work program assumes this is the case. If required, stray current analysis will be performed for the alignment.

3.4 Communications

The Communications Systems Design Summary Report and the Design Criteria prepared for the HCRRA will be utilized for the Midway Corridor. A specification based on the report and the criteria will be prepared that is consistent with a performance specification procurement.

3.5 Ancillary Yard Facilities

The Consultant will conduct an analysis of the need for and the feasibility of an ancillary yard facility east of downtown St. Paul, expanding upon the analysis completed for the RCRRRA Comprehensive LRT Plan. If the analysis shows the need for an additional storage yard, the design will be progressed to show the yard layout and site plan.

4.0 CIVIL ENGINEERING DESIGN

4.1 Geotechnical

Conduct soil investigation of corridor alignment, station sites, and parking sites and make recommendations for final design.

- Research historical data.
- Determine additional boring needs.
- Perform selective field borings.
- Perform laboratory testing and analysis.
- Prepare geotechnical report and recommendations.

4.2 Surveys

Conduct field surveys as required for ground control and data collection.

- Determine ground control needs from mapping company and establish control in field.
- Supplement mapping with field surveys when photography was obscured or otherwise unusable.
- Field locate soil borings, selected underground facilities, and controlling horizontal and vertical features.
- Field stake parcel impact areas.

4.3 Mapping

Prepare national map standard base mapping for 50-scale, 1-foot contour map in CADD system database format for project corridor.

- Obtain 1" = 250' aerial photography for project corridor that was flown in November 1990.
- Prepare digital base map with topographic data and digital terrain model.
- Add field survey data obtained in Task 4.2

4.4 Guideway, Geometrics and Clearances

Establish horizontal and vertical alignment and clearance requirements for LRT guideway.

- Apply final design criteria to Preliminary design and refine alignments to site-specific needs.
- Mathematize and document alignment geometry.
- Develop typical cross-sections for each major type of track construction.
- Apply typical sections to horizontal and vertical alignment and determine construction limits.

4.5 Trackwork

Review the following products developed by HCRRA:

- Standard details and geometry for trackwork features.
- Requirements of system elements to provide for trackwork elements such as operating mechanisms, circuit controllers and switch heaters.
- Performance specifications for final trackwork design that include the following:
 - Preliminary rail fastener designs including but not limited to rail support on the several types of track construction, loadings imposed by light rail transit equipment, traction power return current, stray current (corrosion) control, signal circuits and economy and simplicity of design.
 - Train control data for trackwork including but not limited to insulated joint and impedance bond locations, switch operating mechanisms and other related equipment.

Develop the following products:

- Refined trackwork geometry to fit specific requirements and sites in the corridor.
- Measures for the control of noise and vibration.

4.6 Utilities

Record and document existing conditions; relocate and protect as required by impact of the LRT system; and coordinate with utility owners.

- Collect all existing as-built and general underground and overhead utility information.
- Direct surveys to obtain selected field information.
- Develop contacts with all public and private utility owners and coordinate accommodations.
- Prepare and/or coordinate preliminary designs (10%) of all public utilities.

- Identify easement or right-of-way requirements for utility relocations.
- Coordinate preliminary engineering activities by private utility owners for all private utilities impacted.
- Develop preliminary utility agreements with all affected utilities; the Master Agreement prepared by the HCRRA will serve as the basis of the agreement.

4.7 Drainage

Record and document existing conditions; relocate and protect as required by impact of the LRT system; design new systems as required for LRT guideway, stations and parking areas.

- Collect all existing as-built data.
- Determine drainage needs of system using established criteria.
- Prepare preliminary engineering of drainage improvements including general flow patterns, collection points, piping and major structures.
- Coordinate activities with agencies having jurisdiction over drainage areas and existing systems.
- Identify and coordinate to preliminary status all permits needed to implement drainage accommodations.
- Identify easement or right-of-way requirements.

4.8 Guideway Structures

Prepare preliminary type, size and location designs for all bridges and retaining walls.

- Identify all existing and proposed walls, bridges and major culverts along the system and document by station and location.
- Perform preliminary engineering studies of alternative structure types, reconstruction needs, foundation conditions and structure span arrangements.

- Prepare plan, elevation, major detail and survey/alignment sheets for each structure.
- Prepare reconstruction report for existing structures to be rehabilitated including coordination with the impacted jurisdiction.

4.9 Right-of-Way

Define and document the right-of-way necessary for the acquisition of property or easements by the Authority for the guideway, stations and parking areas.

- Conduct record search of existing property description, ownership and recorded data within acquisition parcel areas.
- Apply construction limits determined in Task 4.4 to right-of-way data.
- Prepare legal descriptions, right-of-way authorization maps and parcel diagrams for acquisition activities for the affected properties, as directed by RRAs.

4.10 Street and Signal Modifications

Preliminary engineering for modifications to the existing at-grade street system.

- Prepare report documenting operational impacts and recommendations for all LRT/street interface areas.
- Prepare preliminary engineering layout of street reconstruction areas including geometrics, signal modifications, right-of-way impacts, and pedestrian requirements.
- Coordinate modifications with local jurisdictions.
- Coordinate signal modifications for coordination with LRT train signal requirements (i.e., preemption, interconnection, etc.) with system designs.

4.11 Interface with Mn/DOT

Coordinate interface of LRT with I-94 and redesign of the highway with the Minnesota Department of Transportation.

4.12 Plan Assembly

Document all 4.0 tasks on Preliminary Engineering drawings in 22" x 34" format.

- Preliminary Engineering drawings shall include but not be limited to the following:
 - Title Sheet
 - Sheet Index
 - Statement of Estimated Quantities (Approx.)
 - Track Alignment Tabulations
 - Existing Conditions and Right-of-Way
 - Proposed Plan and Profile
 - Composite Existing Utilities
 - Utility and Drainage Modifications
 - Bridge plan and profiles
 - Retaining wall plan and profiles
 - Typical Sections
 - Standard and Directive Drawings

4.13 Design Criteria

- Review and coordinate with HCRRRA Stage 1 Design Criteria.
- Produce additions resulting from the unique requirements of the Midway Corridor.

Deliverables:

- Design Criteria
- Preliminary Design Drawings
- Directive Drawings
- Standard Drawings
- Outline Specifications
- Geotechnical Report
- Right-of-Way Map

5.0 FACILITY DESIGN

The design of the LRT facilities; stations, maintenance facilities, guideways, and transit malls will integrate input from neighborhoods, community and civic groups, local and state agencies and others with interests in the project. The framework for the coordination of this input is outlined in Section 10.0 Agency Coordination and 11.0 Community Participation/Communication Program.

5.1 Station Areas (25th Avenue, Franklin Avenue, Cleveland Avenue, Snelling Avenue, Lexington Avenue, Dale Street, Rice Street)

- Station Area Land Use Plans – The station area land use planning and urban design completed during preliminary engineering should be completed by the appropriate city and should follow the eight tasks identified in the "LRT Regional Coordination Plan", dated December 1990, on page 107. This work will be conducted in an interactive manner with the preparation of the preliminary engineering plans.
- Station Access and Traffic Control – Study station access and control for pedestrians, bicycles, buses and automobiles. Diagram proposed circulation patterns for each station site at a scale of 1" to 100'.

5.2 Station Structures and Station Sites

- Station Sites (25th Avenue to Rice Street)

For each of the seven stations prepare the following preliminary design drawings at 1" = 40':

- Existing Condition/Demolition Plan.
- Site Plan – locating station facilities, access points and circulation for pedestrian, bicycles, buses and automobiles.
- Landscape Plan – illustrating landscaping, paving treatments, lighting and site furniture.
- Grading and Drainage Plan – locating proposed catch basins with spot elevations and proposed land forms with top and toe of slope elevations.

- Utility Plan

- Station Structures

For each of the eleven stations (25th Avenue to Union Depot) prepare the following preliminary design drawings:

- Platform Plan at 1" = 20"
- Platform Sections at various scales
- Mezzanine Plan at 1" = 20" (I-94 Stations)
- Mezzanine Sections at various scales

- Directive Drawings

Produce directive drawings for those elements that are determined to be prototypical and have system-wide applications. The directive drawings will be prepared for five areas: architectural, civil, structural, mechanical and electrical. The products developed for the HCRRA will be utilized where appropriate.

- Design Criteria

Review and coordinate with HCRRA Stage I Design Criteria. Produce additions required due to unique aspects of the Midway Corridor.

- Cost Estimates

Provide data to and coordinate with the Project Cost Estimator.

5.3 Capitol Area

The tasks identified below will be coordinated with the Capitol Area Architectural and Planning Board.

- Urban Design

Identify urban design issues related to the stations and guideway proposed in the Capitol Area from Marion to Eleventh Street. Illustrate issues on a plan at 1" = 100'.

- Streetscape

Develop landscaping and street furniture to enhance the guideway treatment in the Capitol area. Prepare drawings at 1" = 20", illustrating the enhancements.

- Traffic and Access

Study and illustrate pedestrian and vehicular access to and from the stations in the Capitol area. Diagram circulation patterns on a plan at a scale of 1" to 100'.

5.4 Downtown Mall Cedar and 4th Street (I-94 to Wall Street)

- Economic Development

Identify and document economic development issues related to the implementation of the transit mall. Produce two plans at 1" = 40' illustrating in diagram and note form the issues.

- Traffic and Access

Study and develop an overall circulation plan for pedestrian, bus, automobile and delivery along the mall. Produce two plans at 1" = 40' illustrating the proposed circulation patterns.

Develop plans with individual building owners of improvements and alterations required of their property for implementation of the transit mall.

- Urban Design

Identify and document, in diagram form, urban design issues and goals on two plans at a scale of 1" = 40'.

- Streetscape

Produce a plan at 1" = 20' illustrating the location of streetlighting, catenary supports, trackway, stations, curbs and curb cuts, and paving materials.

5.5 Guideway Enhancements (Soo Line and I-94)

Identify and document locations along the alignment (not in station areas) that require special study and treatment. Prepare plans and sections showing guideway enhancements at a scale of 1" to 20'.

5.6 Maintenance Facilities

Develop plans as required for ancillary buildings on-line maintenance buildings and miscellaneous structures.

6.0 VALUE ENGINEERING

The Consultant will establish a value engineering function within the engineering team. The value engineering studies will be performed by a multidisciplinary design team. The objective of value engineering is to establish the lowest total life-cycle cost for a given function or set of functions consistent with performance reliability and maintainability requirements. The value engineering function will be independent of the line engineering and design function.

6.1 Select Value Engineering Team

The Consultant will select from member teams a group of individuals to perform the value engineering function. It is expected that four people will be required. Candidate disciplines include electrical, mechanical, civil, structural, construction and cost engineers, architects/urban designers, and transit operation and maintenance specialists.

6.2 Review of Preliminary Engineering

The Value Engineering Team will review the products of Preliminary Engineering near the end of this phase; so that proposed major design decisions are known, but not yet final. It is expected that the team will spend one week reviewing the interim products.

6.3 Preparation of Report on Value Engineering

The Value Engineering Team will prepare a short report that documents the findings of the review of the preliminary engineering work and transmit to the Project Manager, RCRRA staff, and HCRRA staff.

6.4 Discussion on Value Engineering Report

The Value Engineering Team, the Project staff, the RCRRA staff, and the HCRRA staff will discuss each of the value engineering team's recommendations. It is expected this will take one week.

6.5 Decisions

The RCRRA and HCRRA staff will make decisions on the changes to the preliminary design as a result of the value engineering function.

7.0 SYSTEM COST ESTIMATES

7.1 Capital Cost Estimates

Capital cost estimates will be prepared three times during the preliminary engineering phase:

- After approximately 1/3 of the engineering work is completed
- After approximately 2/3 of the engineering work is completed
- After the preliminary engineering is completed

The estimates will be given to the Project Manager for monitoring of adherence to the budget (Task 1.4). Design revisions may result. The objective is to design within the budget developed during Preliminary Design.

7.2 Operating and Maintenance Cost Estimates

The RTB is retaining a consultant to develop a LRT O&M cost model. The Consultant will run the model for the selected operating plan.

8.0 ENVIRONMENTAL IMPACT MITIGATION PLANNING

8.1 Westgate/TH 280 Station

During the comment period for the DEIS, the City of St. Paul, the Midway Corridor Task Force and District 12 suggested that the Westgate/Court

International area should be served by a LRT station. There are a number of ways to accomplish this; three alternatives are:

- Locate an additional station on the south side of I-94 along the Soo Line alignment and connect over I-94 with a pedestrian bridge.
- Relocate the LRT line just north of I-94 through the area and add a station.
- Use an alignment which connects I-94 east of TH 280 with University Avenue or the University of Minnesota Transitway west of TH 280.

These alternatives and others will be defined and evaluated. The RCRRA and HCRRA will make an alignment decision.

8.2 Cultural Resources

During the preparation of the DEIS a "first stage" of investigation for an initial reconnaissance survey was completed to identify known cultural resources. Now a second stage will be completed to identify, evaluate, and assess presently known resources. These investigations will adhere to the guidelines set forth by the Procedures of the National Advisory Council of Historic Preservation (36 CFR 800).

The second stage investigation will result in a Technical Report that identifies, evaluates, and assesses all cultural resources that may be potentially affected by the project. The report will provide a detailed inventory of all historic architectural, and archaeological resources within the corridor potentially eligible for inclusion to the National Register of Historic Places. The report will also interpret the results of the field investigations, assess impacts and propose mitigation measures.

8.3 Noise/Vibration

During the comment period on the DEIS, a concern was raised about noise and vibration near the Prospect Park neighborhood. A specific plan will be developed to address and resolve the issue. The RCRRA and the HCRRA will approve the plan.

8.4 Capitol Area

As previously discussed under Task 5.3, special attention will be placed on the LRT design through the Capitol Area. The concerns raised by the

Capitol Area Architectural and Planning Board will be addressed. The RCRRA will approve the plan.

9.0 IMPLEMENTATION METHOD AND MANAGEMENT PLAN

The Regional Coordination Plan prepared by the RTB with advice from the Joint Advisory Committee recommended that each corridor should evaluate and select a preferred implementation method. The Consultant will briefly summarize the advantages and disadvantages of each alternative implementation method and assist the RCRRA and the HCRRA in selecting a preferred method.

A management plan will be prepared for the selected implementation method that defines the required support in management and control during the design, procurement, testing, construction, installation, test and start-up and operating and maintenance of the system.

10.0 AGENCY COORDINATION

This task includes the activities necessary to coordinate the preliminary engineering activities with public and quasi-public agencies. The potential agencies include:

- Minnesota Department of Transportation
- Federal Highway Administration
- City of St. Paul
- City of Minneapolis
- Capitol Area Architectural and Planning Board
- Regional Transit Board
- Metropolitan Transit Commission
- Metropolitan Council
- University of Minnesota
- Urban Mass Transportation Administration
- Environmental Quality Board
- Utility Companies
- Watershed Districts

This task also includes meeting with the RCRRA and the HCRRA.

11.0 COMMUNITY PARTICIPATION/COMMUNICATION PROGRAM

The Consultant's role in the participation/communication program will be defined to meet the line item budget. The candidate tasks include:

- Preparation of a newsletter
- Meetings with neighborhoods and community groups
- Meetings with a Downtown Advisory Committee and downtown property owners
- Information presentation and support graphics

#7866

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority Originating Department <u>K. DeSpiegelaere</u> Authorized Signature <u>6/3/91</u> Date	Board Action Requested Update on South Corridor LRT Alignment Study DISCUSSION ONLY
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Request Justification

See memorandum from K. DeSpiegelaere with attachments

Budgeting and Accounting <u>Ed Blawie</u> <u>6/4/91</u>	Date / Time
County Attorney <u>[Signature]</u>	Received By
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

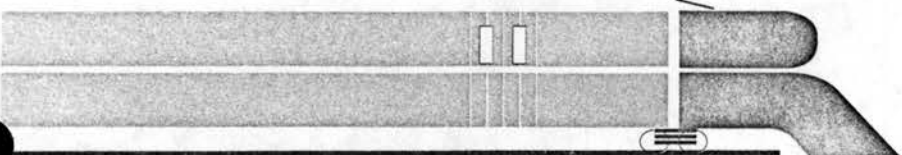
Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date June 11, 1991
Board Date

Signature
<u>[Signature]</u>
Signature

Date
Date 6/4/91
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 *JD*

SUBJECT: Update on South Corridor LRT Alignment Study

DATE: June 3, 1991

Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority have been conducting a study of the South LRT Corridor, extending from downtown St. Paul south into Dakota County. The purpose of the study is to develop alignment information and complete the state requirements for a Scoping Decision, the first phase of a State Environmental Impact Statement.

A Technical Committee, consisting of staff representatives of government agencies, and a Corridor Advisory Committee, consisting of citizen representatives, have been meeting and making recommendation on the work as it progresses.

In February, 1991, Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority set the parameters for the study area and determined that alignments would be considered for further study in the vicinity of:

1. Lafayette Freeway (downtown to TH 55)
2. Robert Street (Plato Boulevard to TH 55)
3. I-494 (Lafayette Freeway to I-35E)
4. Lone Oak Road (Lafayette Freeway to TH 55).

The Corridor Advisory Committee has recommended that the primary alignment for study in the St. Paul section of the corridor be Lafayette Freeway (Attachment 1).

Additional studies will now be made of ridership potential for that alignment. Economic development potential is also being assessed. The alignment selection will be made by

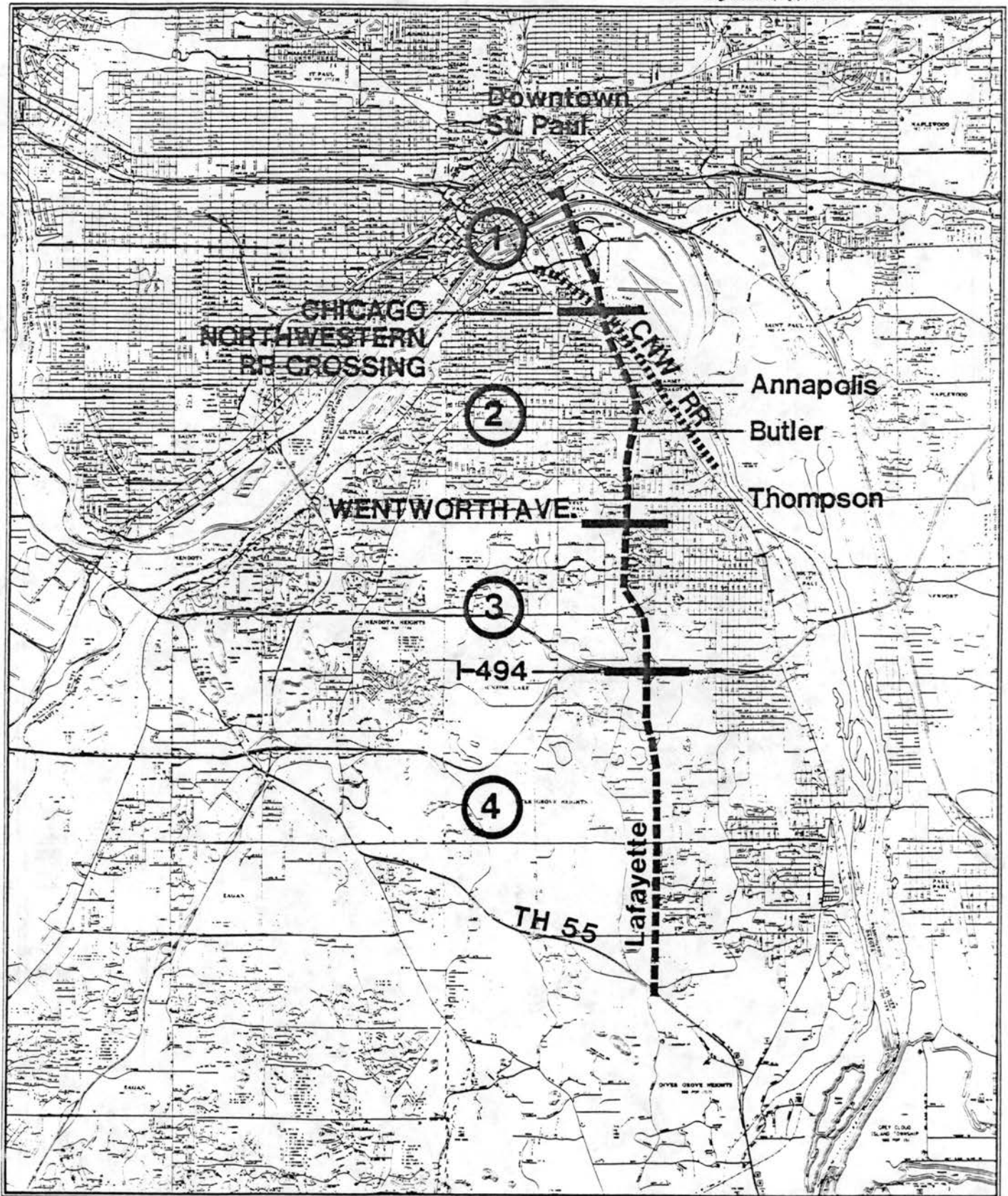
Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority after the Scoping Phase for the Environmental Impact Statement.

Meetings have been held with property owners in the vicinity of the downtown St. Paul connection of the Midway Corridor/Northeast Corridor/South Corridor near Fourth Street and Wall Street. The group concluded that Fourth Street to Wall Street, then crossing the Mississippi River, was their preference for alignment (Attachment 2).

A public meeting was held on May 9 to discuss progress to date on the South Corridor.

Recommendation:

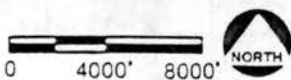
For your information.



St. Paul South LRT Alignment Study

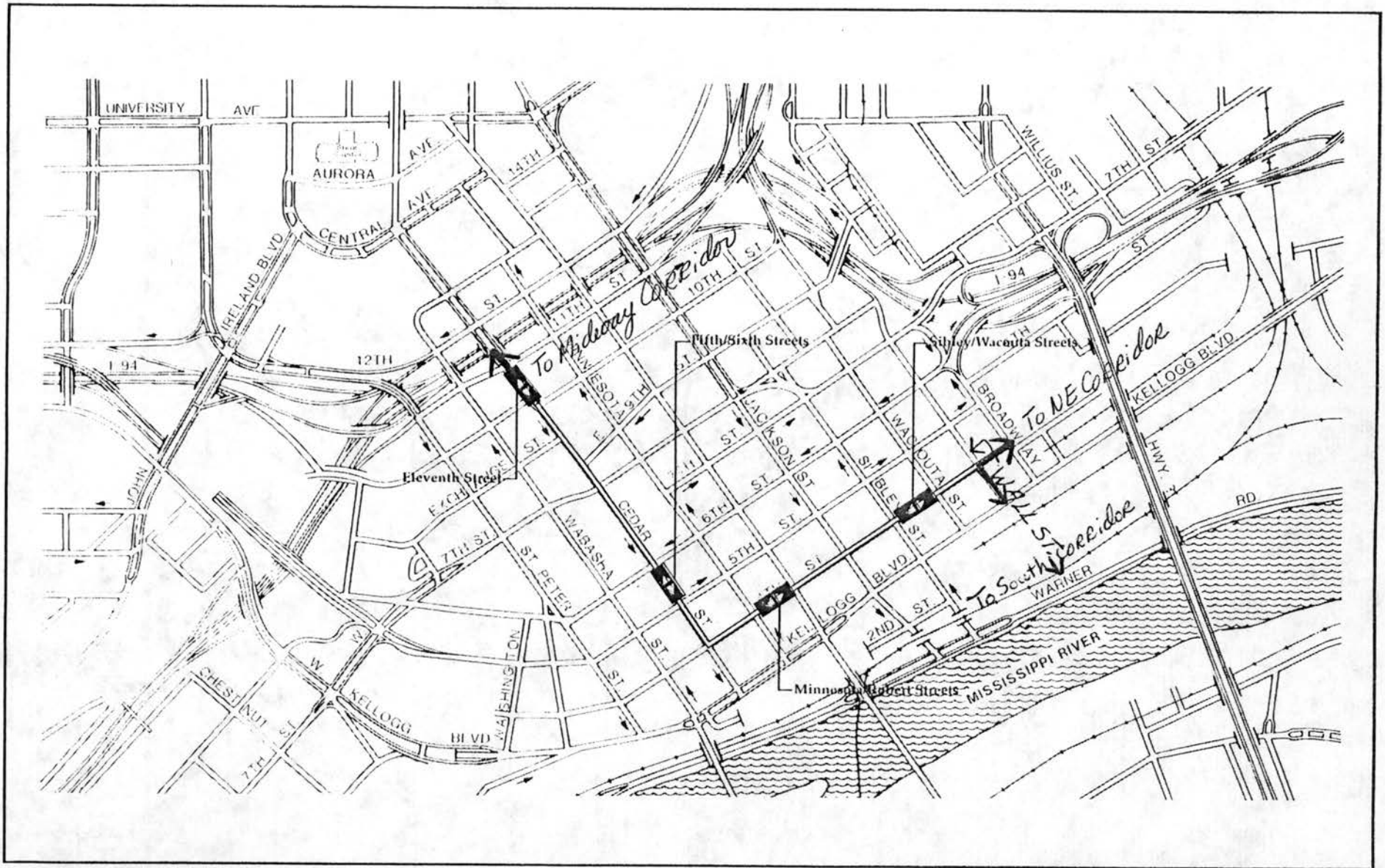
DCRRA • RCRRA

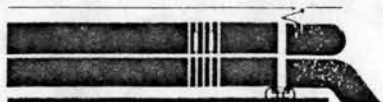
Figure 4



BRW

LAFAYETTE FREEWAY
SEGMENTS




 Ramsey County Regional Railroad Authority



Legend



LRT Stations



Downtown LRT Alignment

Midway Corridor LRT
 Environmental Impact Statement

Figure 3-15

NORTH



LRT Alignment and Stations
 Downtown St. Paul Area

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

file

John T. Finley, Chairman

District 3

Juane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD

TUESDAY, JUNE 25, 1991

***10:00 A.M. - LARGE CONFERENCE ROOM - 316**

***Please note change in time.**

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of May 14, 1991.
2. * Authorize transfer of \$2500.00 to meeting expense account.
3. Update on Legislative Events.
4. * Ratify partial payment no. 4 to BRW, Inc. for the South Corridor Alignment Study in the amount of \$7,999.45.

*** Action is requested.**

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 14, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, May 14, 1991 in the Large Conference in Room 316, Court House.

Vice-Chairman McCarty called the meeting to order at 10:35 A.M.

MEMBERS PRESENT: Vice-Chairman Duane McCarty
Commissioner Diane Ahrens
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

MEMBERS ABSENT: Chairman John Finley
Commissioner Ruby Hunt

Also Present: James Van Houdt, Andrea Schmidt, Ed Glaubitz, Ben Sebesta, Hugh Faville, Patrick O'Malley, Terry Schutten, Robert Clarkson, James Tolaas, Jill Goski, Richard Wolsfeld, Karen Tero, Mary Lou Grahek, David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the Regional Railroad Authority Board Meeting of April 16, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the special meeting of the Ramsey County Regional Railroad Authority held on May 7, 1991, as written.

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

2. Westgate Service Station Considerations - Discussion only.

Kathy DeSpiegelaere informed the Committee that James Tolaas has a presentation on this matter.

James Tolaas addressed the Board, at the April 9th Work Session the service to the Westgate area was considered an important issue, too important to dismiss at the level of information that we had at that time. We have done some additional work in looking at how you could configure the station to service the Westgate area, there are no simple solutions either by shifting the track to the north side of I-94 or by rerouting the alignment along 280 to either University or to the University of Minnesota Transitway. Any of that work

would clearly be beyond the scope of Phase I Engineering Studies, and beyond the scope of the EIS contract, and we are suggesting that this is not an appropriate time to look in depth at those issues. If, after the review period on the Preliminary Design and the EIS statement is complete, if there remains significant support for pursuing the station or service consideration for the Westgate that differs from the EIS, we could then do that as part of the Phase II Work Plan, which will be forthcoming after the Preliminary Design. Mr. Tolaas thinks on face value it seems to be very difficult to provide direct LRT service to the Westgate area under any configuration without realigning the LRT either up University or the University of Minnesota Transit Line.

Commissioner Ahrens understands what we are saying is that for now we will put any further study of this on hold, but it is possible to have a further study should we decide during Phase II. Mr. Tolaas said that is correct, at that level of engineering we could address the realignment whether there would be a redesign of the I-94-280 interchange, it is not as simple as simply placing a station at the location he pointed out on the map, we are talking about a realignment that affects a significant piece of I-94 and 280. That is a very lengthy and difficult design.

Commissioner Ahrens is concerned as to how this is being viewed by the community out there, how is this being communicated to them.

Ms. DeSpiegelaere informed the Board that last week she met with Ms. Megard who is the Community Organizer for District 12, she sent her a copy of this documentaion, and she has indicated that it is very important to them to keep this in the study.

Commissioner Ahrens asked if staff thinks the parties out there have actually sat down with staff, and looked at all of the issues involved. She is wondering if we ought to do that. She does not mean to call a public meeting, she just means that with their sub-groups in the district, and some interested individuals, whom Ms. Megard thinks should be brought into this. It is important for them to understand the complications of trying to do this, even though we are putting it on hold. She does not want information to get out in a negative way without all of this supporting information that the Board may be made in that community to look negative as on the surface it has so much merit that you do not really understand all of the things that are involved with, to bypass this area does not make any sense. She thinks it could cause us difficulty in the future. Some effort could be made to do that.

Ms. DeSpiegelaere agrees, we certainly can do that, the timing of it is very appropriate for that. Another item on the agenda today is the design plans, and this could be included with that.

Commissioner Schaber said this had never really been discussed until our Work Session at the St. Paul Hotel the other day, which at that time looked like it made good sense. He was wondering were they not supporting light rail going to the University of Minnesota on the original configuration.

Ms. DeSpiegelaere said they were supportive of this.

Commissioner Ahrens said this came about when the stations were going to be, all of a sudden they began to see that this was going to miss this one area, and you would have to hop over the freeway, they were chagrined.

Ms. DeSpiegelaere said the area that we are discussing is near the intersection of Raymond Avenue and 280, in that community in particular, saying that the stations were proposed to be located at Cleveland and Franklin, and that between those two they would like a station. So, then they examined where a station would fit, and there is not an easy answer to putting a station there and service from a station at that location. It is rather difficult to access this, so this issue came up. They are very supportive of the I-94 Soo Line alignment, they have supported it, but they were concerned about the service to be provided.

Commissioner Schaber thought that they had been very supportive of the alignment.

Commissioner Ahrens thinks there are two items here, one is the Westgate commercial and industrial area, and the other is the neighborhood in a sense they are separate, but also together.

Mr. Tolaas said this is relevant to look at to know that the Westgate Development area is located (he pointed to the location on the map) so even if we shift the station to the north side of the freeway, we are still a half mile away. A reasonable walk access is a 1/4 mile, if you go on the sidewalk areas or on the street, you are 3900 feet from the station opposite, you are on the south side of the freeway. It is very difficult to provide direct access, they are looking at a shuttle bus, and service either way, whether it is to the Cleveland Station (he showed the location), it does not seem to make a lot of to have an additional station, and still have a shuttle service. But, this can be viewed.

Commissioner Ahrens reiterated, we need to take the time to be in touch with them, consulting with them, and maybe they may have an idea that we have not thought of. It is going to take time for them to be comfortable with the idea that we may not need to go over, or go up, and that we need to build some sort of comfort level.

Commissioner Schaber asked if the Pelham Station proposed. Mr. Tolaas responded that this was actually the first response to providing the station in the proximity to the Westgate site, and basically because of the service pattern it is very limited.

3. Authorize BRW, Inc. to provide professional services in support of refined ridership forecasts and operations costs for the Midway Corridor not to exceed \$18,000.

Ms. DeSpiegelaere asked that Dick Wolsfeld, BRW, Inc., address this item.

Dick Wolsfeld explained there has been some concern about the patronage forecasts, and some of the variables that have gone into the patronage forecasts, and the impact this has had on the numbers. We started with a number, then they received a first initial set of numbers back from the Metropolitan Council which was for the stand-alone corridor. Then when they put the Central Corridor in with other corridors in Hennepin County, the ridership went up because of the interaction of those. There are some other issues of what happens if you change some of the service levels that are provided in terms of reducing the operating costs, with the impact on ridership. There have been a lot of questions about also service on 16A, what level is that service, how does that service the community versus what is the service of the LRT. What this does is that we would work with the Metropolitan Council, they would continue to run the computer models, but we would prepare different levels of service, and different inputs to test some of those variables in terms of what the impact of changing service levels is on operating costs, what the impact is of changing those service levels on ridership, and how those different service levels in terms of the parallel service on 16A or on University, the feeder bus service - how that interacts. That is the purpose of this work. It was one of the key issues raised in a number of people's comments in the Draft EIS.

Commissioner Schaber would like to know if the Regional Transit Board has done anything. Ms. DeSpiegelaere said the RTB is not directly responsible for the modeling process, they are reviewing the work as it is generated, they help set the parameters, but they are not doing the model themselves. They work with the MTC on developing the feeder bus system, which is one of the factors considered in the model.

Commissioner Schaber stated it is getting to some point in time, he has said this before, where we are going to have to say no, as we have no idea what the Legislature is going to do with the funding. We keep spending money, it never stops, and we have no guarantee that there is going to be any funding.

Commissioner Salverda asked if we need this, could we postpone this in light of the Legislature right now.

Ms. DeSpiegelaere said we do have funds from the State to pay half of this. The purpose in viewing this now is so that when the Development and Financial Plan that the RTB prepares is redone this fall that we would be in a better position with our forecasts for the prioritization of the corridors.

Commissioner Schaber said we have spent a lot of money with Met Council to provide this, to develop the numbers in the first place, then they revised their numbers from the original forecast. He would like to know whose responsibility this is. Do we now have to go back after we have contracted with Met Council to get the numbers, to refute their numbers to bring them up to where we think they should be?

Ramsey County Regional Railroad Authority
May 14, 1991

Ms. DeSpiegelaere explained this contract is for additional refinement because some of the parameters which the original forecast was developed with should be changed. Forecasting is not a one time only process. After the first set was developed, it became apparent that there was some refinements that were needed, and this is to do those. The Metropolitan Council may still be doing work, this does not pay for any of their cost, however, this is only for funds to be given to BRW. However, the Metropolitan Council is not charging us for this.

Commissioner Ahrens noted apparently so much is coming down on us in terms of forecasts, the changes as to what lines should be built. If we do not do this and leave it the way the Met Council thinks it is, that our priorities may be jeopardized, and she agrees that we are a little bit in limbo out here, we do not know where things are going to go, but she is 70% in favor of doing this.

Commissioner Norgard stated we can't quit right now, we have spent so much money on this now, our image out there is very important that if we start saying we are going to wait and hold, people will look at us and say we may be waivering. If we are in it, we had better stay in it as long as we possibly can.

Commissioner Schaber has made negative comments, but he thinks we are stuck having to do this, and for the obvious reasons that Commissioner Ahrens has articulated, but it is starting to get wearing and irritating, and at some point in time he may start just plain voting no on everything, unless we find something happens in the Legislature to make this thing go. We are continually spending money on studies, etc., but there is no question in his mind, we have to do this for obvious reasons if we get other lines out there who are competing who may throw out a lot of ridership forecasts that do not have a lot of credibility, but they may use them anyway, he would move approval.

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

29-32
WHEREAS, Ridership forecasts and transit operations costs have been prepared during Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, Refinement of ridership forecasts and transit operations plans are needed for inclusion in the 1991 update of the Regional Transit Board's Development and Financial Plan and upcoming Phase II Preliminary Engineering work; and

WHEREAS, Refined ridership forecast development and operations planning can be coordinated at this time with the Metropolitan Transit Commission, the Regional Transit Board, the Metropolitan Council, BRW, and the Hennepin and Ramsey County Regional Railroad Authorities; and

WHEREAS, Consultant services will be required to facilitate refined ridership forecast development and operations planning and BRW, Inc. can provide the required services; Now, Therefore, Be It

RESOLVED, That BRW is authorized to re-code the transit network, prepare computer input data and related information, assist in development of updated operations plans and costs, and provide forecast coordination in support of refined ridership forecasts and operations plans for the Midway Corridor, at a cost not to exceed \$18,000; and Be It Further

RESOLVED, That this work shall be performed and paid for in accordance with Amendment No. 3 to Ramsey County Regional Railroad Agreement No. RCRRA-89-003 and amendments thereto.

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

4. Approve Preliminary Design Plans for the Midway Corridor for distribution for formal review in accordance with governing legislation.

Ms. DeSpiegelaere addressed the Board, the process we are in is comparing work on the Midway Corridor, the current phase consists of two parts, the EIS which has been released and comments are back, there will be final EIS shortly. The second part of that is also very important, this is the Preliminary Design Plan. This plan has been prepared, and will be sent to the cities. There is a review process set by the Statutes so that the Cities of St. Paul and Minneapolis review them, the Metropolitan Council, and the RTB review the plans. A memo is attached to the documentation which outlines what is being proposed, and Dick Wolsfeld would like to do a slide presentation showing what the Preliminary Design covers.

Mr. Wolsfeld said most of the plans the Board has seen, he would like to have you think of them in the sense that this is the same presentation that they will make at the formal hearings on the Preliminary Design.

The preferred alignment in the Midway Corridor is the Soo Line - 194 alignment, which connects from Oak Street in Minneapolis and Hennepin County, then across the Soo Line, down into the median of 94 just west of Snelling, near Fairview, and into downtown St. Paul. Stations have been proposed at Kelly Inn, at Dale, Snelling, Lexington, Cleveland, Franklin and at 25th Avenue just south of University Avenue.

In the Capitol area there has been a lot of discussion about the alternative alignments, the one that is in the draft, in the EIS, the Preliminary Design Plans, those behind Kelly Inn that runs along 12th Street in front of the Veterans Building, and then comes down Cedar into downtown St. Paul. In downtown St. Paul we would be located along Cedar, and then turn at Fourth Street, and head over to the Union Depot. Stations are proposed at 11th, between 5th and 6th on Cedar, and then between Minnesota and Robert, between First National and Kellogg Square, and then the last one in Lowertown in front of the Union Depot at Sibley and Wacouta Streets.

Mr. Wolsfeld continued, in terms of the Preliminary Design, the Legislature defines exactly what that is, it is to include plan and profile drawings of the preferred location. He believes that the Board has a set of those plans as proposed. The line would start on Beacon Street, go along Soo line, he pointed out the location on the map where that station is proposed at 25th Avenue is proposed. There would be a right of way taking at Arby's. Then continues along the Soo Line alignment, and heads to the Southeast, over to 27th Avenue where it crosses at grade, then you can see where it is going to connect into 94. The station at Franklin is proposed in the location he pointed out, and there is possibly some soil contamination problems there with Gopher Oil, so the amount of right of way that may be acquired if there is a Park and Ride is open, or for passenger pickup and dropoff.

Then, they proceed, acquire the excess railroad yard from the Soo Line, on the South Side of 94, they come into the area that Mr. Tolaas was discussing in terms of potential for a station there, he pointed out the ramps to and from Trunk Highway 280, and then he pointed out Hartzell Manufacturing, so if there would be a station, it would be likely somewhere in this area. We are then underneath Pelham, at the three level interchange with 94, then we switch to the north side of 94, staying on the Soo Line right of way, he pointed out Waldorf at that location. So, we then come to the Cleveland station, so we would still be under, and then a station in the area of Cleveland. He pointed out the Amtrak connection, a potential north-west connection which you have in the Comprehensive Plan. So, at this point, we are going to go up in the air in order to clear that Amtrak connection. We have now have gone up in the air, and are elevated in the area which he pointed out. Obviously, in terms of a place to save some money, if you could cross that Amtrak at grade, and if the connection to the Northwest Corridor was now exactly known, there would be some potential savings in that location.

Mr. Wolsfeld continued, then we proceed, here is Fairview, going under I94, and we are leaving the Soo Line, and come into the median of 94 and stay in that median until we get to the intersection of Western. There would be a station at Snelling, that station, the bridge would widened so that buses could pull out of the main stream of traffic, people could use the elevator, and escalators to get down to the platform, the platform would be located underneath Snelling Avenue, that distance is about 300 feet. You could go down to either side of the platform, you do not need to cross Snelling, similarly if you get off the platform, you could go to either side to go up to the west or east to continue across the facility. This basic concept is the same for all of the freeway stations that are proposed.

You then continue to the west, to see the intersection with Hamline, and you are getting close to Lexington, at Lexington there is a station proposed, which would be very similar to the station at Snelling, the station is underneath the bridge at Lexington, the bridge would be widened. There is potential for passenger pickup and dropoff at the gas station. You then move

to Dale, this would be at the Southeast corner, no park and ride is proposed at any of the stations in Ramsey County. We then get to the intersection with Western, will come out of median, and go up and over the intersection of Western and the north Frontage Road, and then proceed the roadway behind the Senior Citizens Building. Then, we would get behind Kelly Inn, through the parking lot, then there would be station in that existing parking lot with Kelly Inn, and that would service that area plus the Mn/DOT building. Then, cross John Ireland and come into 12th Street, the North Frontage Road in front of the Veterans Building, so we are now along 12th street, in front of the Veterans Building. Then, we continue over to Cedar and turn and head to the south along Cedar, into downtown St. Paul.

Then you continue on Cedar, a station between 5th and 6th on Cedar, we have taken over the street, there is enough room for one lane of traffic, to provide access to the parking ramps and other facilities. Then at Fourth Street we turn and head down Fourth Street, a station at Kellogg Square and Fourth Street, tied to the Skyway, this would be just west of Minnesota. Continue down Fourth Street, and a station is proposed right in front of the Union Depot, there is enough room for one lane of traffic to provide access to the parking facilities. There will be a circular loop in front of the Union Depot - this is modified so the access comes off of Sibley Street. We can retain that access with the station. The City is proposing additional skyway connections which would link into the Lowertown area and into the First Trust Center. It ends at Wacouta, this could be the end of the line. If it is extended to the St. Paul South Corridor, or the Northeast, it would at this point transition from Fourth Street to Prince Street on the south side of Gillette.

This is the preliminary design, the drawings, the alignment, the report that goes with that talks about the regional plan and how this corridor fits that, it goes into detail in terms of Midway Corridor design, preferred implementation method or the selection of that, it talks about funding, approval process, and subsequent activities, all of which are legislatively required. In terms of the detail of the Midway Corridor design, the alignment and stations are identified with drawings, the maintenance facility, using the Central Yard and Shop, how the feeder bus would work in terms of coordination, the full access for the handicapped, ridership forecasts, specific operating plan, not only for the light rail but also for the feeder bus, and other complimentary bus services, costs and revenue projections, and the plans.

Mr. Wolsfeld continued, in terms of schedule, you are approving the plan today, On the 21st HCRRA will approve it, and then starts a time period for local review. Thirty days after the last public hearing, you have to hold a public hearing, that is projected to be on June 25th, 1991. That starts a forty-five day clock. Within the next forty-five days the cities have to hold another public hearing on the Preliminary Design, and they would have until August 9th to approve or disapprove the plan. If they disapprove them, they have to identify the changes that should be made, it then comes back to you for approval. The Legislature also requires that the County Board approve the plans. If there was different membership in the County Board and the RRA, the County Board would also have to hold a public hearing. If the membership is the same, you also have to

approve those as a County Board. So, over the next ^{months} from May and well into August we have a thirty day period in which the cities review the plans, you hold the public hearings, and there is a 45 day clock for the cities to hold the public hearings, then they approve or disapprove, and you come back and approve the plans based on those comments, and the County Board approves it.

That is the process, and there is a parallel process in Hennepin County, so the City of Minneapolis will hold public hearings, Hennepin County will hold public hearings.

Commissioner Schaber asked Mr. Wolsfeld if there is any possibility that the City will not approve these, or modify them in some way. Mr. Wolsfeld thinks the City will approve them. We have submitted drafts of the Preliminary Designs to both the City of Minneapolis and City of St. Paul staffs to get their review and comment on those. We also know from the comments that they have made on the final draft EIS that it is very likely they will approve them, there may be some comments and suggestions in some of the neighborhoods like we should look at additional access in the 280 - 94 area, and look at the feasibility of that station, they may have some suggestions on process for going to the Preliminary Engineering Phase in terms of how the community should be involved, but he would be very surprised if staff did not recommend approval of the Preliminary Design Plans given the amount of coordination that we have had. It would come as a surprise.

In terms of the final EIS, again a separate piece of state legislation directs the conduct of the final EIS on May 28th, the final EIS will be in front of you for approval, that then starts a notification process in the EQB Monitor, so everyone says the Final EIS is available, then there is a ten day comment period, June 24th this is over, so if there are any comments that are made, the Board then determine that the EIS adequately addresses the impact of the action as projected to Hennepin on July 2nd, then there is another notification in the EQB Monitor that you made that adequacy determination, and ten days after that it is closed. So, around the first of August you should have environmental clearance on the Midway Corridor. on August 27th you should have the Preliminary Design Plans resolved and approved.

Mr. Wolsfeld completed the presentation which he proposes to make at the Public Hearings.

Commissioner Schaber is concerned, if you say staff is going to approve it, does that guarantee City Council approval, what if modification was suggested that we could not agree with, then what happens. Can we override the City at some point in time.

Mr. Wolsfeld said what the State Legislation says is that if the two parties disagree, if you say you are not going to make recommended changes, the legislation then says that the Regional Transit Board will be called in to analyze the situation. So, the RTB can come in, hold public hearings, and make a finding. The problem is that it says "make a finding, or provide advice". What if Ramsey County still disagrees with what the Regional Transit

it kind of implies that you can go ahead, you have the authority to approve the plans. He is sure if someone felt strongly about it, they could challenge that, but the legislation is not crystal clear as to the resolution of the process. The Met Council's staff interpretation was that the RRA's have the authority for the decision making process.

Commissioner Salverda feels that this is an excellent presentation.

Commissioner Ahrens has a comment, since the City is going to take a look at this, she is wondering if going back to this whole Westgate issue, if in here there could be some sort of statement or wording that would say that while we are not now recommending further study, it is possible that under the next phase that this could be examined further. It may preclude some red flags going up, and people coming in with some demands right now.

Ms. DeSpiegelaere said they have done this verbally with both City staff and the District 12 staff, but if you would like it in writing they could do that. Commissioner Ahrens is concerned that it is sometimes very hard to prove verbal conversations, and she understands that this could be a part of the plan.

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

WHEREAS, Preliminary Design Plans for Light Rail Transit in the Midway Corridor have been developed in accordance with governing state legislation; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the Preliminary Design Plans for purposes of public review; and Be It Further

RESOLVED, That the Authority authorizes the distribution of the Plans for formal review by the Cities of St. Paul and Minneapolis, the Regional Transit Board, and the Metropolitan Council in accordance with governing state legislation.

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

5. Approve Amendment No, 3 to RCRRA Agreement RCRRA-89-003 and authorize the Chairman of the Authority to sign on its behalf.

Ms. DeSpiegelaere explained this has two parts, one is to modify the contract with BRW to authorize the \$18,000 for the ridership forecasting that was previously approved on this agenda, the second part of it is simply to extend the contract for the current work in the time period, so we have a resolution for you to pass.

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

WHEREAS, The current schedule for completion of Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor will extend up to six months beyond the 24-month period of services provided in Ramsey County Regional Railroad Authority RCRRA-89-003 and amendments thereto; and

WHEREAS, Refined ridership forecasts and LRT/bus operations plans are needed by September for inclusion in the 1991 update to the Regional Transit Board's Financial and Development Plan; and

WHEREAS, Amendment No. 3 to Agreement No. RCRRA-89-003 has been prepared to extend the period of services to December 31, 1991, and to provide for consultant services needed for refined forecast and operations development at a cost not to exceed \$18,000; and

R91-34
WHEREAS, Funds for the RCRRA share of consultant services are available in Consulting Services Account 59105-020102 within the Phase II Preliminary Engineering project cost center; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 3 to Agreement RCRRA-89-003 and authorizes the Chairman of the Authority to sign the Amendment on its behalf.

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

6. Update on Legislation

Ms. DeSpiegelaere informed the Board that last week at the County Board meeting, you were briefed as to what had happened that day at the Senate Finance Committee in regard to the Transportation Study Board Bill. There have been meetings about that bill, and yesterday Commissioner Finley asked her to share with you the fact that he, Commissioner Derus and former Governor Wendell Anderson met with these legislators, Representative Kallin, Representative Ogren, Senator Doug Johnson, Senator Langseth, Senator Blinn, and Senator Laidig. The purpose of their meeting was to ask for support for a sales tax for LRT. He felt that the meeting went extremely well, and that the Legislators were receptive, as certainly this is a difficult year in the Legislature in terms of the project.

In addition, at a meeting yesterday morning, it was suggested that Ramsey and Hennepin Commissioners send a joint letter to the Legislators indicating support for things you had already approved. These things are support for the Central Corridor as the first LRT Corridor, support for having Mn/DOT incorporate LRT in its design for I94 so that when that is reconstructed, it is not done without provisions for LRT. Support for a sales tax for transportation in the seven county area, and support for the Joint Powers Board to construct LRT. The same letter was sent to Hennepin County this morning, and those Commissioners are being asked today to sign it. It is hoped that this signed letter will be available for Legislators tomorrow.

Ms. DeSpiegelaere distributed a copy of the letter to the Board.

Vice-Chairman McCarty said this letter pretty much embodies our long standing ideas.

Commissioner Norgard asked about the sales tax, and Ms. DeSpiegelaere said this is a 1/2¢ sales tax for transportation in the seven county metropolitan area.

Vice Chairman McCarty commented this has been our original and continuing position.

Commissioner Ahrens is concerned as to whether this letter will be signed. Ms. DeSpiegelaere said she had talked to Commissioner Derus this morning, and he had a copy to work with, and he was comfortable with it.

Commissioner Ahrens added that the lobbyist mentioned the Legislature sees a lot of fighting going on, and if the Legislators see all the signatures on what we do agree on, it may settle down a little bit. She also mentioned the sales tax which would have 1/2 cent for transportation, which will be in the seven country metro area. This is our issue, and the increase the State is proposing would be state wide, and the fact that there would have to be referendum voting on by economic region. There are many proposals, and the sales tax will be back on the table.

7. Accept terms of access agreement to Burlington Northern property for surveying purposes and authorize Chair to execute agreement on behalf of RCRRA.

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

WHEREAS, The Ramsey County Regional Railroad Authority desires to obtain a survey of the abandoned Burlington Northern Railroad line in Ramsey County; and

WHEREAS, The Burlington Northern Railroad has agreed to permit the Authority's surveyor to enter onto its property for purposes of completing said survey; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby accepts the terms of the access agreement which is attached hereto; and Be It Further

RESOLVED, That the Chair is hereby authorized to execute said agreement on behalf of the Regional Railroad Authority.

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

Ramsey County Regional Railroad Authority
May 14, 1991

8. Ratify Partial Payment No. 17 to BRW, Inc. in the amount of \$15,069.56 for Midway Corridor.

Commissioner Norgard 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

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRRA-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 January 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRRA 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

R91-36
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. 61249, Partial Payment No. 17, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$15,069.56 for Ramsey County Regional Railroad Authority's share of services rendered through January 31, 1991, is hereby ratified.

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

9. Ratify Partial Payment No. 18 to BRW, Inc. in the amount of \$7,344.85 for Midway Corridor.

Commissioner Norgard 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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 28, 1991; 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

R91-37
WHEREAS, BRW, Inc. Invoice No. 61532, Partial Payment No. 18, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 28, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$7,344.85 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1991, is hereby ratified.

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

10. Ratify Partial Payment No. 3 to BRW, Inc. in the amount of \$6,450.54 for South Corridor

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

R91-38
WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting a South Corridor Alignment/Scoping Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-002, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 28, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-002, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 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, BRW, Inc. Invoice No. 61587, Partial Payment No. 3, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 28, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$6,450.54 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1991, is hereby ratified.

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

11. Adopt Filing Process for Ethical Practices

David MacMillan informed the Board that they may take copies of their County Board filings and use those. Michele Timmons worked on this, they have made the determination that the only person on the staff who has to file is Ms. DeSpiegelaere.

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

WHEREAS, By Minnesota Law, the Ethical Practices Board is requiring local officials to file economic interest and conflicts of interest disclosure forms; and

R91-39
WHEREAS, This requirement is part of the Elections & Ethics Reform Act which became effective January 1, 1991; and

WHEREAS, A local official of a metropolitan governmental unit is defined as "a person who holds elective office in a political subdivision or a person who is appointed or employed in a public position in a political subdivision in which the individual has authority to make, to recommend, or to vote on as a member of the governing body major decisions regarding the expenditure or investment of public money"; and

WHEREAS, Regional Railroad Authority is included as a metropolitan government unit; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby adopts the filing process outlined on the required forms for elected and appointed officials and employees of the Authority, as on file with the Chief Clerk of the Board of Ramsey County Commissioners; and Be It Further

RESOLVED, That the Chief Clerk of the Ramsey County Board of Commissioners is hereby designated as filing officer to receive the reports of officials and employees of the Authority; and Be It Further

RESOLVED, That the Chief Clerk shall retain these reports for a period of six (6) years.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>6/17/91</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Authorize transfer of \$2500 to meeting expense account. <u>ACTION IS REQUESTED</u>
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Request Justification

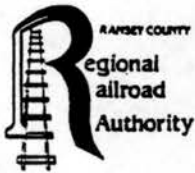
- See attached:
- 1) Proposed resolution
 - 2) Memo from K. DeSpiegelaere
 - 3) Budget adjustment form

<u>Budgeting and Accounting</u> <u>Ed Blantiz 6/19/91</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>
<u>June 25, 1991</u>	<u>F. L. Henderson</u>	<u>6/19/91</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Situations develop during the year when it would be advantageous to the Ramsey County Regional Railroad Authority to make expenditures for the purpose of hosting meetings and incurring expenses for visiting dignitaries or public officials; for private citizens or public officials from other governmental units who are providing a service to the Railroad Authority without fees or salary; and for Railroad Authority officials and/or employees who are asked or required to attend meetings and functions called or approved by the Director of Light Rail Transit Planning; Now, Therefore, Be It

RESOLVED, That \$2,500 be transferred from 1991 operating Account 59101-021408 - Volunteer/Committee Meeting Expense to Account 59101-021409 - Meeting Expense Account to provide funds for the Director of Light Rail Transit Planning to make direct payments or claim reimbursements for these costs, including Railroad Authority officials and/or employees' costs, upon the authorization of the Director and submittal of proper documentation; and Be It Further

RESOLVED, That current Internal Revenue Service regulations as well as any any future changes in them will apply to this policy, therefore, the Railroad Authority will require the following, which will be attached to each disbursement before payment or reimbursement is made:

- 1) Receipts or other proof of expenditure.
- 2) A brief statement indicating the purpose of the expense.
- 3) A list of names of persons attending the meeting, if applicable.

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 *LD*

SUBJECT: Establish Meeting Expense Account
Budget Transfer Request

DATE: June 17, 1991

Light Rail Transit requires coordination with individuals, citizen groups, agencies, public officials, and policy makers. The Ramsey County Regional Railroad Authority (RCRRA) continues to play a key role in developing and disseminating sound information to guide local and regional decisions.

A number of situations arise when it would be advantageous for the Authority to host meetings and incur expenses for individuals or groups participating in the LRT planning process. We are requesting authorization to establish an account for such expenses and transfer \$2500 from an existing operations account to cover anticipated expenditures through the remainder of 1991. A budget adjustment request is attached.

Recommendation

Authorize the transfer of \$2500 from Account 59101-021408 "Volunteer/Committee Meeting Expense" to Account 59101-021409 "Meeting Expense Account." Payments from the latter shall be subject to authorization from the Director of Light Rail Transit Planning and applicable Internal Revenue Service regulations.

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

ORG.# 59101

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	021408	Volunteer/Committee Meeting Expense	\$2,500.00
TOTAL			\$2,500.00

2. For Accounting
Dept. Use Only
Unencumbered
Balance Before
Adjustment 6/14

2,587.26

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)

Org. # Account No. Account Title Amount

59101	<u>021409</u>	Meeting Expense Account	\$2,500.00
TOTAL			\$2,500.00

Φ New

4. Reasons for Adjustment Request:

This budget adjustment is to transfer appropriations from the Ramsey County Regional Railroad Authority Operational Cost Center 59101-021408 Volunteer/Committee Meeting Expenses to 59101-021409 Meeting Expense Account to cover expenditures for hosting meetings and incurring expenses for visiting dignitaries or public officials and to make direct payments or claim reimbursements for these costs upon the authorization of the Director of LRT Planning.

(Attach sheet if more space is needed)

Approval requested by: R. Hespeler
Authorized Signature

Date: 6/17/91

Recommended

Approved by Budget Analyst:

Ed Glanville

Date: 6/17/91

Recommended

Approved by Budget Director:

Jim Van Houtt

Date: 6/17/91

Approved by Board of Co. Commissioners:

Date: _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAIL AUTHORITY Originating Department <u>K. Westspiegel</u> <u>6/17/91</u> Authorized Signature Date	Board Action Requested Update on legislative events. <u>DISCUSSION ONLY</u>
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Request Justification

See attached information from the Metropolitan Council.

Budgeting and Accounting <u>Ed Blanton</u> <u>6/17/91</u> County Attorney <u>Neil M. M. M.</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	Signature	Date
Committee / Meeting Date	Signature	Date
June 25, 1991	<u>F. L. Glendenning</u>	<u>6/19/91</u>
Board Date	Signature	Date

SUMMARY: METROPOLITAN COUNCIL INITIATIVE FOR A REGIONAL TRANSIT FACILITIES PLAN

Purpose: The Metropolitan Council, in cooperation with Mn/DOT and RTB, will develop a regional Transit Facilities Plan for submittal to the Legislature by February 10, 1992.

Program Content:

- Role of:
 - High Occupancy Vehicle (HOV) Ramps and Lanes
 - Light Rail Transit
 - Other bus facilities (Bus lanes, park/ride lots...)
 - Intelligent Vehicle/Highway Systems (IVHS)
- Priorities for Implementation
- Financial Plan
- Institutional Structure for Implementation

Methodology:

- Complete studies under way. Use available information.
- Develop priorities based on ridership, cost, cost-effectiveness, congestion relief, right-of-way availability, impact on land-use and environmental and energy effects.
- Develop financial plan, including federal and non-federal funds.
- Define structure for planning, design and construction .

Process:

The Council, Mn/DOT and RTB will be responsible for different work components. The Council will provide overall coordination and will develop the regional Transit Facilities Plan to be submitted to the Legislature.

- By June 30, 1991, the Council will define the work components and communicate its expectations to Mn/DOT and the RTB.
- By November 1, 1991, Mn/DOT and the RTB submit their work components to the Council (i.e. HOV's, LRT, Bus-related and IVHS facilities).
- By February 10, 1992, the Council submits a regional Transit Facilities Plan to the Legislature.

METROPOLITAN COUNCIL INITIATIVE FOR A REGIONAL TRANSIT FACILITIES PLAN

Purpose

The Metropolitan Council, in cooperation with the Minnesota Department of Transportation (Mn/DOT) and the Regional Transit Board (RTB), will develop a Regional Transit Facilities Plan to satisfy the growing transportation needs of the region over the next 20 years.

Timing

The study will start in early June, 1991 and will be submitted to the state Legislature by February 10, 1992.

Objectives

The Council envisions a strong transportation system for the Twin Cities to support the orderly and economic development of the Seven-County Metropolitan Area. It should include a strong transit component supportive of the regional land-use and development objectives and fully integrated with the region's extensive roadway system.

A major goal of this study is to remove the uncertainty and confusion surrounding the current LRT debate. A "game plan" for LRT development and implementation needs to be developed. It should define a top priority LRT corridor for construction and a financial package and an institutional structure for the implementation of that top priority line. This "game plan", however, cannot be developed looking at LRT in isolation. A range of transit capital investments, including HOV facilities and other non-LRT options, must also be part of the analysis. Land-use impacts should also be considered.

The study will achieve four major objectives:

- Define the role of High Occupancy Vehicle (HOV) lanes, Light Rail Transit (LRT), other bus facilities (i.e. busways, bus lanes, park-ride lots,...) and Intelligent Vehicle Highway Systems (IVHS) in meeting regional transportation needs.
- Establish priorities among those major transit facilities.
- Define a financial plan, including the role of federal funds, for the development and construction of the priority transit facilities identified in the study.
- Define a government structure for the development and implementation of the transit facilities identified in the study.

Methodology

The first objective, defining the role of the various types of major transit capital investments, will be primarily carried out on the basis of various planning and engineering studies currently under way:

- The HOV study conducted by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (Mn/DOT) and the Regional Transit Board (RTB) will provide the framework for defining the potential for HOV facilities in the region. The study, to be released for public review and formal comments from the participating agencies in July, 1991, will be completed by November 1, 1991.
- The most current LRT information developed by the regional railroad authorities and the RTB will be used to define the potential for LRT in the region. The Council recently asked the RTB to reevaluate LRT priorities and either confirm the existing top priority corridor or propose a new one by November 1, 1991.
- The most current information for service and capital facility needs developed by the RTB and the MTC will be used to define the role for other bus facilities (park-ride lots, bus lanes...).
- The most current information developed by Mn/DOT, the Center for Transportation Studies (CTS) of the University of Minnesota and other agencies will be used to define the role of IVHS in meeting the transportation needs of the region.

The second objective, the definition of regional priorities, will be carried out taking into consideration several evaluation criteria such as ridership, capital and operating costs, subsidy levels, cost-effectiveness, congestion relief, right-of-way availability, impact on land use patterns and environmental and energy impacts.

The third objective, a financial plan, will define levels of investments and sources of funds, including federal funding, to be used for the implementation of these transit capital investments. The federal role could be particularly important because of new opportunities created by the new Surface Transportation Program to be adopted by the U.S. Congress by October 1, 1991. The new federal program could offer more flexibility in the allocation of federal assistance to various transportation modes.

The HOV alternatives will most likely continue to be eligible for highway dedicated funding sources both at the state and federal levels. The availability of federal funding for LRT and bus-related options is not as clear at this point. There may be, however, greater opportunities for federal funding under the new Surface Transportation Program because of greater flexibility in eligibility for transit capital investments. At any rate, potential federal funding will require a "local" match (i.e. state, regional or local funds) to be recommended in the study.

Finally, the study will contain a recommendation to the Legislature regarding the appropriate government structure for the planning, engineering, design, construction and operations of the transit facilities identified in the study. This issue has been thoroughly discussed during the 1991 legislative session but no final conclusion was reached.

Process

The Council, Mn/DOT and the RTB will be responsible for different work tasks needed to develop a regional Transit Facilities Plan. The Council will ensure overall coordination of the process and will develop the plan for submittal to the legislature by February 10, 1992.

The following three major steps will take place:

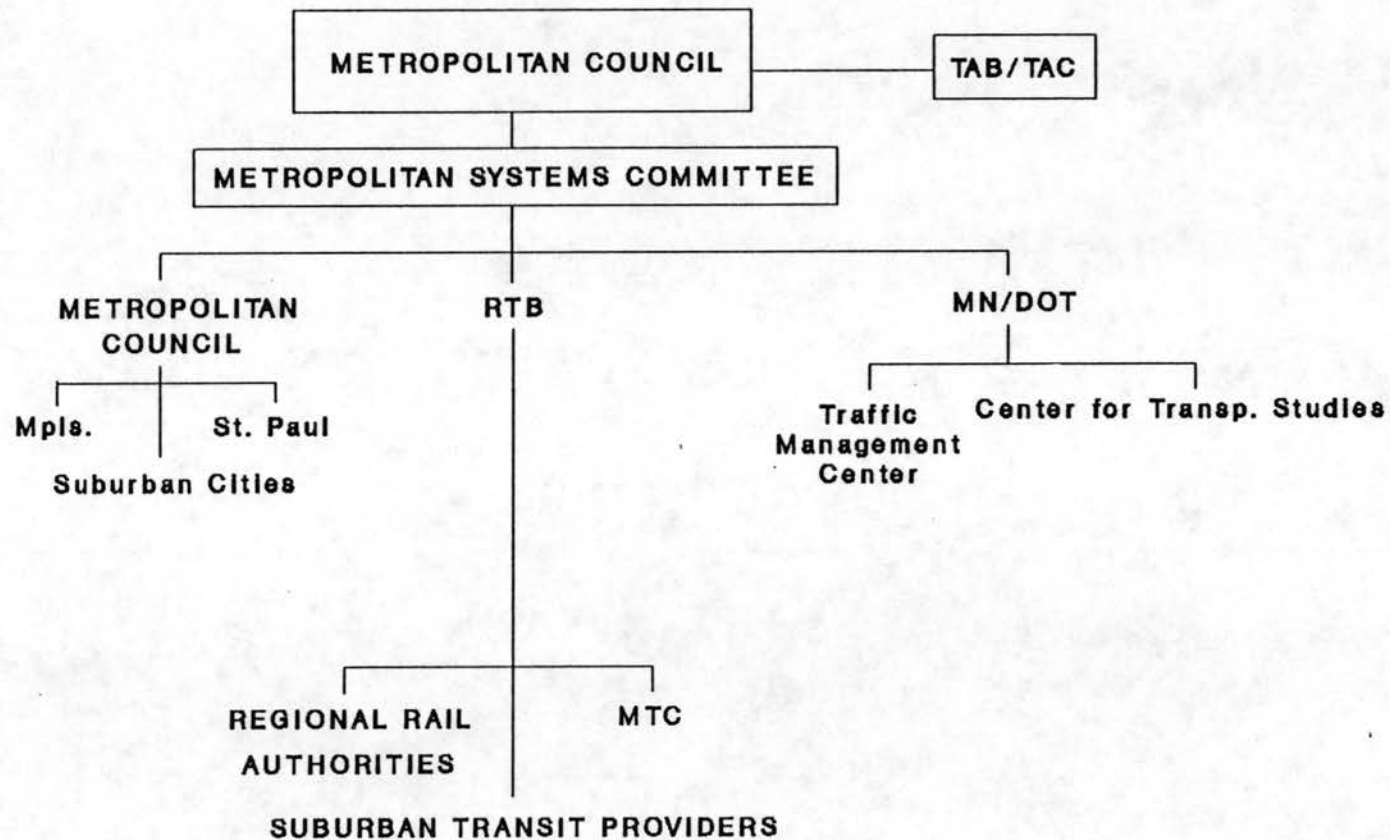
- By June 30, 1991, the Council will define, in cooperation with Mn/DOT and RTB, the work components to be completed by each agency and will communicate its expectations for those activities to the other two agencies.
- By November 1, 1991, the HOV study (Council and Mn/DOT), the reexamination of LRT priorities (RTB), the assessment of other bus facilities (RTB and MTC) and the examination of IVHS options (Mn/DOT and CTS) will be completed in a parallel but coordinated manner.
- By February 10, 1992, the Council will prepare an integrated regional Transit Facilities Plan for submittal to the Legislature.

Technical coordination will be ensure throughout the process by weekly meetings of a staff coordinating committee with representation from the Council, the RTB and Mn/DOT. In addition, each of the three agencies will be responsible for ensuring adequate coordination of their own work components with other agencies such as the MTC, the Center for Transportation Studies, regional railroad authorities and local units of government.

Ongoing policy coordination will take place through monthly meetings of a Policy Coordinating Committee made up of the chairs of the Council and the RTB and the Commissioner of Transportation. In addition, each agency will use its own policy structure to oversee progress of their own work components.

After November 1, 1991, the Council will use its own policy committee structure to develop the final plan to be submitted to the Legislature. During that process, the Council will use the advice and input of the Transportation Advisory Board (TAB) and the Technical Advisory Committee (TAC) which include state, regional and local government representation.

**ORGANIZATIONAL STRUCTURE
FOR
REGIONAL TRANSIT FACILITIES PLAN**



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spiegelauer 6/17/91
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 4 to BRW, Inc.
 for the South Corridor Alignment Study in
 the amount of \$7,999.45

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting a South Corridor Alignment/Scoping Study. Contract No. DCRRA/RCRRA-90-002 governs the performance of services and terms of payment. Payment in the amount of \$7,999.45 for the period ending March 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. 4
 - 3) BRW, Inc. Invoice No. 61874 and attachments

Budgeting and Accounting Ed Blawie 6/17/91
County Attorney Don Mac Gill
Risk Manager
Data Processing

Date / Time
Received By

Previous Action taken on Request

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
June 25, 1991

Signature

Date

Board Date

Signature

Date

F. L. Henderson

6/19/91



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 a South Corridor Alignment/Scoping Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-002, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 90-002, the Ramsey County Regional Railroad Authority authorized (Resolution R90-) 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 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, BRW, Inc. Invoice No. 61874, Partial Payment No. 4, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$7,999.45 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date 6/10/91
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA075	1	

1-2 3-7 8 9-14

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59108	020102	\$7,999.45

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

\$7,999.45
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 St 53-76
 8 Address Minneapolis 9-32
MN 55415
 City State Zip Code 55-59
 Soc Sec No OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 4; Inv. 61874; So. Corr. Align/Scoping Study
5 Agreement PA075; Acct. 59108-020102; 3/31/91
 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 differs from Item 4
 Address _____

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. H. Spiegelsberg

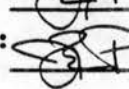
NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 4

PREPARED BY: 

PROJECT: SOUTH CORRIDOR ALIGNMENT/SCOPING STUDY
CONTRACT AGREEMENT NUMBER DCRRA/RCRRA-90-002

ENTERED BY: 

PROJECT COST CENTER: 59108

AGREEMENT NO: PA 075

DATE: 04 JUN 91

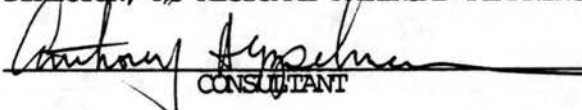
RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

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

ACCOUNT NUMBER 59108-020102	PERCENT COMPLETED	47.8%
TOTAL VALUE OF WORK CERTIFIED - 31 MAR 91		\$80,874.06
LESS 5% RETAINAGE		\$4,043.69
AMOUNT DUE		\$76,830.37
LESS PREVIOUSLY APPROVED PAYMENTS:		\$48,260.89
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$28,569.48</u>

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

6/11/91 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

6/6/91 
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	DCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$926.36	\$2,382.09	\$3,308.45
PARTIAL PAYMENT NO. 2	\$6,136.15	\$15,778.67	\$21,914.82
PARTIAL PAYMENT NO. 3	\$6,450.54	\$16,587.08	\$23,037.62
PARTIAL PAYMENT NO. 4	\$7,999.45	\$20,570.03	\$28,569.48
PARTIAL PAYMENT NO. 5	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$21,512.50	\$55,317.87	\$76,830.37

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$169,045.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$76,830.37</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$92,214.63</u>



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
61874

Mr. Allen W. Moe
DCRRA
7300 West 147th St.
Suite 503
Apple Valley, MN 55124

Mr. James E. Tolaas
RCRRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

DATE: March 31, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

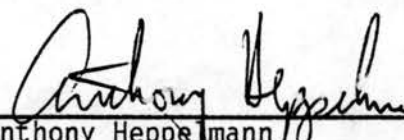
INVOICE PERIOD: March 1-31, 1991

For Professional Services rendered during this invoice period.

AGENCY	BILL THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
Dakota County RRA	\$ 21,652.66	\$ 36,760.27	\$ 58,412.93
- Less 5% Retainage	1,082.84 ⁶³	1,838.01 ^{28 83}	2,920.85 ^{11 46}
- Due This Billing	\$ 20,570.02 ³	\$ 34,922.26 ^{74 7 84}	\$ 55,492.28 ^{317.87}
Ramsey County RRA	8,420.47	\$ 14,295.66	\$ 22,716.13 ^{644 73}
- Less 5% Retainage	421.02	714.52 ^{11 21}	1,135.54 ^{2 23}
- Due This Billing	\$ 7,999.45	\$ 13,581.14 ^{13 93}	\$ 21,580.59 ^{12 30}

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

BRW, INC.


Anthony Heppelmann

BRW, INC.

MARCH 31, 1991
INVOICE NO. DRAFT
JOB NO. 10338.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	140.00	210.00
ASSOCIATE			
HEPPELMANN, TONY	10.0	75.00	750.00
CONSULTANT II			
KUNKEL, BETH	1.0	55.00	55.00
SMITH, WILLIAM	5.0	55.00	275.00
SUBTOTALS	6.0		330.00
CONSULTANT I			
THATCHER, JENNIE	0.3	45.00	13.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	33.0	45.00	1,485.00
STAFF LEVEL III			
ELLINGSON, RITCH	0.6	35.00	21.00
ROKHOUDE, NANCY	1.3	35.00	45.50
SUBTOTALS	1.9		66.50
STAFF LEVEL II			
BEVER, GINA	3.3	32.50	107.25
WIMART, JAMES	2.5	32.50	81.25
SUBTOTALS	5.8		188.50
STAFF LEVEL I			
JENSEN, KENNETH	0.3	25.00	7.50

BRM, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

SR. ASSOCIATE			
HEPPELMANN, TONY	6.0	85.00	510.00
STAFF LEVEL V			
BARTEL, DAVID	3.0	45.00	135.00
TOTALS	67.8		3,696.00

TOTAL LABOR 3,696.00

TOTAL THIS JOB \$ 3,696.00

ST. P S ALIGNMT DEFINITN

JOB NO. 10338.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	6.0	140.00	840.00
CONSULTANT II			
RUSCO, BRENT	46.0	55.00	2,530.00
CONSULTANT I			
MORWITZ, BARBARA	1.0	45.00	45.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	3.5	45.00	157.50
STAFF LEVEL III			
HENDERSON, JAME	3.3	35.00	115.50
ROKHOUDE, KANCV	0.5	35.00	17.50
SCHODENBERG, KATHV	0.8	35.00	28.00
ZIMMERMAN, MARK	28.0	35.00	980.00
SUBTOTALS	32.6		1,141.00
STAFF LEVEL II			
ASHLAND, CAROL	1.6	32.50	52.00
HAWKINSON, TOM	0.3	32.50	9.75
SUBTOTALS	1.9		61.75

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

STAFF LEVEL I			
JENSEN, KENNETH	0.4	25.00	10.00
ROBERTS, SUSAN	1.5	25.00	37.50
SUBTOTALS	1.9		47.50
SR. ASSOCIATE			
HEPPELMANN, TOMY	8.0	85.00	680.00
TOTALS	100.9		5,502.75

TOTAL LABOR 5,502.75

TOTAL THIS JOB \$ 5,502.75

ST P S TRANS IMPACT EVAL

JOB NO. 10338.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
ASSOCIATE			
HEPPELMANN, TOMY	7.0	75.00	525.00
CONSULTANT II			
IDZOREK, EDWARD	0.5	55.00	27.50
SMITH, WILLIAM	75.0	55.00	4,125.00
SUBTOTALS	75.5		4,152.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.0	45.00	90.00
STAFF LEVEL III			
ELLINGSON, RITCH	16.0	35.00	560.00
ROMHOUE, MAMCV	1.2	35.00	42.00
SUBTOTALS	17.2		602.00
STAFF LEVEL II			
HARRICK, CLAUDIA	1.0	32.50	32.50
NIHART, JAMES	1.5	32.50	48.75
SUBTOTALS	2.5		81.25
STAFF LEVEL I			

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

JENSEN, KENNETH	0.2	25.00	5.00
SR. ASSOCIATE			
HEPPELMANN, TOMV	7.0	85.00	595.00
TOTALS	111.4		6,050.75

TOTAL LABOR 6,050.75

TOTAL THIS JOB \$ 6,050.75

ST P S LAND USE/DEVELOP

JOB NO. 10336.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HEPPELMANN, TOMV	18.0	75.00	1,350.00

TOTAL LABOR 1,350.00

TOTAL THIS JOB \$ 1,350.00

ST P S PUBLIC PARTICIPATN

JOB NO. 10336.13

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	5.5	140.00	770.00

ASSOCIATE

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10338.01

HEPPELMANN, TOMV	4.0	75.00	300.00
CONSULTANT II			
SMITH, WILLIAM	4.0	55.00	220.00
CONSULTANT I			
COLBURN, ELIZABETH	59.5	45.00	2,677.50
STUBBS, ROBERT	3.0	45.00	135.00
SUBTOTALS	62.5		2,812.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	16.0	45.00	720.00
STAFF LEVEL III			
HENDERSON, JANE	0.4	35.00	14.00
ROKHOUDE, KANCY	0.3	35.00	10.50
SCHODENBERG, KATHY	2.5	35.00	87.50
SUBTOTALS	3.2		112.00
STAFF LEVEL II			
ASHLAND, CAROL	2.0	32.50	65.00
BEVER, GINA	0.3	32.50	9.75
HARRICK, CLAUDIA	1.1	32.50	35.75
HAWKINS, TOM	4.4	32.50	143.00
SUBTOTALS	7.8		253.50
STAFF LEVEL I			
ROBERTS, SUSAN	0.2	25.00	5.00
SR. ASSOCIATE			
HEPPELMANN, TOMV	11.0	85.00	935.00
TOTALS	114.2		6,128.00

TOTAL LABOR 6,128.00

TOTAL THIS JOB \$ 6,128.00

ST P S INTERGOVT COMMITT

JOB NO. 10338.17

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
COLEBURN, ELIZABETH	12.0	45.00	540.00
		TOTAL LABOR	540.00

TOTAL THIS JOB \$ 540.00
=====

ST. PAUL SOUTH LRT

JOB NO. 10338.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
JARVIS, PETER	2.0	140.00	280.00
STAFF LEVEL IV			
WORD-SHEPTAK, CANDIS	1.5	45.00	67.50
STAFF LEVEL III			
ZIMMERMAN, MARK	8.5	35.00	297.50
STAFF LEVEL I			
JENSEN, KENNETH	0.1	25.00	2.50
SHAW, KATHRYN	0.3	25.00	7.50
SUBTOTALS	0.4		10.00

SR. ASSOCIATE			
PAKALIS, ARIJS	14.0	85.00	1,190.00

STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	21.0	45.00	945.00

TOTALS	47.4		2,790.00
--------	------	--	----------

TOTAL LABOR 2,790.00

TOTAL THIS JOB \$ 2,790.00
=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1033B.01

ST PAUL SOUTH LRT L.U.

JOB NO. 1033C.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
VICE PRESIDENT			
BECKMAN, DALE	2.0	95.00	190.00
ASSOCIATE			
LINDBERG, MILES	3.0	75.00	225.00
STAFF LEVEL IV			
HORD-SHEPTAK, CANDIS	1.5	45.00	67.50
STAFF LEVEL III			
ZIMMERMAN, MARK	8.5	35.00	297.50
SR. ASSOCIATE			
PAKALIS, ARIJS	20.0	85.00	1,700.00
TOTALS	35.0		2,480.00

TOTAL LABOR 2,480.00

TOTAL THIS JOB \$ 2,480.00

ST PAUL SOUTH LRT P.P.

JOB NO. 1033C.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALIS, ARIJS	8.0	85.00	680.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

TOTAL LABOR 680.00

TOTAL THIS JOB \$ 680.00
=====

INVOICE TOTALS

TOTAL LABOR 29,217.50
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

29,217.50
=====

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	514.7	9,020.59	855.63	

COSTS THIS RUN

TOTAL LABOR	29,217.50
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS
ST. PAUL SOUTH CORRIDOR

INVOICE PERIOD : 1 MARCH 1991 - 31 MARCH 1991
FILENAME: ST. PAUL_B.WK1

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$475.23
AUTO/MILEAGE	49.41
POSTAGE/DELIVERY	49.00
OUTSIDE REPRODUCTION/PHOTO	281.99

TOTAL	\$855.63
-------	----------

SUBCONTRACTORS

NONE THIS MONTH	\$0.00
-----------------	--------

TOTAL	\$0.00
-------	--------

~~~~~

|                |          |
|----------------|----------|
| TOTAL EXPENSES | \$855.63 |
|----------------|----------|

Public Hearing  
6/25/91



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, JUNE 25, 1991**

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

**PUBLIC HEARING**

**ON**

**LIGHT TRAIL TRANSIT PRELIMINARY DESIGN PLANS  
FOR THE MIDWAY CORRIDOR**

1. Welcome and introduction - Commissioner John T. Finley
2. Overview of the project - Commissioner John T. Finley
3. Procedures for the hearing - Kathryn DeSpiegelaere
4. Midway Corridor Preliminary Design Slide Presentation -  
Dick Wolsfeld
5. Comments/statements from the audience - Commissioner John  
T. Finley
6. Concluding remarks - Commissioner John T. Finley

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

|                                                                                                                     |                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| REGIONAL RAILROAD AUTHORITY<br>Originating Department<br><u>K. Spiegelauer</u> 6/17/91<br>Authorized Signature Date | Board Action Requested<br>Conduct public hearing on preliminary design plans for Midway Corridor.<br><br><u>DISCUSSION ONLY</u> |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|

Request Justification

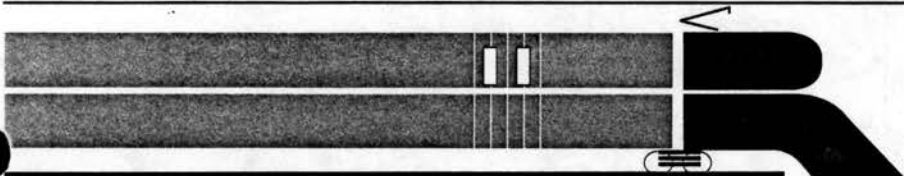
- See attached:
- 1) Memo from Jill Goski
  - 2) Schedule of process
  - 3) Affidavit of publication

|                                                   |             |
|---------------------------------------------------|-------------|
| Budgeting and Accounting <u>Ed Blawie</u> 6/17/91 | Date / Time |
| County Attorney <u>Bill Marshall</u>              | 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    |
| June 25, 1991            | <u>F. L. Glendenning</u> | 6/19/91 |
| 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:** Kathryn DeSpiegelaere, Director of LRT Planning

**FROM:** Jill Goski, Community Participation Coordinator

**SUBJECT:** Preliminary Design Hearing for the Midway Corridor

**DATE:** June 13, 1991

The Ramsey County Regional Railroad Authority (RCRRA) in cooperation with the Hennepin County Regional Railroad Authority (HCRRA) has prepared for public review the Preliminary Design Plans for the Midway Corridor Light Rail Transit project. The Preliminary Design Plans include two components: 1) the physical design of facilities, including location, length, and termini of routes; general dimension, elevation, alignment and character of routes and crossings; whether the track is elevated, on the surface, or below ground; approximate station locations; and related park and ride, parking, and other transportation facilities; and a plan for handicapped access; and 2) intermodal coordination with bus operations and routes; ridership; capital costs; operating costs and revenues; and funding for design, construction, and operation.

RCRRA will hold a Public Hearing on the Preliminary Design on June 25, 1991 at 10:30 AM at 316 Ramsey County Courthouse and the Hennepin County Regional Railroad Authority HCRRA will hold a Public Hearing on the Preliminary Design on June 25, 1991 at 11:30 AM at A2400 - Commissioners Meeting Room, Hennepin County Government Center. The public hearings will provide an opportunity for affected parties to present their views regarding the physical design component of the preliminary design plans.

The affidavit of publication of the meeting notice is attached. Affected agencies and jurisdictions have been involved in a pre-review of the preliminary design plans and the Preliminary Design Plans accompanied by a Preliminary Design Technical Memorandum were distributed on May 21 to agencies and jurisdictions.

Page 2

Within 45 days of the June 25 Regional Railroad Authority hearings, each city in which the route is proposed to be located is required by state law to review the preliminary design plans, hold its own public hearing and either approve the preliminary design plans as submitted, or disapprove the preliminary design plans and list the conditions which would cause the City Council to remove its disapproval. RCRRA has been working cooperatively with staff from both Minneapolis and St. Paul regarding their process for reviewing the preliminary design plans and scheduling the public hearings. Responses from Minneapolis and St. Paul regarding their approval or disapproval of the plans are due by August 9, 1991.

RCRRA and HCRRA are scheduled to review the Preliminary Design Plans for final approval on August 27, 1991. The schedule for the steps in the preliminary design plan approval is attached.

Recommendation:

For your information.

JG/blk  
Attachment



MIDWAY CORRIDOR PRELIMINARY DESIGN PLANS

B. Schedule

| <u>Activity</u>                                                         | <u>Date</u>            |
|-------------------------------------------------------------------------|------------------------|
| Preliminary Design (10%0) Plan Preparation                              | April 1 - May 14, 1991 |
| RCRRA and HCRRA Approve PD Plans for Distribution and Submit for Review | May 14, 1991           |
| Review of PD Plans by Cities of St. Paul and Minneapolis                | May 14 - June 14, 1991 |
| Review of PD Plans by Regional Transit Board 1991                       | May 14 - August 14,    |
| Review of PD Plans by Metropolitan Council 1991                         | May 14 - August 14,    |
| Review of PD Plans by Mn/DOT 1991                                       | May 14 - August 14,    |
| RCRRA and HCRRA Public Hearings on PD Plans                             | June 25, 1991          |
| Review of PD Plans by Cities of St. Paul 1991 and Minneapolis           | June 25 - August 9,    |
| Cities Public Hearings on PD Plans 1991                                 | June 25 - August 9,    |
| Cities Approve PD Plans                                                 | August 9, 1991         |
| RCRRA and HCRRA Approve PD Plans                                        | August 27, 1991        |
| Ramsey and Hennepin County Boards Approve PD Plans                      | August 27, 1991        |

# AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA

COUNTY OF RAMSEY

**NOTICE OF PRELIMINARY  
DESIGN PLANS**  
Ramsey County Regional  
Railroad Authority and  
Hennepin County Regional  
Railroad Authority have is-  
sued Preliminary Design  
Plans for the Midway Corri-  
dor Light Rail Transit  
project.

The proposed project is a  
light rail transit line on the  
Soo Line/I-94 alignment ex-  
tending from the U of M  
East Bank Campus to  
Downtown St. Paul. LRT  
would follow the Soo Line  
Railroad right-of-way from  
Beacon Street southeasterly  
to Interstate 94 near Fair-  
view Avenue and along the  
median of I-94 to the Capitol  
Area and downtown St. Paul.

The Ramsey County Region-  
al Railroad Authority will  
hold a Public Hearing on the  
Preliminary Design Plans on  
June 25, 1991, 10:30 AM, 316  
Ramsey County Courthouse,  
St. Paul. The Hennepin Coun-  
ty Regional Railroad Author-  
ity will hold a Public Hearing  
on the Preliminary Design  
Plans on June 25, 1991, 11:30  
AM, A2400 - Commissioners  
Meeting Room, Hennepin  
County Government Center,  
Minneapolis.

The hearings will provide an  
opportunity to comment on  
the Preliminary Design Plans  
for LRT in the Midway Cor-  
ridor.

Comments on the Midway  
Corridor Preliminary Design  
Plans are due by August 9,  
1991.

Plans are available for re-  
view at 316 Ramsey County  
Courthouse between the  
hours of 8 AM and 4:30 PM.  
Questions and comments  
should be directed to:

Kathryn DeSousa  
Director of LRT Planning  
Ramsey County Regional  
Railroad Authority  
316 Ramsey Co. Courthouse  
15 West Kellogg Boulevard  
St. Paul, MN 55102  
(612) 298-5420

Pioneer Press Jun 6 no. 126

ROSEMARY J FRANK

, being  
duly sworn on oath, says: that he is, and during  
all times herein stated has been, Clerk of  
Northwest Publications, Inc., publisher of the  
newspaper known as the Saint Paul Pioneer  
Press, a newspaper of general circulation within  
the City of St. Paul and the County of Ramsey.

That the Notice hereto attached was cut from the  
columns of said newspaper and was printed and  
published therein on the following dates:

6th day of JUNE, 19 91

day of , 19

day of , 19

day of , 19

day of , 19

day of , 19

day of , 19

*Rosemary J Frank*

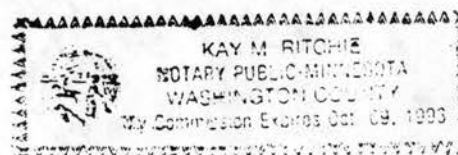
Subscribed and sworn to before me this

11th day of JUNE, 19 91

*Kay M Ritchie*  
Notary Public

Washington County, Minnesota

My commission expires October 9, 19 93



**NOTICE OF PRELIMINARY  
DESIGN PLANS**

Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority have issued Preliminary Design Plans for the Midway Corridor Light Rail Transit project.

The proposed project is a light rail transit line on the Soo Line/I-94 alignment extending from the U of M East Bank Campus to Downtown St. Paul. LRT would follow the Soo Line Railroad right-of-way from Beacon Street southeasterly to Interstate 94 near Fairview Avenue and along the median of I-94 to the Capitol Area and downtown St. Paul.

The Ramsey County Regional Railroad Authority will hold a Public Hearing on the Preliminary Design Plans on June 25, 1991, 10:30 AM, 316 Ramsey County Courthouse, St. Paul. The Hennepin County Regional Railroad Authority will hold a Public Hearing on the Preliminary Design Plans on June 25, 1991, 11:30 AM, A2400 - Commissioners Meeting Room, Hennepin County Government Center, Minneapolis.

The hearings will provide an opportunity to comment on the Preliminary Design Plans for LRT in the Midway Corridor.

Comments on the Midway Corridor Preliminary Design Plan are due by August 9, 1991.

Plans are available for review at 316 Ramsey County Courthouse between the hours of 8 AM and 4:30 PM. Questions and comments should be directed to:

KATHRYN DeSPIEGELAERE,  
Director of LRT Planning  
Ramsey County Regional  
Railroad Authority  
316 Ramsey County Courthouse  
15 W. Kellogg Blvd.  
St. Paul, MN 55102  
(612) 298-5420

(June 5)

----- ST. PAUL LEGAL LEDGER -----

**DUPLICATE  
AFFIDAVIT OF PUBLICATION**

State of Minnesota  
County of Ramsey

Samuel E. Lewis, Jr., being duly sworn, on oath says that he is the publisher of the newspaper known as the Saint Paul Legal Ledger and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

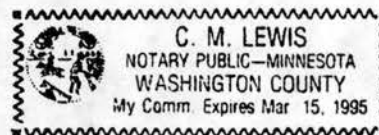
(B) The printed notice  
which is attached was cut from the columns of said newspaper and was printed and published once; it was published on Wednesday, the 5th day of June, 1991; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of said notice:

abcdefghijklmnopqrstuvwxyz  
XXXXXXXXXXXXXXXXXXXX

Samuel E. Lewis, Jr.

Subscribed and sworn to before me this 5th day of June, 1991

C. M. Lewis



**Rate Information**

- (1) Lowest classified rate paid by commercial users for comparable space is \$ n/a.
- (2) Maximum rate allowed by law for the above publication is \$ 47.20.
- (3) Rate actually charged for the above publication is \$ 41.05.

Kathy Despiegelaere

Ramsey County Regional  
Railroad Authority  
Documentation

*file*

John T. Finley, Chairman

District 3

Jane 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, JULY 9, 1991

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

#### CHAIRMAN'S COMMENTS

1. \* Minutes of the Ramsey County Regional Railroad Authority Board Meeting of May 28, 1991.
2. \* Selection of preferred alignment for light rail transit in the Northeast Corridor.
3. \* Ratify Partial Payment No. 19 to BRW, Inc. in the amount of \$10,335.08 for Phase I PE/EIS Studies for the Midway Corridor.

\* Action is Requested.



## MINUTES

### RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, May 28, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, May 28, 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 (Entered during Item 3)  
Commissioner Ruby Hunt (Entered during Item 3)  
Commissioner Duane McCarty (Entered during Item 3)  
Commissioner Hal Norgard  
Commissioner Donald Salverda  
Commissioner Warren Schaber

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Patrick O'Malley, Jill Goski, James E. Tolaas, Terry Schutten, Marit Smaby-Nowlin, Gary Simpson, Terry Lindeke, Toni Baker, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of April 23, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board held on April 23, 1991, as written.

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

2. Update on Legislation

Chairman Finley has a draft of the legislation which was received on Friday. This came from the RTB, but in any event the legislation, the way it ended up, which we were talking about last week at the Board Meeting, and where we are at is a substantial accomplishment from where we could have been regarding Light Rail, if you are advocating light rail in the metropolitan area. We were just about out of the business, and it was going to the Metropolitan Council which certainly, in his opinion, was not in the best interest of the Metropolitan area. If you remember, when they did have it, we had one line coming into the East metropolitan area, and that was the one connecting the two downtowns, other than that there were no other lines proposed in twenty years. Probably that was one of the reasons why

a lot of us got interested in it. It ended up where they did not take over, and start all over from scratch.

The funding for light rail was cut by 75%, not of the maximum, but of the levy, and, of course, if you remember, we cut \$2 million out of last year's budget down to \$1.9 this year, and as a result, we got reduced again to 75% of the \$1.9 million instead of 75% of the levy. Part of this was again because Hennepin County had levied a maximum of \$2 million. Legislation provides that we can transfer during 1991 for Human Services. Other than that, that is the main things, any Federal funding has to go through the RTB and the Met Council and Mn/DOT, and there is a Joint Powers Board which we had. At one time it was going to eliminate the Joint LRT Advisory Committee, but that is still in existence.

Commissioner Hunt said it seems to her that even though there was no reference to the Joint LRT Advisory Committee that it really is out of existence because it has fulfilled its responsibility, and it has no further responsibility. So, she does not think that she and Commissioner Ahrens do not have to go to any more meetings.

Chairman Finley thinks that in the reevaluation the Committee will be called back in to look at the corridors again, as part of the plan is to review these every two years.

Commissioner Ahrens is concerned during the interim, how things will proceed on 94. They did talk some months ago about trying to sit down with Commissioner Riley and talk to him. She does not know whether we want to do that with Hennepin County, but it comes through her district as well as the Chairman's district, and if there is an issue out there. If Commissioner Riley is rather cool towards 94 at the moment, we ought to have a chat with him.

Chairman Finley informed the Board that Commissioner Riley had asked him to contact him after the session was over, so he will be doing that, that was Chairman Finley's plan as he did talk to him when we were waiting to testify before one of the Committees. At that time Commissioner Riley said things were rather hectic. Sandy Pappas did get Commissioner Riley to say on the record that I94 would not be reconstructed until the decision on LRT is made. Chairman Finley will meet with him in the next week or so.

Commissioner Ahrens thinks it is important that Chairman Finley meet with him, but it is also important that we bring in the business community in downtown St. Paul to also meet with him. Chairman Finley said that is a very good suggestion, this is an excellent idea, and possibly he could get Rich Hadley and Tom McKeown to go. These are the key type of people that he would be paying more attention to than us. Commissioner Ahrens thinks that Commissioner Riley looks at us as a vested interest, and if we could bring in some other folks who are not political. The Commissioner has to see the implications of not doing 94, and she is not sure that he is clear about that.

Commissioner Schaber asked where the Mayor is on that, as it seems to him that if anyone should have a real interest in making certain that the Corridor be constructed would be the Mayor of the City of St. Paul.

Commissioner Ahrens is not sure that even if the Mayor were gung ho on this that he would be as important a person to talk to Commissioner Riley as the business community, she is just thinking about who would help affect his decision.

Commissioner Schaber said the State has to hear from the Mayor also, as we have two cities, that the Mayor is very anxious to have this. It is basic politics to have the Mayor out there saying that he is very much in favor and anxious to have it, to say that it is good for the City too. 80% or more of the line is going to be in the City of St. Paul.

Commissioner McCarty mentioned the City Council. Chairman Finley said that the City Council is as cohesive of a unit as Hennepin County when it comes to the issues, and that is the problem. The majority of this Council like the majority of the Hennepin County Board has a position, they are all over the map. Wilson is a very strong supporter of our decision making process, and he realized that we made a decision that originally was not all ours as to where we thought it should go, but the more we studied it, it just became evident that this was the best way to proceed. For example, Wilson appreciates that as he followed the process, and Mark Voerding who works for him followed as to what we were doing. However, those who do not pay attention to what is going on, make decisions and make statements without the fundamental foundations that are necessary for opinions.

Commissioner Ahrens discussed whatever is going to be done with regard to Federal money is going to have to pass through Met Council. She suggested that like one of the luncheons Mr. Schutten puts on we ought to invite our East Metro representatives that are now on Met Council, and sit down over a lunch, have a good presentation of where we are, and why we are where we are with respect to Light Rail, and get some of their questions out, and we might at that point also want to have a representative from the Chamber of Commerce of St. Paul. We need to have some sort of a meeting on an informal basis to get them ready, as she does not know how they view this.

Chairman Finley feels this is a good idea, Mr. Schutten was nodding in agreement. Chairman Finley added that the Legislators, the two Senators who really helped were from Washington County, Price and Laidig, voted very well with us because of the East Metro importance with this. He had received a very nice letter from Laidig, and he dropped them a note. Washington County responded that they really appreciate the leadership that Ramsey County has had.

Commissioner Ahrens suggested that we invite Mary Hauser, Don Chapdelaine, if we are going to do the East Metro members of the Met Council, at the lunch.

Chairman Finley thinks possibly a legislator or two who has taken an interest could be included, like Laidig who really has taken an interest.

Commissioner McCarty commented that in terms of support for LRT, he was surprised at the number of people who he did talk to who did support this.

Chairman Finley stated that we will do both of the luncheons, and he will make sure that when he meets with Commissioner Riley, it would be great if Tom could go along with Rich Hadley. He asked that this luncheon be done the way Terry Schutten is doing the other luncheons with Marit Smaby-Nowlin, a nice, informal type, not a big deal or to do about it. People are much more comfortable if we just run a short presentation.

Chairman Finley suggested that we could try it in June, or else we could wait until late August, as Ms. Smaby-Nowlin has a September 24th luncheon scheduled for the County. If this Board does not mind, maybe we could try for the last Tuesday in June when we have a meeting.

Commissioner Hunt does not think it has to be any more than Chairman Finley and the key people. If we get it too big, it is not going to be productive. Keep it to six or no more than eight. Commissioner Hunt clarified this, she was talking about the meeting with Riley, as this should be very small.

Commissioner Ahrens stated that for the luncheon she feels that the economic issues should be the major part of the presentation, not the development plan and all of that. It would be better to spend time talking about the economic implications for the City.

Commissioner Hunt, to tie in with that, said we could perhaps cover the economic indicators that were put together that would give the Ramsey County folks on the Met Council a better picture of why the economic impact is so important, and why we are not prepared to use property tax dollars to put into the line.

Commissioner McCarty wished to clarify the application for Federal Funds, is it approval by the Met Council. Ms. DeSpiegelaere and Commissioner Ahrens both said it is approval by the Met Council.

Commissioner McCarty referred to House Advisory 22, the first three steps which we have already done, are they intending to reinvent the wheel. He is trying to understand what House Advisory 22 means.

Ms. DeSpiegelaere informed the Board that she spoke to the assistant of Representative Kalis, and there are two Committees left, and Representative Kalis assistant said they were putting some things together, that Representative Anderson is interested in having the Legislature make a decision as to whether or not LRT should go ahead with state funding.



Chairman Finley said that according to House Advisory 22 there is going to be a study.

Commissioner Ahrens felt this was as good a time as any to be bringing this issue forward. They did have a meeting last Tuesday of the Health, Human Services and Corrections Committee at which time they reviewed the new policy on Child Welfare, basically in which the restrictions placed on children placed outside the home are very dramatic, we have run out of money, as the projections show if we continue at this rate. There are some real liabilities out there, and in doing this, she thinks we may be taken to court with respect to the issue, and it is just not with respect to policy, but there are other legal implications.

Commissioner Ahrens continued, we will not be cutting back, there will be impact on the tax budget, she does not know how much or to what extent, but it will not make it as severe as we thought it would be. This leads up to the question as to whether we could get some information as to what the projected shortfall will be in order to get through the next several months before we find out for sure if either money could be granted or borrowed from the RRA levy in order to provide for funding Child Welfare Relief shortfall. She thinks we need some figures here, to know whether there will be any money available from this account, whether we will have any flexibility. Many people are getting exercised about this, and will be making contacts quite aside from some of the legal issues. We are the only county in the state that has done this, it is very severe, it does impact very negatively on children who are in need of placement outside the home for various reasons. She is wondering if we can get some financial information, we have a finance issue, we have an issue of policy, then the RRA issue, and she does not know where this can all be pulled together to make a decision on it.

Chairman Finley informed the Board as to where we are at, Mr. Van Houdt gave the Finance Committee a preliminary breakdown as to where we are at, and he expects to have it together by June 25th. He has asked Ms. DeSpiegel-aere last week after the HHC Committee last week to review our budget to see where we are committed, and work with Mr. Van Houdt so that those issues could be addressed with Mr. Schutten and Mr. Van Houdt. We have put the wheels in motion, and hopefully everything will be coming in, and we will see where we have surpluses, and where we will have anticipated shortfalls. From the Tax Bill where that ties in specifically to the Human Service part, other than the accounting part of it, will that be considered with what they will be coming back to Finance Committee with?

Terry Schutten, as a comment, said June 25th is 4% reduction, this is now actually 2.3%. At the HHSC Committee, the Chair had requested that they put together an option letter as to options for financing, including this one, to bring back to that Committee by June 4th. He has asked Mr. Van Houdt to look at other options within the county resources, and this is the track they were on until this discussion now.

Chairman Finley does not know if Ms. DeSpiegelaere has had an opportunity to look at where our contractual obligations are, and where our commitments are from the standpoint regarding joint funding by Mn/DOT. Ms. DeSpiegelaere said she has not.

Chairman Finley said there may be monies, but some of this may already be committed, so we need an opportunity to see how Ms. DeSpiegelaere can project expenditures.

James Van Houdt wished to make a comment, when we first heard about Child Welfare they had talked to Mary Mahoney and Tom Fashingbauer, we had to keep this together so that we know what we were doing totally, so that it could be brought back to the Board. We will have the cuts, as it would be difficult to get back to their Committee on June 4th.

Chairman Finley feels that maybe we could have a Finance Committee of the Whole and look at the whole thing at that time. Commissioner Ahrens agreed as it is hard to focus in on one Committee, when it affects the entire operation.

Commissioner Schaber stated that we were hoping to have a Joint Committee of the Whole on June 25th which would deal with a lot of these issues, and this would give Ms. DeSpiegelaere some time to see if there are monies available in the LRT account. One of the real problems we have is that Mr. Schutten has gone back to all the Department Heads now and requested an additional 4% cut out of this year's budget. We have some severe problems in the 3% area as there was no growth at all, the 3% levy limit from last year is 3% so there was zero growth. There are some severe problems we have to look at, and it would be well to look at it in its totality which means that we will be looking at Human Services problems, Light Rail Problems, as well as our own budget. We have tentatively set the date for June 25th as a Committee of the Whole to look at all issues. There are some significant problems.

Chairman Finley asked if it would be okay to hold off on the June 4th meeting until June 25th until it is all tied together. Commissioner Ahrens thinks we ought to move ahead on the 25th, and be ready at that point to make some decisions. The freeze has been on since April, and we may need to be prepared, as there may be some legal action.

Chairman Finley and Commissioner Schaber said the meeting will be of the Whole on June 25th as that is the day Finance is regularly scheduled.

3. Ratify Partial Payment No. 11 to SRF for Northeast Corridor in the amount of \$8,247.84, RCRRA-90-001

Commissioner Norgard moved the following recommendation, seconded by Commissioner Salverda

Chairman Finley asked if we are satisfied with the work the consultants are doing, and Ms. DeSpiegelaere said that she was.

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 March 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

R91-40  
WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 11, Partial Payment No. 11, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through March 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$8,247.84 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1991, is hereby ratified.

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

4. Ratify Partial Payment No. 12 to SRF for Northeast Corridor in the amount of \$5,853.22, RCRRA-90-001

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

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 April 30, 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. 12, Partial Payment No. 12, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through April 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$5,853.22 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1991, is hereby ratified.

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

5. Approve Amendment No. 1 to Agreement RCRRA-90-001 with SRF, Inc. for Northeast Corridor, and authorize the Chairman of the RCRRA to execute the amendment.

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



WHEREAS, The current schedule for completion of Light Rail Transit Alignment Studies for the Northeast Corridor will extend up to two months beyond the 13 month period of services provided in Ramsey County Regional Railroad Authority RCRRA-90-001; and

WHEREAS, Amendment No. 1 to Agreement No. RCRRA-90-001 has been prepared to extend the period of services to August 8, 1991 to accommodate the current schedule; and

R91-42

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 1 to Agreement RCRRA-90-001 and authorizes the Chairman of the Authority to execute the Amendment on its behalf.

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

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 6/27/91  
Authorized Signature Date

Board Action Requested

Selection of preferred alignment for  
light rail transit in the Northeast  
Corridor

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution  
2) Memorandum from K. DeSpiegelaere  
3) Map  
4) Northeast Corridor Alignment Study Comment Report

Budgeting and Accounting

Ed Blawie 6/28/91

County Attorney

Carl MacKinnon

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

July 9, 1991

Board Date

Signature

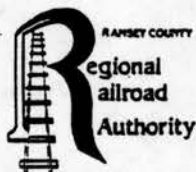
Signature

Date

6/28/91

Date

J. L. Blendenning



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has completed a study of alternative alignments for light rail transit (LRT) in the Northeast Corridor; and

WHEREAS, That study found that both the I-35E and the Burlington Northern alignments are technically feasible; that the I-35E alignment would attract the highest number of new riders and the Burlington Northern alignment would serve the highest total number of riders; that the I-35E alignment would provide the fastest end-to-end trip and the Burlington Northern alignment would provide more service to St. Paul neighborhoods; and that the estimated construction cost for LRT on the Burlington Northern alignment is 30 percent lower than the I-35E alignment; and

WHEREAS, There is an opportunity to purchase the Burlington Northern alignment and the City of St. Paul and Ramsey County support trail development in the Burlington Northern right-of-way; and

WHEREAS, Construction of LRT in the median of I-35E requires reconstruction of I-35E which is included in 20-year plans of the Minnesota Department of Transportation; and

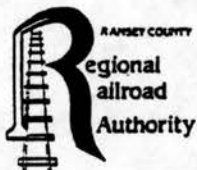
WHEREAS, The Technical Committee and the Northeast Corridor Task Force recommended continued study of both the I-35E and the Burlington Northern alignments for LRT; and the Intergovernmental Committee recommended selection of the Burlington Northern alignment for LRT; and

WHEREAS, The RCRRA has received letters and resolutions from the cities in the corridor, some supporting the I-35E alignment and some supporting the Burlington Northern alignment; and

WHEREAS, The RCRRA has held a public hearing and 60-day comment period on the alignment study and has received comments supporting both the I-35E and the Burlington Northern alignments; Now, Therefore, Be It

John T. Finley, Chairman

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



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

---

RESOLVED, That the RCRRRA supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake; and Be It Further

RESOLVED, That the RCRRRA will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail; and Be It Further

RESOLVED, That the RCRRRA will continue to explore the feasibility of LRT in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

John T. Finley, Chairman

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





# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: July 9, 1991

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

Page 1 of 2

WHEREAS, The Comprehensive Light Rail Transit Plan for Ramsey County, December, 1989, recommends the Northeast Corridor as a location for light rail transit (LRT) between now and 2010; and

WHEREAS, The Light Rail Transit Regional Development and Financial Plan, February, 1990, includes the Northeast Corridor within its 10-year plan for construction of light rail transit; 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; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has completed a study of alternative alignments for light rail transit in the Northeast Corridor; and

WHEREAS, That study found that both the I-35E and the Burlington Northern alignments are technically feasible; that the I-35E alignment would attract the highest number of new riders and the Burlington Northern alignment would serve the highest total number of riders; that the I-35E alignment would provide the fastest end-to-end trip and the Burlington Northern alignment would provide more service to St. Paul neighborhoods; and that the estimated construction cost for LRT on the Burlington Northern alignment is 30 percent lower than the I-35E alignment; and

John T. Finley, Chairman

By Warren W. Schaber, Secretary



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: July 9, 1991

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

Page 2 of 2

WHEREAS, There is an opportunity to purchase the Burlington Northern alignment and the City of St. Paul and Ramsey County support trail development in the Burlington Northern right-of-way; and

WHEREAS, Construction of LRT in the median of I-35E requires reconstruction of I-35E which is included in 20-year plans of the Minnesota Department of Transportation; and

WHEREAS, The Technical Committee and the Northeast Corridor Task Force recommended continued study of both the I-35E and the Burlington Northern alignments for LRT; and the Intergovernmental Committee recommended selection of the Burlington Northern alignment for LRT; and

WHEREAS, The RCRRA has received letters and resolutions from the cities in the corridor, some supporting the I-35E alignment and some supporting the Burlington Northern alignment; and

WHEREAS, The RCRRA has held a public hearing and 60-day comment period on the alignment study and has received comments supporting both the I-35E and the Burlington Northern alignments; Now, Therefore, Be It

RESOLVED, That the RCRRA supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake; and Be It Further

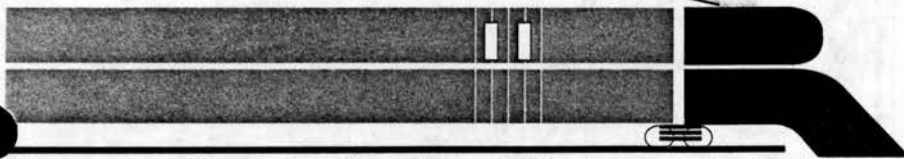
RESOLVED, That the RCRRA will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail; and Be It Further

RESOLVED, That the RCRRA will continue to explore the feasibility of LRT in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

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:** Selection of Alignment for Light Rail Transit in  
Northeast Corridor

**DATE:** June 27, 1991

The Draft Northeast Corridor Light Rail Transit Alignment Study has been circulated for public review. A copy of the comments received at the public hearing, the recommendations of the committees and task forces, and letters received on the report are included in a separate document.

#### Recommendation:

A resolution has been prepared for your consideration that indicates that:

1. Ramsey County Regional Railroad Authority supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake.
2. Ramsey County Regional Railroad Authority will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail.
3. Ramsey County Regional Railroad Authority will continue to explore the feasibility for LRT in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

KD/blk





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

**DATE:** June 28, 1991  
**TO:** Metropolitan Systems Committee  
**FROM:** Metropolitan Parks and Open Space Commission  
**SUBJECT:** Funding Allocations for Regional Parks from State Bonding Authorized for Regional Park Acquisition and Development in the 1991 Wetlands Bill

**BACKGROUND**

At its special meeting of June 28, 1991, the Metropolitan Parks and Open Space Commission considered the attached report on Unfunded Regional Recreation Open Space Projects in the current approved Capital Improvement Program and the Allocation List proposed for discussion. The sense of the discussion was to develop a recommendation on the best allocation for funds which the Council may request from bonds sold as provided in Chapter 354, the "1991 Wetlands Bill."

**ISSUES AND CONCERNS**

Questions and comments from commissioners, Council Member Susan Anderson, and several Regional Implementing Agency Representatives about the status of current contingency reserves at the Council which are based on the 1990 (or fiscal year 1990-1991) bonding bill and regional bond sale receipts were responded to by Arne Stefferud, Council Parks staff. Chair Kitto briefed the Commission on the major points of legislative intent in the Wetlands Bill as he saw it develop during the session.

Commissioner Johnson moved the recommended allocations, including the notes, with one amendment. The amendment reduced the allocation for Lake Minnetonka Acquisition Reimbursement to Suburban Hennepin Regional Parks from \$1.6 million to \$1.5 million and attached the \$100,000 to the Emergency Acquisition fund entry, increasing that entry to \$140,000.

Bradley seconded the motion.

Following discussion on the motion, it was approved by the commission, Lonsbury voting "Nay."

**RECOMMENDATIONS**

That the Metropolitan Council:

1. Approve the attached resolution requesting a contract for the funds approved in Chap. 354 from Minnesota Department of Trade and Economic Development.
2. Authorize the Executive Director to execute Grant Agreements for the funds in accord with the following Allocation Plan, (3., below), when fund availability is confirmed.
3. Adopt the following Allocation Plan for use of Minnesota State Bond Revenues for the acquisition and development of regional recreation open space:

- To Minneapolis Park and Recreation Board, for Cedar Lake Acquisition in the Minneapolis Chain of Lakes Regional Park, \$1 million (see note A, below).
- To Minneapolis Park and Recreation Board, for basic access/trail connections in North Mississippi Regional Park, \$400,000.
- To Washington County, for reimbursement of funds spent in Acquisition at Big Marine Park Reserve, \$1.4 million.
- To Suburban Hennepin Regional Park District, for reimbursement of funds spent in Acquisition at Lake Minnetonka Regional Park, \$1.5 million.
- To Ramsey County, to complete the partially funded project at Long Lake Regional Park, \$185,000.
- To Saint Paul and/or Ramsey County, for acquisition in the Burlington Northern Railroad Regional Trail Corridor, \$1.4 million (see note B, below).
- To Anoka County, to complete reimbursement for acquisition/development costs at Coon Rapids Dam Regional Park, \$250,000.
- To the Council's Emergency Acquisition and Development Fund, for emergency acquisitions, \$140,000.

**Note A.** This amount should ensure adequate funds to acquire the Minneapolis Cedar Lake Parcel, with the expectation that private contributions will meet the remainder of acquisition costs.

**Note B.** Should the Ramsey Light Rail Authority succeed in acquiring the Burlington Northern Railroad Corridor in its present process, this \$1.4 million allocation should be redirected to St. Paul, to continue rehabilitation work in Como Regional Park.

Respectfully submitted,

Larry Kitto, Chair

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**3**

|                                                                                                                                                                                      |                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><u>REGIONAL RAILROAD AUTHORITY</u></p> <p><b>Originating Department</b></p> <p><i>R. R. Piephouse</i>      <u>6/27/91</u></p> <p><b>Authorized/Signature</b>      <b>Date</b></p> | <p><b>Board Action Requested</b></p> <p>Ratify Partial Payment No. 19 to BRW, Inc. in the amount of \$10,335.08 for Phase I PE/EIS Studies for the Midway Corridor.</p> <p align="center"><b><u>ACTION IS REQUESTED</u></b></p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**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 \$10,335.08 for the period ending March 31, 1991, 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. 19
  - 3) BRW, Inc. Invoice No. 61820 and attachments

|                                                                                                                                                                                                                                                          |                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <p><b>Budgeting and Accounting</b> <i>Ed Glauke</i>      <u>6/28/91</u></p> <p><b>County Attorney</b> <i>David MacNeil</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> |
| July 9, 1991                    | <i>F. L. Stendering</i> | 6/28/91     |
| <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 BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 31, 1991; 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. 61820, Partial Payment No. 19, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$10,335.08 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1991, is hereby ratified.

John T. Finley, Chairman

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



# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. RAMSEY COUNTY REGIONAL RAIL AUTHORITY Date June 5, 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 | \$10,335.08 |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
| 15-17    | 18-20 | 21-25 | 26-31  | 32-41       |

\$10,335.08

Total

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

BRW INC

Last Name or Firm Name 23-52

Thresher Square

3 700 Third St S 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 19; Inv. 61820; Phase I PE/EIS Midway Corr. 9-60

5 Agreement PA800; Acct 59103-020102; March 31, 1991 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 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. K. Spigelman

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.19

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 05 JUN 91

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 | 99.1%          |
| TOTAL VALUE OF WORK CERTIFIED - 31 MAR 91 |                   | \$1,584,203.16 |
| LESS 5% RETAINAGE                         |                   | \$79,210.14    |
| AMOUNT DUE                                |                   | \$1,504,993.02 |
| LESS PREVIOUSLY APPROVED PAYMENTS:        |                   | \$1,493,289.60 |

|                                     |                    |
|-------------------------------------|--------------------|
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | <u>\$11,703.42</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.

|                |                                                                                            |
|----------------|--------------------------------------------------------------------------------------------|
| <u>6/16/91</u> | <u></u>  |
| DATE           | DIRECTOR, RC REGIONAL RAILROAD PLANNING                                                    |
| <u>6/13/91</u> | <u></u> |
| DATE           | CONSULTANT                                                                                 |

| PREVIOUS PARTIALS:     | RCRA SHARE     | HCRA 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 NO.16  | \$56,447.50    | \$1,557.15   | \$58,004.65    |
| PARTIAL PAYMENT NO.17  | \$15,059.56    | \$2,054.94   | \$17,124.50    |
| PARTIAL PAYMENT NO.18  | \$7,344.85     | \$946.99     | \$8,291.84     |
| PARTIAL PAYMENT NO.19  | \$10,335.08    | \$1,368.34   | \$11,703.42    |
| PARTIAL PAYMENT TOTAL: | \$1,350,163.48 | \$154,829.54 | \$1,504,993.02 |

SUMMARY OF AGREEMENT

|                                                      |                    |
|------------------------------------------------------|--------------------|
| AMENDED AGREEMENT AMOUNT:                            | \$1,598,039.00     |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | \$1,504,993.02     |
| AMOUNT REMAINING ON AGREEMENT                        | <u>\$93,045.98</u> |



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  
61820

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: March 31, 1991

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: March 31, 1991  
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   | \$ 10,879.03     | \$1,419,223.98       | \$1,430,103.01         |
| o Less 5% Retainage | 543.96           | 70,960.84            | 71,504.80              |
| o Due This Billing  | \$ 10,335.07     | \$1,348,263.14       | \$1,358,598.21         |
| Hennepin County RRA | \$ 1,440.35      | \$ 162,480.83        | \$ 163,921.18          |
| o Less 5% Retainage | 72.01            | 8,124.60             | 8,196.61               |
| o Due This Billing  | \$ 1,368.34      | \$ 154,356.23        | \$ 155,724.57          |

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. RC

BRW, INC.

HC

David M. Warner, PE  
Senior Associate

|           |              |              |
|-----------|--------------|--------------|
| 10,879.03 | 1,410,345.68 | 1,421,224.71 |
| 543.96    | 70,960.84    | 71,504.80    |
| 10,335.07 | 1,349,384.84 | 1,350,163.48 |
| 1,440.35  | 161,338.10   | 162,978.45   |
| 72.01     | 8,076.30     | 8,148.35     |
| 1,368.34  | 153,414.40   | 154,829.54   |

Revised to reflect deletions of Bechtel direct costs in total amounts of \$5,135.22 and \$4685.04 on Partial Payments 16 & 17 respectively pending further written documentation

6/5/91

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HUKA

BRW, INC.

MARCH 31, 1991  
INVOICE NO. DRAFT  
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

| PROFESSIONAL PERSONNEL | HOURS | RATE   | AMOUNT   |
|------------------------|-------|--------|----------|
| PRINCIPAL              |       |        |          |
| WOLSFELD, RICHARD      | 10.5  | 135.20 | 1,419.60 |
| CONSULTANT I           |       |        |          |
| THATCHER, JENNIE       | 7.2   | 44.20  | 318.24   |
| STAFF LEVEL III        |       |        |          |
| ROKHOUDE, HANCV        | 0.3   | 36.40  | 10.92    |
| SCHODKENBERG, KATHY    | 0.8   | 36.40  | 29.12    |
| SUBTOTALS              | 1.1   |        | 40.04    |
| STAFF LEVEL II         |       |        |          |
| ASHLAND, CAROL         | 1.2   | 33.80  | 40.56    |
| STAFF LEVEL I          |       |        |          |
| ROBERTS, SUSAN         | 0.9   | 26.00  | 23.40    |
| SR. ASSOCIATE          |       |        |          |
| WARNER, DAVID          | 10.0  | 78.00  | 780.00   |
| TOTALS                 | 30.9  |        | 2,621.84 |

TOTAL LABOR 2,621.84

TOTAL THIS JOB \$ 2,621.84

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BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT |
|----------------------|-------|-------|--------|
| CONSULTANT I         |       |       |        |
| COLBURN, ELIZABETH   | 6.0   | 44.20 | 265.20 |
| STAFF LEVEL IV       |       |       |        |
| PATRICK, CHRISTOPHER | 1.0   | 41.60 | 41.60  |
| STAFF LEVEL III      |       |       |        |
| HENDERSON, JAKE      | 0.2   | 36.40 | 7.28   |
| STAFF LEVEL II       |       |       |        |
| HAWKINSON, TOM       | 0.3   | 33.80 | 10.14  |
| STAFF LEVEL I        |       |       |        |
| ROBERTS, SUSAN       | 0.2   | 26.00 | 5.20   |
| SR. ASSOCIATE        |       |       |        |
| WARNER, DAVID        | 3.0   | 78.00 | 234.00 |
| TOTALS               | 10.7  |       | 563.42 |

TOTAL LABOR 563.42

TOTAL THIS JOB \$ 563.42

MIDWAY LRT-ENVIRON. STDV

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| WOLSFELD, RICHARD    | 1.5   | 135.20 | 202.80   |
| CONSULTANT I         |       |        |          |
| HINKER, CHRISTIAN    | 22.2  | 44.20  | 981.24   |
| STAFF LEVEL IV       |       |        |          |
| PATRICK, CHRISTOPHER | 1.0   | 41.60  | 41.60    |
| STAFF LEVEL III      |       |        |          |
| SCHOONENBERG, KATHY  | 0.9   | 36.40  | 32.76    |
| STAFF LEVEL II       |       |        |          |
| ASHLAND, CAROL       | 1.1   | 33.80  | 37.18    |
| HARRICK, CLAUDIA     | 0.5   | 33.80  | 16.90    |
| HAWKINS, TOM         | 0.3   | 33.80  | 10.14    |
| NEHART, JAMES        | 2.0   | 33.80  | 67.60    |
| SUBTOTALS            | 3.9   |        | 131.82   |
| SR. ASSOCIATE        |       |        |          |
| WARNER, DAVID        | 84.0  | 78.00  | 6,552.00 |
| TOTALS               | 113.5 |        | 7,942.22 |

TOTAL LABOR 7,942.22

TOTAL THIS JOB \$ 7,942.22

MIDWAY RIDERSHIP UPDATE

JOB NO. 04190.61

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| WOLSFELD, RICHARD | 2.0   | 135.20 | 270.40 |
| STAFF LEVEL III   |       |        |        |
| ROKHOUDE, HANCV   | 0.5   | 36.40  | 18.20  |
| SR. ASSOCIATE     |       |        |        |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

|               |     |       |        |
|---------------|-----|-------|--------|
| WARNER, DAVID | 6.0 | 78.00 | 468.00 |
|---------------|-----|-------|--------|

|        |     |  |        |
|--------|-----|--|--------|
| TOTALS | 8.5 |  | 756.60 |
|--------|-----|--|--------|

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

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

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1991

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT |
|----------------|-------|-------|--------|
| SR. CONSULTANT |       |       |        |
| BAILEY, THOMAS | 6.0   | 67.60 | 405.60 |

|             |  |  |        |
|-------------|--|--|--------|
| TOTAL LABOR |  |  | 405.60 |
|-------------|--|--|--------|

|                   |  |  |        |
|-------------------|--|--|--------|
| TOTAL THIS JOB \$ |  |  | 405.60 |
|-------------------|--|--|--------|

INVOICE TOTALS

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 12,289.68 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

12,289.68

BRW, INC.

BILLING SUMMARY

| CURRENT PERIOD COSTS | -- LABOR -- |          | -- EXPENSES -- |            |
|----------------------|-------------|----------|----------------|------------|
|                      | HOURS       | AMOUNT   | REIMB.         | DIRECT&IND |
| TOTALS               | 169.6       | 3,952.74 | 4,848.87-      |            |

COSTS THIS RUN

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 12,289.68 |
| 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 MARCH 1991 - 31 MARCH 1991

FILENAME: 89003\_B

OTHER DIRECT NON-SALARY COSTS

|                                     |        |
|-------------------------------------|--------|
| BRW GRAPHIC REPRODUCTION DEPARTMENT | \$3.32 |
| AUTO/MILEAGE                        | 18.33  |
| OUTSIDE REPRODUCTION/PHOTO          | 8.05   |

|       |         |
|-------|---------|
| TOTAL | \$29.70 |
|-------|---------|

SUBCONTRACTORS

|                 |        |
|-----------------|--------|
| NONE THIS MONTH | \$0.00 |
|-----------------|--------|

|       |        |
|-------|--------|
| TOTAL | \$0.00 |
|-------|--------|

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TOTAL EXPENSES	\$29.70
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