



Ramsey County Regional Railroad Authority.
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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

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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, SEPTEMBER 10, 1991

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

Chairman's Comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of August 13, 1991.
2. * Ratify Partial Payment No. 6 to BRW, Inc. in the total amount of \$4,080.83 for the South Corridor Alignment/Scoping Study.
3. * Ratify Partial Payment No. 7 to BRW, Inc. in the total amount of \$1,752.74 for the South Corridor Alignment/Scoping Study.

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 13, 1991

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, August 13, 1991, in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 11:00 A.M.

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

MEMBERS ABSENT: Commissioner Hal Norgard

Also Present: David MacMillan represented the County Attorney's Office, Terry Schutten, Karen Tero, James Van Houdt, Robert Clarkson, Hugh Faville, Ben Sebesta, James Tolaas, Frances Glendenning, Kathryn DeSpiegelaere

Chairman's Comments

Chairman Finley said Commissioner Norgard is not here, so we will not be able to discuss his rail system.

Chairman Finley recalled a few weeks ago we were talking about going on a trip on the Soo Line so that we could get a better feel, especially up in the Westgate-St. Anthony area and Prospect Park, where we are in that Soo Line. Ms. DeSpiegelaere has talked to the Soo Line about a high rail trip and we have various dates of August 29th and 30th or the 9th or 11th of September. What we could do is just have Ms. DeSpiegelaere talk to the members individually.

Ms. DeSpiegelaere told Soo Line that we would probably need two vehicles to accomodate the Commissioners.

Chairman Finley asked if this was the same line that goes along the Mill Road which is the line that some of us went on, but then we went off the other way off towards the Ford Plant. If you remember, we ended up over by the University over on Oak Street there, but we were looking at it starting from Shepard Road, and he did not pay attention as it related to the I-94 Corridor. Chairman Finley suggested that Ms. DeSpiegelaere check with the Board, to see if everyone could go on one day.

Chairman's Comments (continued)

Chairman Finley informed the Board that the State Legislative Auditor is now reviewing planning functions of each of the individual units of government that are involved in transit planning, they did a report saying what their scope was, they are meeting with individual agencies with the RTB and Metropolitan Council. Ms. DeSpiegelaere met with them last week.

Commissioner Hunt asked if they were assigned as a specific responsibility by the State Legislature, or by someone at the Legislature, as it is the Legislature that the auditor reports to. Someone must have stimulated that, or is he self-motivated.

Ms. DeSpiegelaere said she was told there sixteen Legislators who are members of the Legislative Audit Commission, Ann Rest chairs that group. They are given a number of different proposals as about what they should study, or they generate their own, decide which ones they want research on. Two people are assigned to this particular audit.

Commissioner Hunt asked if she could get a list of the members of the Legislative Audit Commission, and Ms. DeSpiegelaere said she would obtain this.

Chairman Finley mentioned that tomorrow John Riley is talking before the special Forum that is put on by the Chamber, if anyone is interested in listening to him. One of the things it is going to touch upon is the light rail planning.

1. Minutes - of the Regional Railroad Authority Board Meetings of A. June 11, 1991, and B. June 25, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of A. Regular Board Meeting of June 11, 1991, and B. Regular Board Meeting of June 25, 1991, as presented.

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

2. Adopt Final Northeast Corridor Light Rail Transit Alignment Study

Chairman Finley said we are looking at the Study, looking at both 35E and the BN. As you know, we received information from the City to suggest that just 35E. Ms. DeSpiegelaere pointed out that we received two conflicting responses, one from Mayor Scheibel proposing both, and one from the City Council for 35E.

Chairman Finley asked if Maplewood favored just the Burlington-Northern.

Ms. DeSpiegelaere explained that Maplewood did not take a position on the alignment, as some of their ^{Council} members were divided, they spoke about grade separations. They did receive information from White Bear Lake favoring two BN and 35E. The report that you see has been revised since the draft report, so Page 83 contains information on the action of Ramsey County Regional Railroad Authority. You took a position on July 9, 1991, indicating that you supported continuing to explore the alternatives of I-35E and BN, and that you supported continued negotiations with BN for purchase of right-of-way that has been abandoned between downtown and Beam Avenue. The report that you have for adoption contains those recommendations, and if you approve it today, it will be printed for distribution.

Chairman Finley added that in acquisition of the Corridor of the BN, 50% of that would come from Rail Bank Funds. Ms. DeSpiegelaere said that is correct.

Chairman Finley asked if we acquired it for park purposes only, it would be all levy funds, either by the RRA, or if we got Park money from the Metropolitan Council, that would be levy funds. Ms. DeSpiegelaere said that Metropolitan funds are state bonded.

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

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

R91-48
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; and

WHEREAS, The RCRRA adopted a resolution on July 9, 1991, that the RCRRA:

- 1) Supports the construction of LRT in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake;
- 2) 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
- 3) 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; Now, Therefore, Be It

RESOLVED, That the Final Northeast Corridor Light Rail Transit Alignment Study, containing the RCRRA's actions on July 9, 1991, is adopted by the RCRRA.

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

3. a)Approve Environmental Assessment Worksheet and Draft Scoping Decision Document for South Light Rail Transit Corridor; b)Establish September 19, 1991,7 P.M. for Public Scoping Meeting date.

Chairman Finley said this is the Environmental Worksheet which sets forth, and there has been at least one meeting out in the community, and getting the community input, we are being called upon to approve the assessment worksheet, and then try to narrow at the Scoping Meeting, determine exactly what it is that will be studied during the Environmental Impact Statement period. We eliminate those things that are superfluous and concentrate and narrow the scope of the study so that we get down to the environmental impacts on the issues that are required by Statute.

Ms. DeSpiegelaere said that James Tolaas is prepared to make a short presentation on this item.

Chairman Finley had suggested that Items 3 and 4 be held up, to be discussed at the end of the meeting. However, the discussions will appear in this regular agenda order.

James Tolaas addressed the Board, we have completed the Environmental Assessment Worksheet and Scoping Decision Document. The Assessment Worksheet is really a format assessment of the environmental factors, the Scoping Decision Document is built upon that assessment, and identifies the major alternatives to be addressed in the Environmental Impact Statement process.

What this Board needs to do today is to adopt this Environmental Assessment Worksheet and Scoping Decision Document so that we can distribute this for public review, and also you need to set the public meeting for the Scoping Meeting, which is proposed at 7 P.M., September 19th, at the West St. Paul City Hall.

A brief overview on the South Corridor was given by Mr. Tolaas. We did make significant progress in reducing the alternatives to two major alternatives to go forward in the EIS, the first is the standard no-build alternative which in this case means continuation of bus service with some enhancements on the 2010 System as per RTB guidelines and the Metropolitan Transit Commission Plan.

The major build alternative on page 5 shows this major alternative, paralleling the Lafayette Freeway, variations within that do provide for consideration on either the east or west side of Lafayette Freeway. Also, the option exists on how we approach the downtown St. Paul area and Riverfront area. He referred to Figure 4, the extension of Fourth Street turning south on Wall, transitioning into State on its way over to the Lafayette freeway. Another alternative would be to continue on 4th Street up to Broadway, take a jog on Prince, directly over to the Lafayette Freeway, crossing on either side of Lafayette Freeway.

A third alternative has been requested, and this is in Item 4 on this Board Agenda today, the Public Meeting at the Guadalupe Church identified strong support for revisiting a crossing in the area of Robert and Wabasha in order to better serve the Concord Street business area. That was an issue that had been considered at length in the Midway Corridor, but obviously the folks in the South Corridor are not aware of all the information, and what the possible impacts there could be to Concord Street. They have asked that we consider that in the EIS as one of the variations. In sum, we have a corridor here that is approximately 5.6 miles in length.

Chairman Finley asked if we were west of the Lafayette Freeway as we would go across the Concord, we would be near Concord and Robert. Mr. Tolaas said he thinks they are envisioning a more direct access to an LRT alignment. There are many good reasons why the proposal includes these formally, the two crossings, the one at Wall Street and the other at Lafayette, we will have to do a little homework and educate the folks in that area as to what the tradeoffs will be. Again, that is something that could be done in the EIS early on to satisfy constituents.

Mr. Tolaas feels they would like direct access to LRT as a possible stimulus to the area. The tradeoff is what we found on University Avenue, we start losing the travel lanes, and the businesses may in aggregate be negative to that.

Mr. Tolaas showed the major information for the corridor, 5.6 miles in length, there are six station locations, they are calling for approximately 1,000 to 1400 park and ride spaces in concert with the station areas. It does not include the extension to the west or south, as was included in the overall alignment for future planning. This is a segment which is considered cost effective. He referred to the configurations shown on page 9 of the Environmental Assessment Worth Sheet, unlike the I94 alignment, because this freeway section is not being reconstructed, they have chose the side alignment for the LRT, so it is not in the median area.

Chairman Finley asked how does this work when you have on and off ramps. Mr. Tolaas referred the Board to Figures 6 and 7, you see two possible scenarios, and how you coordinate that with the on and off ramps.

In terms of overall issues, we have gotten down to a major alignment for consideration, obviously all of the standard issues that are included in an EIS are important to be considered at this time. On Page 5 of the Scoping Document Mr. Tolaas said there is a complete listing of topics to be recognized for consideration, water quality, soil, air, noise, etc. in addition because of crossing the Mississippi River, we are subject to land zoning, as the River is a national river recreational area, so there are provisions that have to be considered in that process that are different than we have in the Midway Study.

The current schedule is shown on Page 15 of the Scoping Document, if you adopt this, it will be distributed and published next week. The Scoping Meeting will occur on September 19th, which will allow you to make a Scoping Decision toward the end of October, and the completed Scoping Process would be on November 11th. That would clear the way, and certainly subject to funding provisions, beginning the EIS process somewhere in January 1992. Because of the interest in continued public participation, they have programmed eighteen months into preparation of the Draft EIS and overall EIS process spanning two years. It is a little longer than the Midway Corridor, but he thinks we have a little more time.

Mr. Tolaas continued, to date we have funded part of the funding requirements for the EIS process, those funds have been matched with State grant. If we were to proceed, we would have to fund an additional \$152,000 for Ramsey County and this would not be subject to a State grant allotment at this time. It would be purely a levy funding. Dakota County's share is about 72% of the overall cost.

Commissioner Schaber asked about the Dakota County budget, and what effect this would have on them.

Ms. DeSpiegelaere is not certain what their staff is going to propose. She does not know if it is a question of money, or if they are interested.

Commissioner Hunt would like to know if State monies would be available after the next session of the Legislature.

Ms. DeSpiegelaere said the State eliminated the funds.

Mr. Tolaas said we have budgeted with Dakota County, there is approximately \$535,000 currently that has already been budgeted for the EIS work, and another \$600,000 is the approximate amount needed to complete the work. It may be possible to phase the contract for a portion of the work to be funded in a subsequent year.

Chairman Finley asked what we are being asked to do, today we are not making that commitment. Mr. Tolaas said the need today is for the adoption and approval of the Environmental Assessment worksheet and the Draft Scoping Decision Document, and the setting of the date of September 19th for the Scoping meeting date.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for an Environmental Assessment Worksheet and Draft Scoping Decision Document for the South Light Rail Transit Corridor; and

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

WHEREAS, The documents will be submitted to the Environmental Quality Board (EQB) to initiate the formal public review process, upon approval by Dakota and Ramsey County Regional Railroad Authorities; Now, Therefore, Be It

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

RESOLVED, That a public Scoping Meeting for environmental studies on the South Corridor will be held on September 19, 1991, at 7 PM at West St. Paul City Hall to ensure adequate opportunity for public comments on study considerations.

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

4. Approve recommendations from South Light Rail Transit Corridor Meetings on (a) Community Involvement, and (b) Concord Street Alignment.

James Tolaas had covered this in the discussion of Item 3, there is a strong indication that the citizens group that participated in this process want to continue their efforts, the need for further community involvement, and Our Lady of Guadalupe Church requested consideration of the additional river crossing if we go forward with the EIS. This is the resolution supporting that.

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

WHEREAS, Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority have completed a Draft Environmental Assessment Worksheet and Draft Scoping Decision Document for the South Light Rail Transit Corridor; and

WHEREAS, The South Corridor Advisory Committee has requested that their continuing interest in serving on a committee discussing South Corridor issues in subsequent light rail transit studies be conveyed to the Railroad Authorities; and

WHEREAS, The recommendation of those attending a July 30 meeting in the South Corridor is that an alignment along Concord Street between Wabasha Street and Lafayette Freeway be considered in subsequent light rail transit studies; Now, Therefore, Be It

RESOLVED, That the Final Environmental Assessment Worksheet and Final Scoping Decision Document should specify that if subsequent phases of study are undertaken of light rail transit in the South Corridor, consideration should be given to:

- (a) Additional involvement of the community; and
- (b) Additional evaluation of an alignment alternative along Concord Street west of Lafayette Freeway.

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

5. Authorize staff to negotiate a contract for Phase II Preliminary Engineering for light rail transit in the Midway Corridor with BRW, Inc.

Chairman Finley said this is what we decided the other day at our workshop, to place on this agenda. This is where we can better define exactly where everything will be and hopefully, one of the things that will come out of this is the resolution of the issue up in the Westgate-Prospect-St. Anthony Park area, this should be part of that particular study.

Commissioner Salverda informed the Board that he will be working with TKDA on a seminar, and he will be abstaining from voting on this matter.

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

WHEREAS, Ramsey County Regional Railroad Authority Commissioners authorized a request for proposals for consultant services for Phase II preliminary engineering for light rail transit for the Midway Corridor; and

291-51
WHEREAS, A committee of eight has reviewed the proposals, listened to presentations from the two firms which submitted proposals, and made a recommendation that the team of BRW, Inc.; BRW Architects, Inc.; Bechtel Corporation; LTK Engineering Services; American Engineering Testing, Inc.; Toltz King Duvall Anderson & Associates Inc. be offered a contract; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad authority staff is authorized to negotiate a contract with BRW for consultant services for Phase II preliminary engineering for light rail transit for the Midway Corridor; and Be It Further

RESOLVED, That staff is directed to return the proposed contract to Ramsey County Regional Railroad Authority for acceptance and approval.

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

6. Approve request from City of St. Paul for extension of time to approve/disapprove Preliminary Design plans for light rail transit for the Midway Corridor.

Chairman Finley asked when St. Paul is meeting on this. Ms. DeSpiegelaere said they are holding their hearing on September 5th, and the deadline was August 9th.

Commissioner Hunt would like to know how this relates to the item on Preliminary Engineering which we just passed.

Ms. DeSpiegelaere explained that the items which this Board just passed is to go ahead with the next phase of the study. The City of St. Paul is being asked to approve or disapprove the Preliminary Design Plans for the first phase of work on the Midway Corridor. We have worked carefully with City Staff, and we are pretty much aware of all the comments that they are going to make, we received a resolution from the Planning Commission, thus far the issues that they are raising are all ones that are addressed in the study.

Chairman Finley understands that if we do not grant them the extension, then it is approved by Statute. Ms. DeSpiegelaere said that it is.

Commissioner Hunt would move the staff recommendation, which is a resolution approving the extension to September 9th.

Commissioner Schaber asked if St. Paul reviews it, and does not like it, then what happens. Chairman Finley said they can approve it, or disapprove it. If we do not grant them the extension, it is approved.

Ms. DeSpiegelaere added, if they disapprove it, they would have to tell us what we would have to change in order to gain their approval. They cannot just say they do not like it, they have to give reasons for changes. If they do not approve, or disapprove within a specified time, then this means approval.

Commissioner Hunt said this really does not deal with the alignment, perse, it pertains to the kinds of engineering things that go on in connection with the alignment. Ms. DeSpiegelaere said this is correct, their comments are not related to the alignment, but specifically they are related to the things like the Westgate Station, how to work with the community, and other issues.

Commissioner Schaber asked if they could deal with alignments, because they have not done so this far, this does not mean that they won't. Ms. DeSpiegelaere said certainly they could choose to, although the scope and preliminary design is somewhat different, it has to do with features of the alignment. Actually, this question did come up at a Planning Commission meeting, and the Planning Commission members who participated in our Midway Corridor process by attending Advisory Committee meetings were forcefully telling a colleague to leave that issue alone.

Chairman Finley thinks what our concern is what the difference as in the the Planning Commission we had people who were knowledgeable about the process and what had gone into the development of it. That is also true with the Planning Staff that you are working with, as they have been involved all along. He thinks the concern is that now a vote has to be taken by people who are not knowledgeable of the entire process, and what type of caveats are placed upon it which are germane or not germane is the question that concerns us.

Commissioner Ahrens says this is unclear to her, it designated in the law, is that correct, where they should have responded, and how long have they known about this?

Ms. DeSpiegelaere said the RRA had a meeting on May 14th, a resolution was adopted to distribute the plan for formal review by the cities, etc. There are two letters in the documentation, one from the Mayor, and one from the City Council, both dated June 28th, and they are saying they need additional time because of the 45 day notice period they require.

Commissioner Schaber asked if we have had any justification as to why they have not done it on time.

Ms. DeSpiegelaere, said they wanted additional time, and what happens if they do not approve it. We need to think about our relationship with the City.

Commissioner Schaber's concern, very frankly, is that we will be back on University Avenue.

Commissioner Hunt thinks we have the vast array of all the citizens' committees through the District Councils that worked on the Advisory Committees, and these were pretty significant decisions, they made and recommendations that they made. In view of the fact that most public bodies have a process by which they solicit citizen participation, she thinks that the County Board, as well as the City Council, could be criticized from its citizens' groups if they did not follow the early notification policy that they are operating under. That is what is involved here, and if they do not meet their obligation for early notification, then we will be pointed to as the reason for it. This puts us in a bad light.

Commissioner Ahrens does not think that we have any problem with notification, of 45 days, as they knew when they received this information that it has to be done, and there are more 45 day intervals between May and August. They have not acted on this, and now they want us to extend this.

Chairman Finley asked when the Planning Commission approved this with their comments. Ms. DeSpiegelaere believes it was three or four weeks after they were notified.

Commissioner Schaber commented that it is from May 14th until June 28th before we even received a letter from them.

Commissioner Hunt said it appears to her that they based their Planning Commission at a date to review it subsequent to the one we held our Public Hearing on, June 25th. The Planning Commission does not meet every day, like the City Council, it is a body that meets every two weeks. So, it appears to her that they were following whereby they would take action after we had taken action.

Chairman Finley said we took action on May 14th. The time table starts when the distribution of the plan is made. This is not final action, we are asking for any review, as we have not finalized it, we have heard from the public, we are hearing from Minneapolis and waiting for St. Paul, this is all coming together. If we did not approve the extension, could we still accept, subsequent to their actions, and include it for our consideration, the same as if we had granted the extension.

David MacMillan explained that the comments that they would make would be included, and any negative comments or objections would not have any effect on the final approval process.

Commissioner McCarty asked about the last paragraph in the Mayor's letter means about public hearing as required under Minnesota Statutes. Mr. MacMillan is not certain what this means, as basically the Statute under which this Board is operating is the 45 day comment period, and the City has a 45 day comment period. Any requirement to have a hearing before they can make comments is an internal regulation by the City.

Ms. DeSpiegelaere said that the Statute specifies timelines that each of cities should have their own hearing, our hearing was scheduled to be held on June 25th, the City of Minneapolis had a hearing on July 24th. The Statute does say that any extension beyond what has been agreed to by the City and County.

Commissioner Salverda favors the extension in the spirit of cooperation, and thinks it would be prudent to grant this extension.

Commissioner Hunt wished to say something in support of the motion for approval, because of the differences of opinion that have often occurred between City and County on light rail, as Commissioner Salverda has said, it would be prudent to attempt to resolve any kinds of issues that might come up in connection with that, and it might be much easier to resolve the situation with this extension, than to just move ahead and make some other kind of offer to them. We would all be better ahead if we proceeded to grant the extension.

Chairman Finley thinks our history has been a one-way street, maybe we should send them a letter saying that we did not formally agree to the extension, but we certainly would like them to submit their comments to us for consideration and include it in the packet.

Commissioner Hunt thinks the problem she sees in this whole matter is more than an issue between the City and the County, this is much broader issue than that because of all of the kinds of bodies who are involved in light rail transit and how they are viewing local units of government in getting their act together. We have the Met Council out there doing their thing, now we have the Legislative Auditor doing his thing, and from the standpoint of the overall perspective of how we are proceeding in Ramsey County, it would be much more appropriate to grant the City a formal extension as they requested.

Chairman Finley informed the Board that the City of Minneapolis disapproved this within the time frame. Ms. DeSpiegelaere said that was correct. He would like to know what happens if the City disapproves it, and what if we do not do it.

Commissioner Schaber will support Commissioner Hunt's motion, in the spirit of good government and cooperation he will do it, but he does not see them as being a very positive force in light rail.

Ms. DeSpiegelaere said the other alternative would be to not act upon this, and just wait and see what happens.

Commissioner Ahrens asked if the law is in effect, if it is, there is nothing you can do anyway, they did not meet the deadline.

Chairman Finley said we can agree anytime to this.

David MacMillan explained that there is no requirement in the law that precludes you from agreeing to the extension after the 45 days elapses. There is no requirement that you approve it either. Statute does not say that automatically further action is foreclosed.

Chairman Finley suggested that we do nothing, see what their comments are and if their comments are not so onerous that we can't comply with them, we can agree to the extension.

Commissioner Ahrens wishes that the level of cooperation and trust were such that one would feel confident that there would be a responsible response. Our history here is to the contrary, that is her concern. They may take some action which is contrary to the whole process. She has real reservations about granting the extension, she would go with either direction frankly, if we can grant the extension at any time.

Commissioner Schaber thinks that there is more downside to it than that. Even though he does not have a lot of confidence in the kinds of decisions that seem to come out of the Council at times, and the fact that some of the people on there have already made up their minds, which is not agreeing with what we have done. He thinks it has to go through the process. But, it is irritating because of the work we have done, they can just sit there, and not participate with their views, and then at the last minute come up with comments.

Commissioner Ahrens will support the motion on the floor with reservations.

Commissioner Hunt commented that it is really the Mayor's Office who went through the Planning Commission that didn't get it to the Council.

Julian Empson from the City of St. Paul said they are paying attention to this. On a staff level, it took some time to analyze this, this may have taken longer then they thought as they wanted to do a good job on it.

Chairman Finley did want to say if this motion is going to pass, the only reason he would support it, except for the fact that the staff has worked very closely with Ms. DeSpiegelaere in many ways, not only overcoming the technical aspects, but to try to anticipate questions that may be asked both at the Planning Commission and the City Council, and be available there to answer. That has been in our favor, and the Mayor has been supportive.

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

WHEREAS, Ramsey County Regional Railroad Authority on May 14, 1991, adopted a resolution approving circulation of preliminary design plans for light rail transit for the Midway Corridor for public review; and

WHEREAS, Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority held public hearings on the preliminary design plans on June 25, 1991; and

R91-52
WHEREAS, Minnesota law requires that the City of St. Paul shall review and approve or disapprove preliminary design plans within 45 days after the June 25 public hearing; and

WHEREAS, A request has been received from Mayor James Scheibel of the City of St. Paul that the response date be extended one additional month from August 9 to September 9; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to extend the date for which a response is due from the City of St. Paul on preliminary design plans for light rail transit in the Midway Corridor to September 9, 1991.

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

7. Quarterly Report of Payments for RCRRA - for period April through June, 1991

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

R91-53
WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1991, through June 30, 1991, and a record of these disbursements is attached; Now, Therefore, Be It

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

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

8. Ratify Partial Payment No. 13 to SRF, Inc. for Northeast Corridor, in the amount of \$5,845.52.

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

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, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

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

R91-54
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. 13, Partial Payment No. 13, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$5,845.52 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

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

9. Ratify Partial Payment No. 14 to SRF, Inc. for Northeast Corridor, in the amount of \$294.08.

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

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

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

WHEREAS, Stargar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 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 Stargar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R90- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

R91-55
WHEREAS, Stargar-Roscoe-Fausch, Inc. Invoice No. 14, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due Stargar-Roscoe-Fausch, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to Stargar-Roscoe-Fausch, Inc. in the amount of \$294.08 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

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

10. Ratify Partial Payment No. 5 to BRW, Inc., in the total amount of \$9,412.78 for the South Corridor Alignment/Scoping Study.

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

R91-56
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 April 30, 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. 62082, Partial Payment No. 5, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$9,412.78 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1991, is hereby ratified.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u><i>K. Spiegelberg</i></u> <u><i>8/30/91</i></u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Ratify Partial Payment No. 6 to BRW, Inc. in the total amount of \$4,080.83 for the South Corridor Alignment/Scoping Study. <u>ACTION IS REQUESTED</u>
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Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting a South Corridor Alignment/Scoping Study. Contract No. DCRRA/RCRRA-90-002 governs the performance of services and terms of payment. Payment in the total amount of \$4,080.83 for the period ending May 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. 6
 - 3) BRW, Inc. Invoice No. 62494 and attachments

<u>Budgeting and Accounting</u> <u><i>Ed Blankitz</i></u> <u><i>8/30/91</i></u> <u>County Attorney</u> _____ <u>Risk Manager</u> _____ <u>Data Processing</u> _____ <u>Previous Action taken on Request</u> _____	<u>Date / Time</u> <u>Received By</u>
--	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>September 10, 1991</u>	<u><i>F. L. Blendenberg</i></u>	<u><i>8/30/91</i></u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of 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 May 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. 62494, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$4,080.83 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAIL AUTHORITY Date 8/12/91
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA075	1	
1-2	3-7	8	9-14

(3) Code

WARRANT NO.				
RFC	Fund	Dept	Object	Amount
	591	59108	020102	\$4,080.83
15-17	18-20	21-25	26-31	32-41

\$4,080.83
Total

(4) PAY TO: 2 02207
8 First Name & Initial 9-22
BRW INC
 Last Name or Firm Name 23-52
53-76
3 8 Address 9-32
 City State 33-54 Zip Code 55-59

Soc Sec No OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 6; Inv. 62494; So. Corr. Align/Scoping Study
9-60
5 Agreement PA075; Acct. 59108-020102; 5/31/91
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. Aspiekeere

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 6

PREPARED BY: *Jet*

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

ENTERED BY: *Jet*

PROJECT COST CENTER: 59108

AGREEMENT NO: PA 075

DATE: 12 AUG 91

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

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

ACCOUNT NUMBER 59108-020102	PERCENT COMPLETED	77.9%
TOTAL VALUE OF WORK CERTIFIED - 31 MAY 91		\$131,601.82
LESS 5% RETAINAGE		\$6,580.06
AMOUNT DUE		\$125,021.76
LESS PREVIOUSLY APPROVED PAYMENTS:		\$110,447.39
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$14,574.37</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.

8/21/91 *Z. Desjardins*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

8/18/91 *Anthony H. Hines*
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	\$9,344.95	\$24,029.82	\$33,374.77
CORR FROM PART. NO. 3	\$67.83	\$174.42	\$242.25
PARTIAL PAYMENT NO. 6	\$4,080.83	\$10,493.54	\$14,574.37
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:	\$35,006.11	\$90,015.65	\$125,021.76

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$169,045.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$125,021.76
AMOUNT REMAINING ON AGREEMENT	<u>\$44,023.24</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

#6
INVOICE
62494

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: May 31, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

INVOICE PERIOD: ~~April 1-30~~ ^{May 1-31}, 1991

For Professional Services rendered during this invoice period.

AGENCY	BILL THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
Dakota County RRA	\$ 11,045.83	\$ 83,707.47	\$ 94,753.30
- Less 5% Retainage	552.289	4,185.5736	4,737.865
- Due This Billing	\$ 10,493.54	\$ 79,521.9011	\$ 90,015.4365
Ramsey County RRA	4,295.61	\$ 32,552.91	\$ 36,848.52
- Less 5% Retainage	214.78	1,627.683	1,842.47
- Due This Billing	\$ 4,080.83	\$ 30,925.228	\$ 35,006.058

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

BRW, INC.

Anthony Heppelmann

ST.PAUL SOUTH LRT
COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRRA
INVOICE PERIOD : MAY 1, 1990 - MAY 31, 1991

FILENAME: ST.PAUL.WK1

WORK TASK	JOB NUMBER	BUDGET	5/31/91 \$64293	TOTAL TO DATE	AMOUNT REMAINING	% SPENT	DCRRA ALLOCATION AMOUNT	%	RCRRRA ALLOCATION AMOUNT
PROJECT MANAGEMENT	1033-B-01	\$15,000.00	\$782.05	\$24,766.74	(\$9,766.74)	165%	\$17,832.05	28%	\$6,934.69
EVALUATION PROCESS	1033-B-02	\$5,000.00	\$14.15	\$9,750.85	(\$4,750.85)	195%	\$7,020.61	28%	\$2,730.24
ALIGNMENT DEFINITION	1033-B-03	\$11,000.00	\$0.00	\$21,141.47	(\$10,141.47)	192%	\$15,221.86	28%	\$5,919.61
STATION DEFINITION	1033-B-04		\$0.00	\$572.50					
	1033-C-01		\$1,105.00	\$5,142.00					
	1033-C-03		\$595.00	\$4,567.27					
TOTAL		\$10,000.00	\$1,700.00	\$10,281.77	(\$281.77)	103%	\$7,402.87	28%	\$2,878.90
OPERATIONS	1033-B-05	\$5,000.00	\$1,150.00	\$2,965.00	\$2,035.00	59%	\$2,134.80	28%	\$830.20
CAPITAL COSTS	1033-B-06	\$5,000.00	\$72.75	\$5,022.75	(\$22.75)	100%	\$3,616.38	28%	\$1,406.37
TRANSPORTATION IMPACT EVALUATION	1033-B-07	\$8,000.00	\$0.00	\$6,560.75	\$1,439.25	82%	\$4,723.74	28%	\$1,837.01
LAND USE/DEVELOPMENT ASSESS	1033-B-08		\$67.75	\$1,757.75					
	1033-C-02		\$2,530.45	\$8,706.85					
TOTAL		\$5,500.00	\$2,598.20	\$10,464.60	(\$4,964.60)	190%	\$7,534.51	28%	\$2,930.09
TRAVEL MARKET ASSESSMENT	1033-B-09	\$5,000.00	\$0.00	\$3,755.50	\$1,244.50	75%	\$2,703.96	28%	\$1,051.54
ENVIRONMENTAL ASSESSMENT	1033-B-10		\$0.00	\$1,175.00					
	1033-C-05		\$0.00	\$2,040.00					
TOTAL		\$8,000.00	\$0.00	\$3,215.00	\$4,785.00	40%	\$2,314.80	28%	\$900.20
ALIGNMENT REPORT	1033-B-11	\$5,000.00	\$1,137.00	\$1,544.50	\$3,455.50	31%	\$1,112.04	28%	\$432.46
EAW/SCOPING DECISION/EIS WORK PLAN	1033-B-12	\$8,000.00	\$0.00	\$0.00	\$8,000.00	0%	\$0.00	28%	\$0.00
PUBLIC PARTICIPATION	1033-B-13		\$4,045.01	\$23,252.57					
	1033-B-16		\$1,097.06	\$4,483.90					
	1033-B-17		\$44.02	\$658.02					
	1033-C-04		\$357.20	\$1,394.40					
TOTAL		\$20,000.00	\$5,543.29	\$29,788.89	(\$9,788.89)	149%	\$21,448.00	28%	\$8,340.89
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14	\$20,000.00	\$340.00	\$340.00	\$19,660.00	2%	\$244.80	28%	\$95.20
RIDERSHIP FORECASTS	1033-B-15	\$22,500.00	\$2,004.00	\$2,004.00	\$20,496.00	9%	\$1,442.88	28%	\$561.12
TOTAL		\$153,000.00	\$15,341.44	\$131,601.82	\$21,398.18	86%	\$94,753.31	28%	\$36,848.51
CONTINGENCY		\$16,000.00							
GRAND TOTAL		\$169,000.00	\$15,341.44	\$131,601.82	\$37,398.18	78%	\$94,753.31		\$36,848.51

ST. PAUL SOUTH LRT
 ATTACHMENT NUMBER 1 TO AGREEMENT DCRRA/RCRRA - 90-002
 COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA
 INVOICE PERIOD : MAY 1, 1990 - MAY 31, 1991
 FILENAME: ST.PAUL.WK1

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	APRIL TOTAL	DCRRA ALLOCATION % AMOUNT	RCRRA ALLOCATION % AMOUNT
PROJECT MANAGEMENT	1033-B-01 B-16,B-17, C-05	\$805.00	\$1,118.13	\$1,923.13	72% \$1,384.65	28% \$538.48
EVALUATION PROCESS	1033-B-02	\$0.00	\$14.15	\$14.15	72% \$10.19	28% \$3.96
ALIGNMENT DEFINITION	1033-B-03	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
STATION DEFINITION	1033-B-04, C-01	\$1,105.00	\$0.00	\$1,105.00	72% \$795.60	28% \$309.40
OPERATIONS	1033-B-05	\$1,150.00	\$0.00	\$1,150.00	72% \$828.00	28% \$322.00
CAPITOL COSTS	1033-B-06	\$72.75	\$0.00	\$72.75	72% \$52.38	28% \$20.37
TRANSPORTATION IMPACT EVALUATH	1033-B-07	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
LAND USE/DEVELOPMENT ASSESS	1033-B-08, C-02	\$2,538.75	\$59.45	\$2,598.20	72% \$1,870.70	28% \$727.50
TRAVEL MARKET ASSESSMENT	1033-B-09	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
ENVIRONMENTAL ASSESSMENT	1033-B-10	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
ALIGNMENT REPORT	1033-B-11	\$1,137.00	\$0.00	\$1,137.00	72% \$818.64	28% \$318.36
RAW/SCOPING DECISION/RIS WORK PL	1033-B-12	\$0.00	\$0.00	\$0.00	72% \$0.00	28% \$0.00
PUBLIC PARTICIPATION	1033-B-13 1033-C-04	\$4,183.25	\$218.96	\$4,402.21	72% \$3,169.59	28% \$1,232.62
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14	\$935.00	\$0.00	\$935.00	72% \$673.20	28% \$261.80
RIDERSHIP FORECASTS	1033-B-15	\$2,004.00	\$0.00	\$2,004.00	72% \$1,442.88	28% \$561.12
TOTAL		\$13,930.75	\$1,410.69	\$15,341.44	\$11,045.83	\$4,295.61

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
THATCHER, JENNIE	1.1	45.00	49.50
STAFF LEVEL III			
HENDERSON, JANE	0.4	35.00	14.00
STAFF LEVEL II			
BEVER, GINA	0.6	32.50	19.50
STAFF LEVEL I			
JENSEN, KENNETH	0.2	25.00	5.00
SR. ASSOCIATE			
HEPPELMANN, TONY	8.0	85.00	680.00
TOTALS	10.3		768.00

TOTAL LABOR 768.00

TOTAL THIS JOB \$ 768.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

ST. P & OPERATIONS

JOB NO. 10336.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
HINIKER, CHRISTIAN	1.0	45.00	45.00
SR. ASSOCIATE			
HEPPELMANN, TONY	13.0	85.00	1,105.00
TOTALS	14.0		1,150.00

TOTAL LABOR 1,150.00

TOTAL THIS JOB \$ 1,150.00

ST. P & CAPITOL COSTS

JOB NO. 10336.06

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL II			
ASHLAND, CAROL	0.7	32.50	22.75
STAFF LEVEL I			
ROBERTS, SUSAN	2.0	25.00	50.00
TOTALS	2.7		72.75

TOTAL LABOR 72.75

TOTAL THIS JOB \$ 72.75

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

ST P S LAND USE/DEVELOPMENT

JOB NO. 10336.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
MOLITOR, LINDA	1.0	45.00	45.00
STAFF LEVEL II			
ASHLAND, CAROL	0.7	32.50	22.75
TOTALS	1.7		67.75
		TOTAL LABOR	67.75

		TOTAL THIS JOB \$	67.75
			=====

ST P S ALIGNMENT REPORT

JOB NO. 10336.11

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
SMITH, WILLIAM	17.0	55.00	935.00
CONSULTANT I			
COLBURN, ELIZABETH	0.5	45.00	22.50
MOLITOR, LINDA	2.0	45.00	90.00
SUBTOTALS	2.5		112.50
STAFF LEVEL III			
ELLINGSON, RITCH	2.0	35.00	70.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10338.01

STAFF LEVEL II			
ASHLAND, CAROL	0.6	32.50	19.50
TOTALS	22.1		1,137.00

TOTAL LABOR	1,137.00
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TOTAL THIS JOB \$	1,137.00
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ST P S PUBLIC PARTICIPN

JOB NO. 10338.13

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
COLBURN, ELIZABETH	50.0	45.00	2,250.00
MOLITOR, LINDA	0.2	45.00	9.00
SUBTOTALS	50.2		2,259.00
STAFF LEVEL III			
HENDERSON, JANE	1.5	35.00	52.50
STAFF LEVEL II			
ASHLAND, CAROL	3.7	32.50	120.25
HARRICK, CLAUDIA	2.0	32.50	65.00
HAWKINS, TOM	2.2	32.50	71.50
SUBTOTALS	7.9		256.75
STAFF LEVEL I			
BREMSETH, DAWN	1.7	25.00	42.50
SR. ASSOCIATE			
HEPPELMANN, TONY	14.5	85.00	1,232.50
TOTALS	75.8		3,843.25

TOTAL LABOR	3,843.25
-------------	----------

TOTAL THIS JOB \$	3,843.25
-------------------	----------

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

ST P S ECON DEV ANALYSIS

JOB NO. 10336.14

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
HEPPELMANN, TONY	4.0	85.00	340.00
		TOTAL LABOR	340.00

		TOTAL THIS JOB \$	340.00
			=====

ST P S RIDERSHIP FORECAST

JOB NO. 10336.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	2.5	140.00	350.00
CONSULTANT II			
SMITH, WILLIAM	20.0	55.00	1,100.00
STAFF LEVEL III			
HENDERSON, JANE	0.7	35.00	24.50
STAFF LEVEL II			
ASHLAND, CAROL	0.6	32.50	19.50
SR. ASSOCIATE			
HEPPELMANN, TONY	6.0	85.00	510.00
TOTALS	29.3		2,004.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

TOTAL LABOR 2,004.00

TOTAL THIS JOB \$ 2,004.00

ST P S INTERSVNT COMMTT

JOB NO. 10336.17

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL II			
ASHLAND, CAROL	0.6	32.50	19.50
STAFF LEVEL I			
ROBERTS, SUSAN	0.7	25.00	17.50
TOTALS	1.3		37.00

TOTAL LABOR 37.00

TOTAL THIS JOB \$ 37.00

ST. PAUL SOUTH LRT

JOB NO. 10330.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIUS	13.0	85.00	1,105.00

TOTAL LABOR 1,105.00

TOTAL THIS JOB \$ 1,105.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10338.01

ST PAUL SOUTH LRT L.U.

JOB NO. 10338.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
WORD-SHEPTAK, CANDIS	52.0	45.00	2,340.00
STAFF LEVEL II			
BEVER, GINA	3.8	32.50	123.50
STAFF LEVEL I			
JENSEN, KENNETH	0.3	25.00	7.50
TOTALS	56.1		2,471.00
		TOTAL LABOR	2,471.00
			=====
		TOTAL THIS JOB \$	2,471.00
			=====

ST PAUL SOUTH LRT S.F.

JOB NO. 10338.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIJS	7.0	85.00	595.00
		TOTAL LABOR	595.00
			=====
		TOTAL THIS JOB \$	595.00
			=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

ST PAUL SOUTH LRT P.P.

JOB NO. 10336.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	4.0	85.00	340.00

TOTAL LABOR 340.00

TOTAL THIS JOB \$ 340.00

INVOICE TOTALS

TOTAL LABOR 13,930.75

TOTAL CONSULTANTS

TOTAL EXPENSE

TOTAL FEE

TOTAL INTEREST

13,930.75

GRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	371.5	6,181.24	1,410.69	

COSTS THIS RUN

TOTAL LABOR	13,930.75
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

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

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

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$164.24
AUTO/MILEAGE	52.39
POSTAGE/DELIVERY	97.00
OUTSIDE REPRODUCTION/PHOTO	1,097.06

TOTAL	\$1,410.69
-------	------------

SUBCONTRACTORS

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

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

~~~~~

|                |            |
|----------------|------------|
| TOTAL EXPENSES | \$1,410.69 |
|----------------|------------|



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

PLANNING  
TRANSPORTATION  
ENGINEERING  
URBAN DESIGN

GRAPHIC  
REPRODUCTION  
DEPARTMENT

|                        |                       |         |      |
|------------------------|-----------------------|---------|------|
| Mr. Allen W. Moe       | Mr. James E. Tolaas   |         |      |
| DCRRA                  | RCRRA                 | JOB NO. | 1033 |
| 7300 West 147th St.    | 316 Courthouse        |         |      |
| Suite 503              | 15 West Kellogg Blvd. |         |      |
| Apple Valley, MN 55124 | St. Paul, MN 55102    |         |      |

Project Name: St. Paul South Corridor

CAMERA DEPARTMENT

| Date     | Quantity | Description                 | Unit Price | Total   |
|----------|----------|-----------------------------|------------|---------|
| 04/25/91 | 7        | Composite Stats             | \$ 1.25    | \$ 8.75 |
| 04/25/91 | 6        | Composite Stats             | 0.90       | 5.40    |
| 04/26/91 | 4        | Technical Memorandum Report | 1.25       | 5.00    |
| 04/26/91 | 1        | Technical Memorandum Report | 0.90       | 0.90    |
| 05/02/91 | 1        | Composite Stats             | 1.25       | 1.25    |
| 05/02/91 | 8        | Composite Stats             | 0.90       | 7.20    |
| 05/02/91 | 4        | Cultural Resource Inv.      | 1.25       | 5.00    |
| 05/02/91 | 1        | Cultural Resource Inv.      | 0.90       | 0.90    |
| 05/08/91 | 7        | Composite Stats             | 1.25       | 8.75    |

Subtotal Camera Department

XEROX DEPARTMENT

| Date     | No. Orig. | No. Copies | Description              | Unit Price | Total   |
|----------|-----------|------------|--------------------------|------------|---------|
| 05/01/91 | 35        | 4          | TAC Handouts             | \$0.04     | \$ 5.60 |
| 05/02/91 | 9         | 50         | Meeting Handouts         | 0.04       | 18.48   |
| 05/07/91 | 1         | 25         | TAC Meeting Notice       | 0.04       | 1.00    |
| 05/09/91 | 7         | 1          | Public Meeting Handouts  | 0.04       | 0.28    |
| 05/13/91 | 1         | 55         | CAC Meeting Notice       | 0.04       | 2.20    |
| 05/17/91 | 1         | 25         | TAC Meeting Notice       | 0.04       | 1.00    |
| 05/23/91 | 3         | 5          | CAC Pub. Meeting Minutes | 0.04       | 0.60    |
| 05/23/91 | 1         | 75         | CAC Pub. Meeting Minutes | 0.04       | 3.00    |
| 05/23/91 | 7         | 71         | CAC Pub. Meeting Minutes | 0.04       | 19.88   |
| 05/30/91 | 7         | 25         | TAC Handouts             | 0.04       | 7.00    |

Subtotal Xerox Department

TOTAL DUE THIS INVOICE



BRW, INC.

THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING  
TRANSPORTATION  
ENGINEERING  
URBAN DESIGNGRAPHIC  
REPRODUCTION  
DEPARTMENT

|                        |                       |              |
|------------------------|-----------------------|--------------|
| Mr. Allen W. Moe       | Mr. James E. Tolaas   |              |
| DCRRA                  | RCRRA                 | JOB NO. 1033 |
| 7300 West 147th St.    | 316 Courthouse        |              |
| Suite 503              | 15 West Kellogg Blvd. |              |
| Apple Valley, MN 55124 | St. Paul, MN 55102    |              |

Project Name: St. Paul South Corridor

## CAMERA DEPARTMENT

| Date     | Quantity | Description     | Unit Price | Total       |
|----------|----------|-----------------|------------|-------------|
| 05/08/91 | 3        | Composite Stats | \$ 4.35    | \$ 13.05    |
| 05/08/91 | 7        | Composite Stats | 2.35       | 16.45       |
| 05/30/91 | 3        | Composite Stats | 1.25       | 3.75        |
| 05/30/91 | 7        | Composite Stats | 0.90       | 6.30        |
| 05/30/91 | 3        | Composite Stats | 0.90       | <u>2.70</u> |

Subtotal Camera Department \$ 85.40

## XEROX DEPARTMENT

| Date     | No. Orig. | No. Copies | Description  | Unit Price | Total       |
|----------|-----------|------------|--------------|------------|-------------|
| 05/30/91 | 14        | 35         | TAC Handouts | \$0.04     | \$ 19.60    |
| 05/03/91 | 5         | 1          | TAC Handouts | 0.04       | <u>0.20</u> |

Subtotal Xerox Department \$ 78.84

TOTAL DUE THIS INVOICE \$164.24

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**3**

|                                                                                                                                                                                       |                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><u>REGIONAL RAILROAD AUTHORITY</u><br/> <b>Originating Department</b></p> <p><u><i>R. Desjardins</i></u>      <u>8/22/91</u><br/> <b>Authorized Signature</b>      <b>Date</b></p> | <p><b>Board Action Requested</b></p> <p>Ratify Partial Payment No. 7 to BRW, Inc. in the total amount of \$1,752.74 for the South Corridor Alignment/Scoping Study.</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 a South Corridor Alignment/Scoping Study. Contract No. DCRRA/RCRRA-90-002 governs the performance of services and terms of payment. Payment in the total amount of \$1,752.74 for the period ending June 30, 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. 7
  - 3) BRW, Inc. Invoice No. 62813 and attachments

|                                                                                                                                                                                                                                             |                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <p><b>Budgeting and Accounting</b> <u><i>Ed Blawie</i></u> <u>8/30/91</u></p> <p><b>County Attorney</b> _____</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> |
| September 10, 1991              | <u><i>J. L. Henderson</i></u> | 8/30/91     |
| <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 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 June 30, 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. 62813, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$1,752.74 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

John T. Finley, Chairman

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



# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAIL AUTHORITY Date 8/15/91  
 (2) Appropriation Item Consulting Services

## For Accounting Use Only

| Claim # |       | Date Paid |      |
|---------|-------|-----------|------|
| CA      | PA075 | 1         |      |
|         |       |           |      |
|         |       |           |      |
|         |       |           |      |
|         |       |           |      |
| 1-2     | 3-7   | 8         | 9-14 |

## WARRANT NO.

| (3) Code |       |       |        |            |
|----------|-------|-------|--------|------------|
| RFC      | Fund  | Dept  | Object | Amount     |
|          | 591   | 59108 | 020102 | \$1,752.74 |
|          |       |       |        |            |
|          |       |       |        |            |
|          |       |       |        |            |
|          |       |       |        |            |
| 15-17    | 18-20 | 21-25 | 26-31  | 32-41      |

\$1,752.74

Total

(4) PAY TO: 2 02207  
 8 First Name & Initial BRW, INC. 9-22  
 Last Name or Firm Name  23-52  
3  53-76  
 8 Address  9-32  
 City  State  33-54 Zip Code  55-59 Soc Sec No  OR  
 Fed Tax ID  60-71

(5) On Check Stub Put: 4 Partial Pymt 7; Inv. 62813; So. Corr. Align/Scoping Study 9-60  
5 Agreement PA075; Acct. 59108-020102; 6/30/91 9-60

For Risk Management  
Use Only

6  9-24  
 Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: *[Signature]*

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 7

PREPARED BY: BK

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

ENTERED BY: BK

PROJECT COST CENTER: 59108      AGREEMENT NO: PA 075

DATE: 15 AUG 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 | 81.7%             |
| TOTAL VALUE OF WORK CERTIFIED - 30 JUN 91 |                   | \$138,191.05      |
| LESS 5% RETAINAGE                         |                   | \$6,909.51        |
| AMOUNT DUE                                |                   | \$131,281.54      |
| LESS PREVIOUSLY APPROVED PAYMENTS:        |                   | \$125,021.76      |
| ALLOWABLE PAYMENT FOR THIS PARTIAL:       |                   | <u>\$6,259.78</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.

|         |                                         |
|---------|-----------------------------------------|
| 8/21/91 | <u>K. Despiachew</u>                    |
| DATE    | DIRECTOR, RC REGIONAL RAILROAD PLANNING |
| 8/15/91 | <u>Anthony Aguilera</u>                 |
| 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  | \$9,344.95  | \$24,029.82 | \$33,374.77  |
| CORR FROM PART. NO. 3  | \$67.83     | \$174.42    | \$242.25     |
| PARTIAL PAYMENT NO. 6  | \$4,080.83  | \$10,493.54 | \$14,574.37  |
| PARTIAL PAYMENT NO. 7  | \$1,752.74  | \$4,507.04  | \$6,259.78   |
| PARTIAL PAYMENT NO. 8  | \$0.00      | \$0.00      | \$0.00       |
| PARTIAL PAYMENT NO. 9  | \$0.00      | \$0.00      | \$0.00       |
| PARTIAL PAYMENT TOTAL: | \$36,758.85 | \$94,522.69 | \$131,281.54 |

SUMMARY OF AGREEMENT

|                                                      |                     |
|------------------------------------------------------|---------------------|
| ORIGINAL AGREEMENT AMOUNT:                           | \$169,045.00        |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | <u>\$131,281.54</u> |
| AMOUNT REMAINING ON AGREEMENT                        | <u>\$37,763.46</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  
62813

Mr. Allen W. Moe  
DCRRA  
14955 Galaxie Avenue  
Apple Valley, MN 55415

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

DATE: June 30, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

INVOICE PERIOD: June 1-30, 1991

For Professional Services rendered during this invoice period.

| AGENCY              | BILL THIS<br>INVOICE | PREVIOUSLY<br>BILLED | TOTAL BILLING<br>TO DATE |
|---------------------|----------------------|----------------------|--------------------------|
| Dakota County RRA   | \$ 4,744.25          | \$ 94,753.30         | \$ 99,497.55             |
| - Less 5% Retainage | 237.22               | 4,737.85             | 4,975.07                 |
| - Due This Billing  | \$ 4,507.03          | \$ 90,015.45         | \$ 94,522.48             |
| Ramsey County RRA   | 1,844.98             | \$ 36,848.52         | \$ 38,693.50             |
| - Less 5% Retainage | 92.25                | 1,842.47             | 1,934.72                 |
| - Due This Billing  | \$ 1,752.73          | \$ 35,006.05         | \$ 36,758.78             |

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

BRW, INC.

  
Anthony Heppelmarh

COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA  
 FIVE YEAR PERIOD : JUNE 1, 1990 - JUNE 30, 1991

FILENAME: ST.PAUL.WK1

| WORK TASK                          | JOB<br>NUMBER | BUDGET       | 6/30/91    | TOTAL TO<br>DATE | AMOUNT<br>REMAINING | % SPENT | DCRRA<br>ALLOCATION<br>%<br>AMOUNT | RCRRA<br>ALLOCATION<br>%<br>AMOUNT |
|------------------------------------|---------------|--------------|------------|------------------|---------------------|---------|------------------------------------|------------------------------------|
| PROJECT MANAGEMENT                 | 1033-B-01     | \$15,000.00  | \$272.75   | \$25,039.49      | (\$10,039.49)       | 167%    | 72% \$18,028.43                    | 28% \$7,011.06                     |
| EVALUATION PROCESS                 | 1033-B-02     | \$5,000.00   | \$0.00     | \$9,750.85       | (\$4,750.85)        | 195%    | 72% \$7,020.61                     | 28% \$2,730.24                     |
| ALIGNMENT DEFINITION               | 1033-B-03     | \$11,000.00  | \$0.00     | \$21,141.47      | (\$10,141.47)       | 192%    | 72% \$15,221.86                    | 28% \$5,919.61                     |
| STATION DEFINITION                 | 1033-B-04     |              | \$0.00     | \$572.50         |                     |         |                                    |                                    |
|                                    | 1033-C-01     |              | \$170.00   | \$5,312.00       |                     |         |                                    |                                    |
|                                    | 1033-C-03     |              | \$0.00     | \$4,587.27       |                     |         |                                    |                                    |
|                                    | TOTAL         | \$10,000.00  | \$170.00   | \$10,451.77      | (\$451.77)          | 105%    | 72% \$7,525.27                     | 28% \$2,926.50                     |
| OPERATIONS                         | 1033-B-05     | \$5,000.00   | \$0.00     | \$2,965.00       | \$2,035.00          | 59%     | 72% \$2,134.80                     | 28% \$830.20                       |
| CAPITAL COSTS                      | 1033-B-06     | \$5,000.00   | \$0.00     | \$5,022.75       | (\$22.75)           | 100%    | 72% \$3,616.38                     | 28% \$1,406.37                     |
| TRANSPORTATION IMPACT EVALUATION   | 1033-B-07     | \$8,000.00   | \$0.00     | \$6,560.75       | \$1,439.25          | 82%     | 72% \$4,723.74                     | 28% \$1,837.01                     |
| LAND USE/DEVELOPMENT ASSESS        | 1033-B-08     |              | \$0.00     | \$1,757.75       |                     |         |                                    |                                    |
|                                    | 1033-C-02     |              | \$0.00     | \$8,706.85       |                     |         |                                    |                                    |
|                                    | TOTAL         | \$5,500.00   | \$0.00     | \$10,464.60      | (\$4,964.60)        | 190%    | 72% \$7,534.51                     | 28% \$2,930.09                     |
| TRAVEL MARKET ASSESSMENT           | 1033-B-09     | \$5,000.00   | \$0.00     | \$3,755.50       | \$1,244.50          | 75%     | 72% \$2,703.96                     | 28% \$1,051.54                     |
| ENVIRONMENTAL ASSESSMENT           | 1033-B-10     |              | \$0.00     | \$1,175.00       |                     |         |                                    |                                    |
|                                    | 1033-C-05     |              | \$0.00     | \$2,040.00       |                     |         |                                    |                                    |
|                                    | TOTAL         | \$8,000.00   | \$0.00     | \$3,215.00       | \$4,785.00          | 40%     | 72% \$2,314.80                     | 28% \$900.20                       |
| ALIGNMENT REPORT                   | 1033-B-11     | \$5,000.00   | \$558.75   | \$2,103.25       | \$2,896.75          | 42%     | 72% \$1,514.34                     | 28% \$588.91                       |
| EAW/SCOPING DECISION/EIS WORK PLAN | 1033-B-12     | \$8,000.00   | \$0.00     | \$0.00           | \$8,000.00          | 0%      | 72% \$0.00                         | 28% \$0.00                         |
| PUBLIC PARTICIPATION               | 1033-B-13     |              | \$2,096.23 | \$25,348.80      |                     |         |                                    |                                    |
|                                    | 1033-B-16     |              | \$0.00     | \$4,483.90       |                     |         |                                    |                                    |
|                                    | 1033-B-17     |              | \$0.00     | \$658.02         |                     |         |                                    |                                    |
|                                    | 1033-C-04     |              | \$0.00     | \$1,394.40       |                     |         |                                    |                                    |
|                                    | TOTAL         | \$20,000.00  | \$2,096.23 | \$31,885.12      | (\$11,885.12)       | 159%    | 72% \$22,957.29                    | 28% \$8,927.83                     |
| ECONOMIC DEVELOPMENT ANALYSIS      | 1033-B-14     | \$20,000.00  | \$212.50   | \$552.50         | \$19,447.50         | 3%      | 72% \$397.80                       | 28% \$154.70                       |
| RIDERSHIP FORECASTS                | 1033-B-15     | \$22,500.00  | \$3,279.00 | \$5,283.00       | \$17,217.00         | 23%     | 72% \$3,803.76                     | 28% \$1,479.24                     |
| TOTAL                              |               | \$153,000.00 | \$6,589.23 | \$138,191.05     | \$14,808.95         | 90%     | 72% \$99,497.56                    | 28% \$38,693.49                    |
| CONTINGENCY                        |               | \$16,000.00  |            |                  |                     |         |                                    |                                    |
| GRAND TOTAL                        |               | \$169,000.00 | \$6,589.23 | \$138,191.05     | \$30,808.95         | 82%     | \$99,497.56                        | \$38,693.49                        |



ST. PAUL SOUTH LRT

ATTACHMENT NUMBER 1 TO AGREEMENT DCRRA/RCRRA - 90-002

COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA

INVOICE PERIOD : JUNE 1, 1990 - JUNE 30, 1991

FILENAME: ST. PAUL.WK1

| WORK TASK                        | JOB<br>NUMBER                    | LABOR *    | DIRECT<br>EXPENSES ** | APRIL<br>TOTAL | DCRRA |                      | RCRRA |                      |
|----------------------------------|----------------------------------|------------|-----------------------|----------------|-------|----------------------|-------|----------------------|
|                                  |                                  |            |                       |                | %     | ALLOCATION<br>AMOUNT | %     | ALLOCATION<br>AMOUNT |
| PROJECT MANAGEMENT               | 1033-B-01<br>B-16, B-17,<br>C-05 | \$272.75   | \$0.00                | \$272.75       | 72%   | \$196.38             | 28%   | \$76.37              |
| EVALUATION PROCESS               | 1033-B-02                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| ALIGNMENT DEFINITION             | 1033-B-03                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| STATION DEFINITION               | 1033-B-04,<br>C-01               | \$170.00   | \$0.00                | \$170.00       | 72%   | \$122.40             | 28%   | \$47.60              |
| OPERATIONS                       | 1033-B-05                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| CAPITOL COSTS                    | 1033-B-06                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| TRANSPORTATION IMPACT EVALUATN   | 1033-B-07                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| LAND USE/DEVELOPMENT ASSESS      | 1033-B-08,<br>C-02               | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| TRAVEL MARKET ASSESSMENT         | 1033-B-09                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| ENVIRONMENTAL ASSESSMENT         | 1033-B-10                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| ALIGNMENT REPORT                 | 1033-B-11                        | \$558.75   | \$0.00                | \$558.75       | 72%   | \$402.30             | 28%   | \$156.45             |
| EAW/SCOPING DECISION/EIS WORK PL | 1033-B-12                        | \$0.00     | \$0.00                | \$0.00         | 72%   | \$0.00               | 28%   | \$0.00               |
| PUBLIC PARTICIPATION             | 1033-B-13<br>1033-C-04           | \$1,983.00 | \$113.23              | \$2,096.23     | 72%   | \$1,509.29           | 28%   | \$586.94             |
| ECONOMIC DEVELOPMENT ANALYSIS    | 1033-B-14                        | \$212.50   | \$0.00                | \$212.50       | 72%   | \$153.00             | 28%   | \$59.50              |
| RIDERSHIP FORECASTS              | 1033-B-15                        | \$3,279.00 | \$0.00                | \$3,279.00     | 72%   | \$2,360.88           | 28%   | \$918.12             |
| TOTAL                            |                                  | \$6,476.00 | \$113.23              | \$6,589.23     |       | \$4,744.25           |       | \$1,844.98           |



BRW, INC.

JUNE 30, 1991  
INVOICE NO. DRAFT  
JOB NO. 10336.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

---

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT |
|----------------------|-------|-------|--------|
| CONSULTANT I         |       |       |        |
| COLBURN, ELIZABETH   | 3.0   | 45.00 | 135.00 |
| THATCHER, JENNIE     | 1.7   | 45.00 | 76.50  |
| SUBTOTALS            | 4.7   |       | 211.50 |
| STAFF LEVEL IV       |       |       |        |
| PATRICK, CHRISTOPHER | 1.0   | 45.00 | 45.00  |
| STAFF LEVEL II       |       |       |        |
| ASHLAND, CAROL       | 0.5   | 32.50 | 16.25  |
| TOTALS               | 6.2   |       | 272.75 |

TOTAL LABOR 272.75

TOTAL THIS JOB \$ 272.75

---

SY P S ALIGNMENT REPORT

JOB NO. 10336.11

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

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BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 10336.01

## PROFESSIONAL PERSONNEL

|                  | HOURS | RATE              | AMOUNT |
|------------------|-------|-------------------|--------|
| STAFF LEVEL II   |       |                   |        |
| KIHART, JAMES    | 1.5   | 32.50             | 48.75  |
| SR. ASSOCIATE    |       |                   |        |
| HEPPELMANN, TONY | 6.0   | 85.00             | 510.00 |
| TOTALS           | 7.5   |                   | 558.75 |
|                  |       | TOTAL LABOR       | 558.75 |
|                  |       |                   | =====  |
|                  |       | TOTAL THIS JOB \$ | 558.75 |
|                  |       |                   | =====  |

ST P S PUBLIC PARTICIPN

JOB NO. 10336.13

## PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

## PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT   |
|----------------------|-------|-------|----------|
| CONSULTANT I         |       |       |          |
| COLBURN, ELIZABETH   | 12.5  | 45.00 | 562.50   |
| STAFF LEVEL IV       |       |       |          |
| PATRICK, CHRISTOPHER | 1.0   | 45.00 | 45.00    |
| STAFF LEVEL III      |       |       |          |
| ROKHOUDE, MARY       | 0.3   | 35.00 | 10.50    |
| STAFF LEVEL II       |       |       |          |
| HARRICK, CLAUDIA     | 1.0   | 32.50 | 32.50    |
| STAFF LEVEL I        |       |       |          |
| BREMSETH, DAN        | 0.5   | 25.00 | 12.50    |
| ROBERTS, SUSAN       | 1.8   | 25.00 | 45.00    |
| SUBTOTALS            | 2.3   |       | 57.50    |
| SR. ASSOCIATE        |       |       |          |
| HEPPELMANN, TONY     | 15.0  | 85.00 | 1,275.00 |
| TOTALS               | 32.1  |       | 1,983.00 |

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

TOTAL LABOR 1,983.00

TOTAL THIS JOB \$ 1,983.00

ST P S ECON DEV ANALYSIS

JOB NO. 10336.14

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

PROFESSIONAL PERSONNEL

|                  | HOURS | RATE  | AMOUNT |
|------------------|-------|-------|--------|
| SR. ASSOCIATE    |       |       |        |
| HEPPELMANN, TONY | 2.5   | 85.00 | 212.50 |

TOTAL LABOR 212.50

TOTAL THIS JOB \$ 212.50

ST P S RIDERSHIP FORECAST

JOB NO. 10336.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| CONSULTANT II  |       |       |          |
| SMITH, WILLIAM | 54.5  | 55.00 | 2,997.50 |

|                |     |       |       |
|----------------|-----|-------|-------|
| CONSULTANT I   |     |       |       |
| MOLITOR, LINDA | 2.2 | 45.00 | 99.00 |

|                |     |       |        |
|----------------|-----|-------|--------|
| STAFF LEVEL II |     |       |        |
| ASHLAND, CAROL | 2.7 | 32.50 | 87.75  |
| HAWKINS, TOM   | 2.3 | 32.50 | 74.75  |
| SUBTOTALS      | 5.0 |       | 162.50 |

BRW. INC.

INVOICE NO. DRAFT  
JOB NO. 1033B.01

|                |      |             |          |
|----------------|------|-------------|----------|
| STAFF LEVEL I  |      |             |          |
| ROBERTS, SUSAN | 0.8  | 25.00       | 20.00    |
| TOTALS         | 62.5 |             | 3,279.00 |
|                |      | TOTAL LABOR | 3,279.00 |

TOTAL THIS JOB \$ 3,279.00  
=====

ST. PAUL SOUTH LRT

JOB NO. 1033C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991  
-----

PROFESSIONAL PERSONNEL

|                | HOURS | RATE        | AMOUNT |
|----------------|-------|-------------|--------|
| SR. ASSOCIATE  |       |             |        |
| PAKALMS, ARIJS | 2.0   | 85.00       | 170.00 |
|                |       | TOTAL LABOR | 170.00 |

TOTAL THIS JOB \$ 170.00  
=====

INVOICE TOTALS

|                   |          |
|-------------------|----------|
| TOTAL LABOR       | 6,476.00 |
| TOTAL CONSULTANTS |          |
| TOTAL EXPENSE     |          |
| TOTAL FEE         |          |
| TOTAL INTEREST    |          |

-----  
6,476.00  
=====

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

|        | -- LABOR -- |          | -- EXPENSES -- |            |
|--------|-------------|----------|----------------|------------|
|        | HOURS       | AMOUNT   | REIMB.         | DIRECT&IND |
| TOTALS | 120.8       | 1,987.50 | 113.23         |            |

COSTS THIS RUN

|                   |          |
|-------------------|----------|
| TOTAL LABOR       | 6,476.00 |
| TOTAL CONSULTANTS |          |
| TOTAL EXPENSE     |          |
| TOTAL FEE         |          |
| TOTAL INTEREST    |          |

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



ST. PAUL SOUTH CORRIDOR

INVOICE PERIOD : 1 JUNE 1991 - 30 JUNE 1991

FILENAME: ST. PAUL\_B.WK1

OTHER DIRECT NON-SALARY COSTS

|                                    |         |
|------------------------------------|---------|
| BW GRAPHIC REPRODUCTION DEPARTMENT | \$96.36 |
| AUTO/MILEAGE                       | 16.87   |

---

|       |          |
|-------|----------|
| TOTAL | \$113.23 |
|-------|----------|

SUBCONTRACTORS

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

---

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

-----

|                |          |
|----------------|----------|
| TOTAL EXPENSES | \$113.23 |
|----------------|----------|



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

PLANNING  
TRANSPORTATION  
ENGINEERING  
URBAN DESIGN

GRAPHIC  
REPRODUCTION  
DEPARTMENT

|                        |                       |         |      |
|------------------------|-----------------------|---------|------|
| Mr. Allen W. Moe       | Mr. James E. Tolaas   | JOB NO. | 1033 |
| DCRRA                  | RCRRA                 |         |      |
| 14955 Galaxie Avenue   | 316 Courthouse        |         |      |
| Apple Valley, MN 55124 | 15 West Kellogg Blvd. |         |      |
|                        | St. Paul, MN 55102    |         |      |

Project Name: St. Paul South Corridor

CAMERA DEPARTMENT

| Date | Quantity | Description | Unit Price | Total |
|------|----------|-------------|------------|-------|
|------|----------|-------------|------------|-------|

Subtotal Camera Department

XEROX DEPARTMENT

| Date     | No. Orig. | No. Copies | Description             | Unit Price | Total   |
|----------|-----------|------------|-------------------------|------------|---------|
| 05/03/91 | 1         | 25         | TAC Meeting Notes       | \$0.04     | \$ 1.00 |
| 05/13/91 | 27        | 25         | TAC Agenda Memos        | 0.04       | 27.00   |
| 06/26/91 | 1         | 75         | CAC 7/11 Meeting Packet | 0.04       | 3.00    |
| 06/26/91 | 4         | 71         | CAC 7/11 Meeting Packet | 0.04       | 11.36   |
| 06/26/91 | 25        | 54         | CAC 7/11 Meeting Packet | 0.04       | 54.00   |

Subtotal Xerox Department \$ 96.36

TOTAL DUE THIS INVOICE \$ 96.36



BRW, INC.  
EXPENSE RECORD

656

MINNEAPOLIS  
DENVER  
PHOENIX  
TUCSON  
ST. PETERSBURG  
SAN DIEGO

☒  
☐  
☐  
☐  
☐  
☐

APPROVAL: MM  
PRINCIPAL \_\_\_\_\_  
SUPERVISOR \_\_\_\_\_

NAME ELIZABETH G. COLBURN

STUDIO TRANSPORTATION

MAY 15, 1991 to JUNE 15, 1991

Sheet 1 of    Sheets

| DATE    | JOB NO. | ITEM          | PLACE      | CLIENT                          | BUSINESS PURPOSE              | RECEIPT<br>YES / NO | AMOUNT         |
|---------|---------|---------------|------------|---------------------------------|-------------------------------|---------------------|----------------|
| 5/30/91 | 1033B13 | ✓ mileage, 36 | CENEX      | St. Paul South DAKOTA<br>RAMSEY | CAC mtg                       | ✓                   | 9.72           |
| 5/23/91 | 1033B13 | film/prints   | Flash Foto | St. Paul South DAKOTA<br>RAMSEY | photos for newsletters - 2 RM | ✓                   | 7.15           |
|         |         |               |            |                                 |                               |                     | <u>\$16.87</u> |

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, SEPTEMBER 24, 1991**

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

**Chairman's Comments**

1. \* Minutes of the Ramsey County Regional Railroad Authority Board Meetings: A. Special Meeting of August 13, 1991, and B. Regular Meeting of August 27, 1991
2. \* a) Approve Contract No. RCRRA/HCRRA-91-001 with Hennepin County RRA and BRW, Inc. for Phase II Preliminary Engineering for the Midway Corridor in the amount of \$2,940,000; and  
b) Authorize the Chairman of the Ramsey County Regional Railroad Authority to execute the contract on its behalf.
3. \* Approve in concept Draft Joint Powers Agreement.

\* Action is Requested

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

SPECIAL MEETING

August 13, 1991

A special meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, August 13, 1991, in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 11:00 A.M.

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

MEMBERS ABSENT: Commissioner Hal Norgard

Also Present: David MacMillan, Terry Schutten, James Van Houdt, Robert Clarkson, Hugh Faville, Ben Sebesta, James Tolaas, Kathryn DeSpiegelaere, Frances Glendenning

1. Approve the 1992 Proposed Tax Levy for the Truth in Taxation Notice of \$1,435,087.

Chairman Finley stated that the proposed tax levy can only be 75% of the 1991 Tax Levy because of the law cutting everything. So, the proposed levy is the maximum levy that will be permitted. We have to go through this Truth in Taxation the same as the County Board.

Ms. DeSpiegelaere said that it is similar in that you have to certify the maximum levy by September 1st. It is different in that the RRA is not required to have a hearing as the County Board. The budget will be given to you later this year.

Chairman Finley added that the budget will be open to the public.

Chairman Finley understands that this is the maximum levy, and this is what we have to certify by September 1st.



Minutes  
Special Meeting  
Ramsey County Regional Railroad Authority  
August 13, 1991

Page 2

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

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed tax levy each year to the County Auditor; and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed tax levy to finance the 1992 budget must be certified by September 1, 1991; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved tax levy for the 1992 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 1, 1991; and

WHEREAS, The Minnesota Legislature in 1991 established a new maximum for levies of metropolitan regional railroad authorities. That maximum is 75% of the actual 1991 levy. The 1991 Ramsey County Regional Railroad Authority levy was \$1,913,449; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby establishes the proposed tax levy to finance the 1992 budget in the amount of \$1,435,087, which is the maximum levy allowable.

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

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

## MINUTES

## RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

AUGUST 27, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, August 27, 1991 in the Medium Conference Room of 316, Court House. Chairman Finley called the meeting to order at 3:00 P.M.

## MEMBERS PRESENT:

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

## Also Present:

James Van Houdt, Ed Glaubitz, Jill Goski,  
Karen Tero, Kathryn DeSpiegelaere, Frances  
Glendenning, David MacMillan

Chairman's Comments

Chairman Finley said we have talked about the DeCramer meeting, which he mentioned to Board members last week. He is sending the letter today to Mary Anderson to make an official request for our staff to be a part of the Evaluation Team in putting together this transit thing that the Metropolitan Council is taking the lead in. He feels we should have something in writing. This has been raised three or four times verbally with Mary Anderson, so we are making a request that our staff participate at least at the staff level. A copy of this letter is being sent to Senator DeCramer, Mike Ehrlichman, John Derus, Mark Andrew, and Paul McCarron as he has talked to them, and they all concur that we should have some representation.

In regard to the Joint Powers Agreement, John Derus told him that Hennepin County passed a resolution saying that we should enter into a Joint Powers Agreement. The reason that we want to do that is that it has been on the drawing boards for quite a while, and never did get to the Joint LRT Advisory Committee, it was on the agenda, and they got bogged down with the Midway and the Northwest Corridor. Chairman Finley said that some of them feel that if we are going to continue to be involved in LRT, we should probably formalize the Joint Powers Agreement which has been put together by David MacMillan essentially.

Ramsey County Regional Railroad Authority  
August 27, 1991

David MacMillan informed the Board that he has been working on this with Mary Richardson from Anoka County, and Ms. DeSpiegelaere.

Chairman Finley had thought it would go through the Joint LRT Advisory Committee, and Ms. DeSpiegelaere said that it was going to be on the September 11th meeting with that group to look at the Joint Powers Agreement, and will be coming to this Board eventually.

Chairman Finley mentioned that this Board had talked about the Soo Line trip, which they will defer for right now, as there has been a lack of response from the Commissioners about this trip, as our schedule has been quite heavy. As this is not a priority right now, if anyone would like to do it and has the time, they should talk to Kathy DeSpiegelaere, and we will try to get a time whenever you can fit it in.

Another matter which the Chairman wished to mention is the luncheon we have scheduled for September 10th at the Landmark Center with RTB and Metropolitan Council members. This will be at noon, two weeks from today. We need to point out to them how important the East Metro area is.

Commissioner Norgard said he was at the meeting at Maplewood last night, the trail was on their agenda, and the Council approved what was before them. Ms. DeSpiegelaere said they were presenting the Master Plan.

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of July 9, 1991.

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

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

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

2. A)Approve Contract with Herman Appraisal Services to appraise Burlington Northern right-of-way from downtown St. Paul to Beam Avenue; B)Authorize the Chairman of the RCRRA to execute the contract; and C)Approve budget adjustment in amount of \$9,000.00 to fund the contract.

Chairman Finley said that Ms. DeSpiegelaere will probably talk to each of the members, or David MacMillan, regarding some of the issues regarding that trail. There has been some movement on the BN part, a very positive movement, in regard to acquisition. It is probably best for negotiation purposes to talk to Ms. DeSpiegelaere or Mr. MacMillan separately if you would like more information on that.

Ramsey County Regional Railroad Authority  
August 27, 1991

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

WHEREAS, The Ramsey County Regional Railroad Authority adopted a resolution on October 23, 1990, that authorized engaging an independent private appraiser to determine the fair market value of abandoned Burlington Northern Railroad right of way from downtown St. Paul to Beam Avenue in Maplewood; and

WHEREAS, The lowest responsible bid received in response to a request for proposals was from Herman Appraisal Services, Inc. in the amount of \$9,000; Now, Therefore, Be It

R91-58  
RESOLVED, That the Ramsey County Regional Railroad Authority approves the contract with Herman Appraisal Services, Inc. in the amount of \$9,000 for the purposes of establishing fair market value for the subject abandoned Burlington Northern Railroad rights of way; And Be It Further

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to execute the contract on behalf of the Authority; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves a budget adjustment in the amount of \$9,000 in accordance with the following:

Transfer from Appropriation:

|       |        |                         |         |
|-------|--------|-------------------------|---------|
| 59101 | 061003 | Contingent Right of Way | \$9,000 |
|       |        | Acquisition             |         |

Transfer to:

|       |        |                       |         |
|-------|--------|-----------------------|---------|
| 59106 | 020109 | Real Estate Appraiser | \$9,000 |
|       |        | Services              |         |

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

3. Approve Amendment No. 2 to RCRRA Agreement RCRRA-90-001 with SRF, Inc. for Northeast Corridor; and b) Authorize the Chairman of the RCRRA to execute the Amendment on its behalf.

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

R91-59  
WHEREAS, The current schedule for completion of Light Rail Transit Alignment Studies for the Northeast Corridor will extend up to two months beyond the 15 month period of services provided in Ramsey County Regional Railroad Authority RCRRA-90-001 Agreement with SRF, Inc. and Amendment No. 1 thereto; and

Minutes

Page 4

Ramsey County Regional Railroad Authority  
August 27, 1991

WHEREAS, Amendment No. 2 to Agreement No. RCRRA-90-001 has been prepared to extend the period of services to October 8, 1991 to accommodate the current schedule; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 2 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 this Board,  
Chairman Finley declared the meeting adjourned.



# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 9/12/91  
Authorized Signature Date

### Board Action Requested

a) Approve Contract No. RCRRA/HCRRA-91-001 with Hennepin County RRA and BRW, Inc. for Phase II Preliminary Engineering for the Midway Corridor in the amount of \$2,940,000; and b) Authorize the Chairman of the Ramsey County RRA to execute the Agreement on its behalf.

**ACTION IS REQUESTED**

### Request Justification

- See Attached:
- 1) Proposed resolution
  - 2) Memorandum from Kathryn DeSpiegelaere dated September 13, 1991
  - 3) Ramsey County Regional Railroad Authority Contract No. RCRRA/HCRRA-91-001

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

September 24, 1991

Board Date

Signature

Signature

Signature

Date

Date

9/17/91

Date



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

WHEREAS, The Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for Phase II Preliminary Engineering on the Midway Corridor with BRW, Inc., a Wyoming Corporation doing business in Minnesota as BRW Planning, Transportation, and Engineering, Inc. and Hennepin County Regional Railroad Authority; and

WHEREAS, Regional Rail staff have prepared Ramsey County Regional Railroad Authority Contract No. RCRRA/HCRRA-91-001, in the amount of \$2,940,000, for the purpose of completing Phase II Preliminary Engineering; Now, Therefore, Be It

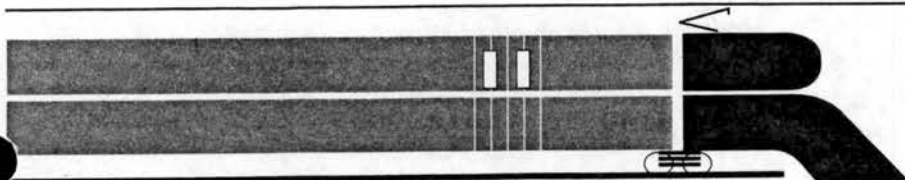
RESOLVED, That the Ramsey County Regional Railroad Authority approves Contract No. RCRRA/HCRRA-91-001; and Be It Further

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

John T. Finley, Chairman

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

A



## 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:** Professional Services Contract  
Phase II Preliminary Engineering for the Midway Corridor

**DATE:** September 13, 1991

At your meeting of August 13, 1991, you authorized staff to negotiate a contract with BRW, Inc. for the Phase II Preliminary Engineering for the Midway Corridor. Negotiations have been completed. Ramsey County Regional Railroad Authority Contract No. RCRRA/HCRRA-91-001 provides for the completion of the light rail transit studies sought.

A similar agreement will be submitted to Hennepin County Regional Railroad Authority.

A copy of the contract and insurance documents is attached.

### Recommendation:

Approve the contract with BRW, Inc. and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract on behalf of the Authority.

KD/blk  
Attachment

AGREEMENT BETWEEN RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY  
AND HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY  
AND BRW, INC.  
FOR CONSULTANT WORK FOR THE PHASE II PRELIMINARY ENGINEERING STUDY  
FOR THE MIDWAY CORRIDOR  
CONTRACT NO. RCRRA/HCRRA-91-001

This Contract is made and entered into between the Ramsey County Regional Railroad Authority (RCRRA), Hennepin County Regional Railroad Authority (RCRRA), hereinafter collectively the "Authorities" and BRW, Inc., a Wyoming Corporation doing business in the State of Minnesota as BRW Planning, Transportation, and Engineering, Inc., hereinafter the "Consultant."

WHEREAS, the Authorities desire professional consulting services for Preliminary Engineering (30% level) for Light Rail Transit development in the Midway Corridor; and

WHEREAS, the Consultant desires to and is capable of providing the necessary professional consulting service according to the terms and conditions stated herein;

NOW THEREFORE, in consideration of the mutual promises and agreements contained herein the parties agree as follows:

1. DEFINITIONS

- 1.1 DEFINITIONS. Unless the language or context clearly indicates that a different meaning is intended, the following words, terms and phrases, for purposes of this contract shall have the meanings hereinafter assigned to them.
- 1.2 "AUTHORITIES" refers to Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority.
- 1.3 "RCRRA" refers to Ramsey County Regional Railroad Authority.
- 1.4 "HCRRA" refers to Hennepin County Regional Railroad Authority.
- 1.5 "CONSULTANT" refers to BRW, Inc.
- 1.6 "PARTIES" refers to RCRRA, HCRRA, and BRW, Inc. or their designated representative.

2. TERM

- 2.1 Term. This AGREEMENT shall be in effect from the date of execution by all PARTIES, or from the commencement of services hereunder, whichever is first, and shall remain in effect for the next consecutive 18 months or until all work under this AGREEMENT is completed, whichever occurs first unless otherwise agreed to in writing by all PARTIES.



2.2 Provision of Services. The PARTIES shall comply with the project schedule for the provision of services generally described in Exhibit A, Phase II Preliminary Engineering Work Plan unless revised by all PARTIES in writing.

3. CONSULTANT'S AND AUTHORITIES RIGHTS AND OBLIGATIONS

3.1 General Description. The CONSULTANT shall provide the following services generally described as:

professional light rail transportation consulting services for the preparation of Preliminary Engineering plans and specifications (30% level) for the Midway Corridor between downtown St. Paul and the University of Minnesota in Minneapolis.

3.2 Basic Services of the CONSULTANT. Services to be provided are set out in Exhibit A, "Midway Corridor Light Rail Transit - Preliminary Engineering and Related Studies Work Plan" which is attached and incorporated herein by reference. The major work tasks performed under this AGREEMENT include:

- 1) Project Administration
- 2) Operations Planning
- 3) Systems Engineering Design
- 4) Civil Engineering Design
- 5) Facility Design
- 6) Value Engineering
- 7) System Cost Estimates
- 8) Environmental Impact Mitigation Planning
- 9) Implementation Method and Management Plan
- 10) Agency Coordination
- 11) Community Participation/Communication Program

The Work Plan may be modified to meet changing needs and conditions during the project period, subject to approval by all PARTIES. For minor changes, verbal approval shall be deemed adequate. A minor change is one which falls within the general scope of the work tasks set forth in this AGREEMENT and does not involve additional cost to the PARTIES. Modifications which constitute a change in the scope of work provided for under this AGREEMENT shall require written approval by all PARTIES. Approval by one of the AUTHORITIES and the CONSULTANT shall be deemed adequate approval in those portions of the plan which solely affect a portion of the project located within the approving county. In the latter case, additional costs incurred as a result of the change shall be borne by the approving AUTHORITY.

The CONSULTANT shall deliver the completed technical reports, supporting documentation, and related materials and all authorized work on the project within the time schedule set forth herein or extended in accordance with agreement provisions.



- 3.3 Applicable Statutes, Regulations, and Guidelines. In performance of services specified in this agreement, the CONSULTANT shall give recognition to the requirements of applicable statutes, regulations, and guidelines with respect to light rail transit location, design, environmental impact, funding, and other planning considerations. Applicable statutes, regulations, and guidelines shall include, but not be limited to:
1. United States Department of Transportation, Urban Mass Transportation Administration Manuals, guidelines, and standards, including:
    - a. Urban Mass Transportation Act of 1964, as amended (Pub. L. 95-599);
    - b. Surface Transportation and Uniform Relocation Assistance Act of 1987 (Pub. L. 100-17); and
    - c. Department of Transportation regulations, 49 Code of Federal Regulations.
  2. National Environmental Policy Act of 1969, as amended (Pub. L. 91-190).
  3. Council of Environmental Quality NIPPER regulations, 40 Code of Federal Regulations.
  4. Section 4(f) of Public Law 89-670.
  5. Section 6(f) of Public Law 88-578.
  6. Environmental Policy Act of 1973, Minnesota Statutes Chapter 116D.
  7. Environmental Quality Board regulations, Minnesota Rules Chapter 4410, as amended.
  8. Presidential Executive Order No. 11988 (Flood Plain Management).
  9. Presidential Executive Order No. 11990 (Wetlands).
  10. Critical Areas Act of 1973, Minnesota Statutes Chapter 116G and related regulations.
  11. National Historic Preservation Act. (Pub. L. 89-185).
- 3.4 RCRRA and HCRRA shall be individually responsible for and have the authority to direct the CONSULTANT on the community participation aspects of the project as they pertain to those portions of the proposed system lying within their respective geographic jurisdiction. To the extent possible, however, both AUTHORITIES shall work together to establish a

uniform system of community participation. The CONSULTANT shall bill the respective AUTHORITIES, pursuant to Section of the AGREEMENT, for the community participation activities the CONSULTANT performs on behalf of that AUTHORITY.

3.5 The RCRRA will have primary responsibility for administering the contract and coordinating work performed by the CONSULTANT. With respect to decisions which have corridor-wide or system-wide implications, it is understood and agreed that the AUTHORITIES have equal rights and responsibilities to consult with and direct and control the activities of the CONSULTANT. With respect to decisions and activities which affect a segment of the Midway Corridor lying solely within the boundaries of one county, the AUTHORITY in whose county that segment is located shall take the lead in direction and control of CONSULTANT'S work. With respect to decisions and activities which affect the entire corridor, representatives of the AUTHORITIES shall confer with one another and shall agree on the direction and control to give the CONSULTANT. In the event that the representatives cannot agree, this AGREEMENT may be terminated subject to provisions of Section 7.21.

3.6 Additional Services of the Consultant. Additional services, may be requested of the CONSULTANT, in writing, either jointly by the RCRRA and the HCRRA, in which case the cost of such Additional Services shall be allocated according to the formula established in this AGREEMENT, or separately, by either the RCRRA or HCRRA, in which case the AUTHORITY requesting the additional services shall negotiate all agreements for and be responsible for all costs associated therewith. Nothing in this paragraph shall give either AUTHORITY the right to order additional services of the CONSULTANT which will affect the line as it lies in the other AUTHORITY'S county, or delay completion of the CONSULTANT'S Basic Services, as defined in the work plan, without the express written consent of said AUTHORITY. Additional services are defined as follows:

1. Preparation of applications and supporting documents for government grants, loans or advances in connection with the project.
2. Additional services due to significant changes in general scope of attached Exhibit A "Midway Corridor Light Rail Transit - Preliminary Engineering and Related Studies Work Plan", including, but not limited to, change of size, and complexity of character.
3. Preparing supporting data and other services in connection with change orders if the change is due to causes beyond the control of the CONSULTANT and is inconsistent with the original scope of work.

4. Providing services after issuance to the AUTHORITIES of the final certificate of payment, except for clarification of information, findings, or recommendations provided in the technical report resulting from execution of this AGREEMENT.
5. Providing services of professional consultants for other than the normal consulting services for the project, not otherwise provided for in this AGREEMENT.
6. Serving as an expert witness for the AUTHORITIES in any litigation or other proceedings involved in the project.
7. Additional services in conjunction with the project not otherwise provided for in this AGREEMENT.

Payment for these additional services shall be made in accordance with Section 4.

- 3.7 It is estimated that, in aggregate, allocation percentages are approximately 88.7% and 11.3% for RCRRA and HCRRA, respectively. Allocation percentages by work task are provided in Exhibit D and shall provide the basis for invoicing each AUTHORITY for their respective share of project costs. Changes in allocation percentages, as warranted by work plan modifications, may be made subject to approval of both AUTHORITIES. Changes to allocation shall be based, in part, upon the percentage relationship that the mileage located with each AUTHORITY'S county bears to the mileage of the entire Midway Corridor and, in part, upon the degree of difficulty anticipated for the corridor segment or work task affected within the context of overall corridor engineering. The modified allocation percentages shall be reduced to writing, signed by both AUTHORITIES, and shall become a part of this AGREEMENT.
- 3.8 The RCRRA and HCRRA have the right to obtain any and all data and information collected for the Midway Corridor by the CONSULTANT. Neither the RCRRA nor the HCRRA shall have the right to use or disseminate any information concerning the other AUTHORITY'S portion of the line without the consent of the AUTHORITY or designated representative until such time as the information becomes a matter of public record. The consultant shall not release data or information collected for the Midway Corridor without consent of the appropriate AUTHORITY(S) or designated representative.
- 3.9 The AUTHORITIES shall, at their expense, have primary responsibility for providing data and documents relevant to those portions of the project which lie within their respective counties. Data and documentation provided by the



AUTHORITIES shall remain the property of the providing AUTHORITY until such time as the data is incorporated into the work of the CONSULTANT or otherwise becomes public record.

The AUTHORITIES shall:

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

3.10 The CONSULTANT shall proceed with the work upon joint authorization from the AUTHORITIES. Each AUTHORITY may authorize the CONSULTANT to proceed with work which affects that portion of the light rail transit line lying wholly within the limits of its own county. If the CONSULTANT'S work on either of the Authorities' individual segments necessarily involves work on the other AUTHORITY'S segment, then the CONSULTANT shall perform the work on both segments as needed. Any extension of time granted the CONSULTANT must have approval of both AUTHORITIES, except as provided above.

4. PAYMENT

- 4.1 The CONSULTANT shall be compensated for work on studies, evaluations, technical and graphics information, and the final technical and planning reports as provided for in attached Exhibit A on the basis of established hourly billing rates set forth in Exhibit B. The hourly rates identified in Exhibit B shall remain in effect until December 31, 1992. Prior to December 1, 1992, the CONSULTANT shall provide the AUTHORITIES with a new schedule of rates which, upon approval by the AUTHORITIES, shall become effective January 1, 1993.

Hourly Rate. The hourly billing rate, as set forth in Exhibit B, shall mean the cost of salaries and wages paid to principals and employees engaged directly on the project including, but not limited to, planners, engineers, surveyors, technicians, drafters, specifications writers, estimators, stenographers and clerks, including the cost of fringe benefits including, but not limited to, Social Security contributions, unemployment, excise and payroll taxes; Workers Compensation, health and retirement benefits, incentive compensation, sick leave, vacation and holiday pay applicable thereto, and professional fee.

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

1. The actual costs incurred by the CONSULTANT in retaining the services of subconsultants which are necessary to accomplish the work required by the agreement.
2. Transportation expense, equal in amount to employee reimbursement up to .27/mile and parking or other expenses allowable under the Minnesota Travel Regulations for services in completion of Exhibit A.
3. Fees paid, in the name of the AUTHORITIES, for seeking approval of authorities having jurisdiction over the project.
4. Approved graphics, printing, special mailings, aerial photographs, presentation, and reproduction expenses.
5. Other special travel costs and expenses connected therewith required in connection with the project, subject to Section 4.4, #2. The CONSULTANT shall submit a written policy concerning direct expenses in support of travel, employee relocation, living expenses, etc., prior to incurring such expenses.



- 4.3 The CONSULTANT shall be paid within 60 days after receipt of an itemized invoice and supporting documentation by the AUTHORITIES as set forth in paragraph 4.4. Payment shall not exceed the value of demonstrably accomplished work through the date of invoice.

Total payments to the CONSULTANT for professional services and reimbursable expenses under Section 3 shall not exceed \$2,940,000, except as provided for by supplemental agreement to this AGREEMENT.

- 4.4 Itemized Invoice and Supporting Documentation. Itemized invoice and supporting documentation shall be provided in accordance with the following provisions:

1. Professional services fees shall be documented with a schedule including the name of employee, classification, current hourly billing rate, hours worked, and total cost for each period.
2. Claimed expenses shall be supported with necessary documentation to show that such costs are allocable to the project and reasonable in amount. Travel or direct costs incurred in support of employee relocations shall be consistent with the written policy provided by the CONSULTANT and approved by the AUTHORITIES prior to incurring such expenses. All major expenses, those in excess of \$1,000 per occurrence, shall be approved by the AUTHORITIES or their designated representative prior to their being incurred.
3. Overtime premium pay for work or services performed by the CONSULTANT or its subconsultants will not be authorized. Hours worked in excess of regularly scheduled work days or on holidays will be reimbursed the regular hourly rates.
4. Payments to the CONSULTANT for services rendered shall be in accordance with the following:
  - a) The CONSULTANT shall use its best efforts to allocate costs and expenses in accordance with the terms and formulas established by this AGREEMENT.

Actual costs borne by each AUTHORITY shall be in accordance with the allocation of costs as determined by section 3.7 of this agreement.

- b) Both AUTHORITIES shall receive a monthly invoice and supporting documentation. The invoice will identify the tasks performed, the percentage allocation to each AUTHORITY, and the dollar amount due from each AUTHORITY. Each AUTHORITY shall pay the CONSULTANT within sixty (60) days of

receipt of the invoice. In the event there is a dispute between the AUTHORITIES as to their respective share of a payment, each AUTHORITY shall pay the CONSULTANT according to the CONSULTANT'S invoice. Thereafter, the CONSULTANT shall appoint a neutral third party, not employed by the CONSULTANT or either AUTHORITY, who is familiar with the CONSULTANT'S billing documentation and underlying basis for allocation percentages, who shall determine the proper allocation of the disputed cost between the AUTHORITIES after both AUTHORITIES have the opportunity to voice and explain their objection to the allocation. If the neutral third party reallocates the costs, the AUTHORITIES shall between themselves adjust the payments. The neutral third party's decision as to cost allocation is binding on the parties and not appealable. The costs of any such third party evaluation shall be borne by the AUTHORITY requesting the reallocation.

- c) The RCRRA estimated share of total cost is \$2,607,000; the HCRRA estimated share of such total is \$333,000. Changes in the estimated share are subject to Provision 3.7 and Exhibit D attached hereto.

The contingency amounts identified in Exhibit D are generally intended for support of Tasks 1 through 11 of the Work Plan and needs which develop within the original scope of work. The contingency may also be used for out of scope activities but only upon written approval by all PARTIES. Such approval will clearly indicate the cost allocation between the AUTHORITIES and define potential impact to remaining project work tasks.

The CONSULTANT shall notify the affected AUTHORITIES when its charge for work performed reaches ninety percent (90%) of the above stated maximums. The CONSULTANT shall not perform additional work on behalf of an AUTHORITY which has been so notified in writing unless authorized to proceed by the affected PARTIES. Additional Services which have been requested by one AUTHORITY or both, shall not be considered when determining whether or not charges to an AUTHORITY are at the 90% level. Additional Services requested by the AUTHORITIES pursuant to Section 3.6 of this AGREEMENT shall be billed separately by the CONSULTANT.

- d) Reimbursable expenses in excess of \$1,000, as defined in Section 4.2 of the AGREEMENT, must be authorized by both the RCRRA and the HCRRA, if they are to be incurred on behalf of both AUTHORITIES. If the expenses are to be incurred on behalf of only one of the AUTHORITIES, approval must be obtained from the AUTHORITY on whose behalf they are incurred. The AUTHORITIES shall either approve or deny such payment within five (5) working days after receipt of the request by the CONSULTANT. Failure to approve or deny shall be deemed to be approval, and the CONSULTANT shall be entitled to incur and be reimbursed for expenses.
- e) Expenses for graphics, printing, special mailings, aerial photographs, presentation and reproduction expenses shall be charged jointly to the RCRRA and HCRRA if they affect the entire project, and separately to the requesting AUTHORITY if they are solely for the benefit of said AUTHORITY.
- f) Fees paid to other agencies pursuant to Section 3.9 of this Agreement shall be charged jointly to the AUTHORITIES unless only one of the AUTHORITIES need obtain the approval which causes the fee, in which case said AUTHORITY shall be solely responsible for such fees.
- g) In addition to all invoice documentation required by Section 4.4 of this AGREEMENT, the CONSULTANT shall provide dates and hours worked for professional services.
- h) The AUTHORITIES and their agents shall have the right of access to and audit of the CONSULTANT'S work and records prior to final payment.
- i) The CONSULTANT shall comply with the provisions of Minnesota Statutes Chapter 290.97.

4.5 Late Request for Payments. The AUTHORITIES have an absolute right to refuse payment on invoices received or postmarked more than one hundred twenty (120) days after the date that invoiced services were performed unless such time is extended by agreement of the PARTIES upon notification by the CONSULTANT that special circumstances exist causing delay in the invoice.

4.6 Payment for Unauthorized Claims. The AUTHORITY may refuse to pay any claim which is not specifically authorized by this AGREEMENT. Payment of a claim shall not preclude the AUTHORITIES from questioning the propriety of the claim. The AUTHORITIES reserve the right to offset any overpayment or disallowance of claim by reducing future payments.



4.7 Retainage. Payments by each AUTHORITY to the CONSULTANT shall be subject to a retainage of not more than 5% pending final acceptance of technical reports, supporting documentation, and all products identified in Exhibit A by both AUTHORITIES or their designated representatives.

4.8 Termination. If this AGREEMENT is terminated upon completion of any element of the CONSULTANT'S services, the monthly progress payments shall be made in accordance with this section. If the CONSULTANT'S services are terminated during an element of the work, the CONSULTANT shall be paid for services performed through the date of termination. Payment for partial completion shall be based on hourly rates as set forth in Exhibit B, plus reimbursable expenses as described in Section 4.1.

5. RECORDS AND REPORTS

5.1 RCRRA or HCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this AGREEMENT.

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

5.3 CONSULTANT shall, upon reasonable notice, meet with the AUTHORITIES personnel to assist the AUTHORITY in evaluation of services.

5.4 CONSULTANT shall provide the AUTHORITIES with reports as the AUTHORITIES may from time to time reasonably require.

6. INFORMATION AND PERSONNEL

The CONSULTANT shall notify the AUTHORITY within (5) days of any change in ownership of more than 5% or change in board of directors. Either AUTHORITY may terminate this AGREEMENT if it decides, in its sole discretion, that the change of ownership or board of directors, makes the continuation of this AGREEMENT not in the AUTHORITIES' best interests. Any such termination shall be subject to the provisions of Section 7.21 of this AGREEMENT.

7. GENERAL CONSIDERATIONS

7.1 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 RCRRA, HCRRA, and the Minnesota Department

of Transportation through their designated agents at all reasonable times. The CONSULTANT acknowledges and understands that the award of this contract to the CONSULTANT is based in substantial part on the skill and expertise of the individuals identified in Exhibit C. The CONSULTANT agrees that it shall assign these personnel to undertake all work on this project and shall not change or reassign these personnel without the approval of the RCRRA and the HCRRA.

- 7.2 Re-Use of Documents. All documents, including original drawings and specifications, prepared by CONSULTANT pursuant to this agreement are instruments of service in respect to the project. They are not intended or represented to be suitable for re-use by RCRRA and HCRRA or others on extensions of the project or on any other project. Any re-use without written verification or adaptation by the CONSULTANT for the specific purpose intended will be at RCRRA's or HCRRA's sole risk and without liability or legal exposure to CONSULTANT. If an AUTHORITY re-uses any such drawings, documents, specifications, or other materials for purposes not included in this agreement, or for purposes not otherwise agreed to by the CONSULTANT, in writing, then the AUTHORITY so using the materials shall indemnify and hold harmless the CONSULTANT and the other AUTHORITY from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting therefrom, only to the extent permitted by Minnesota Statutes Chapter 466.

- 7.3 Assignment. The CONSULTANT shall not assign any interest or obligation in this AGREEMENT without the prior written consent of the RCRRA and HCRRA.

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

Written authority is not required from the AUTHORITIES for subcontracts with the following firm(s) or individuals:

- a) Toltz King Duvall Anderson and Associates, Inc.
- b) LTK Engineering Services
- c) Zimmer Gunsul Frasca
- d) Bechtel Corporation
- e) Mark Hurd Corporation
- f) Horizons, Inc.
- g) American Engineering Testing
- h) BRW Architects



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

HCRRA and RCRRA, their officers, agents, and employees shall be named as an additional insured on all liability policies with a cross suits endorsement for protection of the AUTHORITIES.

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

Worker's Compensation and Employer's Liability Insurance:

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

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

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

Comprehensive General Liability (CGL) insurance

1. Bodily Injury and Property Damage (CSC)

Minimum Limits:

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

2. The following coverages must be specifically insured and certified with no internal limits:
  - a) Premises and operations.
  - b) Independent Contractor's contingent liability or owner's protective liability.
  - c) Products/Completed operations liability.

- d) Contractual liability.
  - e) Personal injury liability including coverages through e and claims related to injuries sustained in the course of employment.
  - f) Broad form property damage liability, or deletion of the "Care, Custody, and Control Exclusion."
3. Contractual liability is to be either written on a blanket basis of specifically endorsed to acknowledge this contract. The CGL policy is to be written on an occurrence basis.
4. Professional Liability Insurance
- Minimum Limits:
- \$1,000,000 per occurrence  
\$1,000,000 aggregate
5. Automobile Liability Insurance:
- a) Minimum Limits:  
\$1,000,000 combined single limit
  - b) Owned, non-owned and hired auto
6. City or state license as required.

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+. Insurance carriers which do not carry a Best's rating may be allowed, subject to review and acceptance by the AUTHORITIES.

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

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

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

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

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

7.6 Conflict of Interest. CONSULTANT agrees that it is currently unaware of any conflict of interest with any party affected under this AGREEMENT. CONSULTANT agrees that, if any conflict of interest or potential conflict of interest should arise in the future, the CONSULTANT shall immediately inform the RCRRA and HCRRA of the conflict. Work performed by the CONSULTANT for State and regional agencies or other regional railroad authorities in the seven county metropolitan area shall not in and of itself be considered a conflict of interest. RCRRA and HCRRA shall reserve the right to review work being performed for other agencies to determine if a conflict exists.

For a period of not less than five years after completion of all contractual obligations of this AGREEMENT, the CONSULTANT shall not affiliate with or have any interest in any individual, partnership, or corporation which provides supplies or equipment to either authority in connection with construction or operation of light rail transit in the Twin Cities metropolitan area.

7.7 Hold Harmless Clause. The CONSULTANT agrees to indemnify and hold harmless RCRRA and HCRRA from and against all claims or demands of every nature on on account of injury



to or death of persons or damage to or loss of property, including attorney's fees, or causes of action, caused by or resulting in any manner from any acts or omissions of the CONSULTANT, its subconsultant(s) or its agents or employees, in performing or failing to perform any of the services, duties, or operations to be performed by the CONSULTANT and its subconsultant(s) under this agreement. This clause shall be contained in all subconsultant(s) agreements.

- 7.8 Alteration Clause. Any alteration, variation, modification, or waiver of the provisions of this agreement shall be valid only after it has been reduced to writing and duly signed by all PARTIES.
- 7.9 Non-Conforming Services. The acceptance by the RCRRA or HCRRA of any non-conforming services under the terms, conditions, and covenants of this agreement, or the foregoing by the RCRRA or HCRRA of any of its rights or remedies arising under the terms of this agreement shall not constitute a waiver of the RCRRA's or HCRRA's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms, conditions, and covenants of this agreement. The rights and remedies of the RCRRA and HCRRA provided for under the terms of this agreement are cumulative and not mutually exclusive.
- 7.10 Set Off Clause. Notwithstanding any provisions of this agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA or HCRRA for damages sustained by the RCRRA or HCRRA by virtue of any breach of this agreement by the CONSULTANT, and RCRRA or HCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA or HCRRA from the CONSULTANT is determined.
- 7.11 Limitations. The CONSULTANT shall not be required to furnish the services 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 of any of its property necessary for the performance thereof, flood, fire, act of God, or any other cause beyond its control.
- 7.12 COMPLIANCE WITH MINNESOTA STATUTES, SECTION 363.73, AND MINNESOTA RULES PARTS 5000.3400 TO 5000.36009

Affirmative Action. The CONSULTANT hereby agrees that it will comply with Minnesota Statutes, Section 373.073, as amended by Act of April 16, 1988, chap. 600, 1988 Minnesota

Laws 917 and Minnesota Rules parts 5000.3400 to 5000.3600 and applicable common law interpretation. The purpose of this legislation is to increase employment opportunities for women, minorities, and disabled individuals by requiring contractors to adopt and implement affirmative action programs approved by the Commissioner of Human Rights.

7.13 MINNESOTA STATUTES SECTION 363.073 SUBDIVISION 1 (1988)

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

RCRRA and HCRRA intend to carry out their responsibilities under this statute. If a certificate of compliance is required, 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 or make a good faith effort to implement an affirmative action plan approved by the Commissioner of Human Rights.

7.14 Non Discrimination. During the performance of the AGREEMENT, the CONSULTANT shall not unlawfully discriminate against any employee or applicant for employment because of race, color, creed, religion, sex, national origin, disability, age, marital status or public assistance status. Such action 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 selection for training, including apprenticeship. The CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices which set forth the provisions of this non-discrimination clause.

The CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, religion, sex, national origin, disability, marital status, or public assistance status.



No funds received under this AGREEMENT shall be used to provide religious or sectarian training or services.

The CONSULTANT shall comply with any applicable federal or state laws regarding non-discrimination. The following list includes, but is not meant to limit, laws which may be applicable:

- A. The Equal Employment Opportunity Act of 1972, as amended, 42 U.S.C. 2000 et seq. which prohibits discrimination in employment because of race, color, religion, sex, or national origin.
- B. Executive Order 11246, as amended, which is incorporated herein by reference, and prohibits discrimination by U.S. Government contractors and subcontractors because of race, color, religion, sex, or national origin.
- C. The Rehabilitation Action of 1973, as amended, 29 U.S.C. 701 et. seq. and 45 C.F.R. 84.3 (J) and (K) implementing Sec. 504 of the Act which prohibits discrimination against qualified handicapped persons in the access to or participation in federally-funded services or employment.
- D. The Age Discrimination in Employment Act of 1967, as amended, and Minn. Stat. 181.81, which generally prohibit discrimination because of age.
- E. The Equal Pay Act of 1963, as amended, 29 U.S.C. 206, which provides that an employer may not discriminate on the basis of sex by paying employees of different sexes differently for the same work.
- F. Minn. Stat. Ch. 363, as amended, which generally prohibits discrimination because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability or age.
- G. Minn. Stat. 181.59 which prohibits discrimination against any person by reason of race, creed, or color in any state or political subdivision contract for materials, supplies, or construction. Violation of this section is a misdemeanor and any second or subsequent violation of these terms may be cause for forfeiture of all sums due under the AGREEMENT.

7.15 Worker Health, Safety, and Training. CONSULTANT shall be solely responsible for the health and safety of its employees in connection with the work performed under this AGREEMENT. The CONSULTANT shall ensure all personnel of the CONSULTANT are properly trained and supervised and, when

applicable, duly licensed or certified appropriate to the tasks engaged in under this AGREEMENT. CONSULTANT shall comply with the "Occupational Safety and Health Act" and the "Employee Right to Know Act" Minn. Stat. 182.65 et. seq., where applicable.

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

7.17 Non-Waiver. The failure of RCRRA or 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 or default in the terms, conditions, and covenants herein contained.

7.18 Interpretation According to Minnesota Law. this Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this AGREEMENT shall be venued in Ramsey or Hennepin County, Minnesota.

7.19 Merger. The AGREEMENT is the final expression of the AGREEMENT of the PARTIES and the complete and exclusive statement of the terms agreed upon, and shall supersede all prior negotiations, understandings or agreements. There are no representations, warranties, or stipulations, either oral or written, not herein contained.

7.20 Exhibits. Exhibits A through D are attached and incorporated herein by reference.

Exhibit A - Preliminary Work Plan  
Exhibit B - Schedule of Hourly Wages  
Exhibit C - Project Team  
Exhibit D - Cost Allocation

7.21 Termination.

A. With Cause - The RCRRA and HCRRA reserve the right to suspend or terminate this AGREEMENT if the CONSULTANT violates any of the terms or conditions of this AGREEMENT or does not fulfill in a timely and proper manner its obligations under this AGREEMENT as reasonably determined by the RCRRA and HCRRA. In the

event that the RCRRRA and the HCRRA exercise their right of suspension or termination under this paragraph, they shall submit written notice to the CONSULTANT specifying the extent of such suspension or termination, the reasons therefore, and the date upon which such suspension or termination become effective. Upon receipt of such notice, termination becomes effective. Upon receipt of such notice, the CONSULTANT shall take all actions necessary to discontinue further commitments of funds to the extent that they relate to the suspended or terminated portions of this agreement. In such event, the CONSULTANT shall be entitled to compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

- B. Without Cause - The RCRRRA and HCRRA or the CONSULTANT may terminate this AGREEMENT without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, the CONSULTANT shall be entitled to compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

In the event the AGREEMENT is terminated prior to completion of the project, the CONSULTANT shall deliver to the AUTHORITIES all documents, records, reports, and data generated or in its possession to the date of such termination. In the event of such termination, the CONSULTANT and other AUTHORITY may negotiate any reduction in the CONSULTANT'S work and charges caused by said termination. The AUTHORITY terminating its obligations caused by said termination shall pay its pro rata share of work through the date of termination.

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

- 7.23 Recycling Program. Consultant agrees to establish an office paper and newsprint recycling program which shall include a written plan, available to the AUTHORITIES upon request, containing the following: description of the plan; person and position responsible for plan administration; types of paper collected and method of collection and transportation to a recycling center; an annual report summarizing collection efforts.

8.0 PARTIES REPRESENTATIVES.

|             |                                         |                                                                        |
|-------------|-----------------------------------------|------------------------------------------------------------------------|
| RCRRA:      | James E. Tolaas<br>Project Manager      | Kathryn DeSpiegelaere<br>Director of Light<br>Rail Transit<br>Planning |
| HCRRRA:     | James Dunn<br>Project Manager           | Ken Stevens<br>Director of Light<br>Rail Transit                       |
| CONSULTANT: | Richard P. Wolsfeld<br>Project Director | Dennis Probst<br>Project Manager                                       |



IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date(s) indicated below:

HENNEPIN COUNTY  
REGIONAL RAILROAD AUTHORITY

By: Mark Andrew, Chairman

Dated: \_\_\_\_\_

AND

Deputy Executive Director

Dated: \_\_\_\_\_

APPROVED AS TO FORM AND EXECUTION:

By: Assistant Hennepin County Attorney

Dated: \_\_\_\_\_

RAMSEY COUNTY  
REGIONAL RAILROAD AUTHORITY

By: John T. Finley, Chairman

Dated: \_\_\_\_\_

APPROVED AS TO FORM AND EXECUTION:

By: Assistant Ramsey County Attorney

Dated: \_\_\_\_\_

Recommended for Approval:

By: Director of Light Rail Transit  
Planning, Ramsey County Regional  
Railroad Authority

By: *Lewis G. Kasper* 9-16-91  
Ramsey County Risk Manager

59105-

Funds Available from Account 020102  
\$2,940,000.00

By: *Ed Glantz* 9/18/91  
Ramsey County Budget and  
Accounting

BRW, INC.

BY \_\_\_\_\_  
Title

Dated: \_\_\_\_\_

STATE OF MINNESOTA)

) SS

COUNTY OF )

this instrument was acknowledge before me on \_\_\_\_\_, 19\_\_\_\_,  
by \_\_\_\_\_, (title) \_\_\_\_\_, of  
BRW, Inc., who, being duly sworn, represents and warrants that he/she/they  
is/are authorized by law and all necessary board action to execute this  
Contract on behalf of the corporation/organization, intending this Contract  
to be a legally binding obligation of the cooperation/organization.

Notary Public

**ACORD. CERTIFICATE OF INSURANCE**

ISSUE DATE (MM/DD/YY)

8/30/91

PRODUCER

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

SEDGWICK JAMES OF MINNESOTA  
7900 INTERNATIONAL DR, STE 500  
BLOOMINGTON, MN 55425

**COMPANIES AFFORDING COVERAGE**COMPANY  
LETTER ACOMPANY  
LETTER BCOMPANY  
LETTER CCOMPANY  
LETTER DCOMPANY  
LETTER E**LLOYDS & INSTITUTE OF LONDON UNDR**

INSURED

**BRW, Inc. ETAL**

700 Third Street South  
Minneapolis MN 55415

**COVERAGES**

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

| CO<br>LTR | TYPE OF INSURANCE                 | POLICY NUMBER | POLICY EFFECTIVE<br>DATE (MM/DD/YY) | POLICY EXPIRATION<br>DATE (MM/DD/YY) | LIMITS                                                           |
|-----------|-----------------------------------|---------------|-------------------------------------|--------------------------------------|------------------------------------------------------------------|
|           | <b>GENERAL LIABILITY</b>          |               |                                     |                                      | GENERAL AGGREGATE \$                                             |
|           | COMMERCIAL GENERAL LIABILITY      |               |                                     |                                      | PRODUCTS-COMP/OP AGG. \$                                         |
|           | CLAIMS MADE OCCUR.                |               |                                     |                                      | PERSONAL & ADV. INJURY \$                                        |
|           | OWNER'S & CONTRACTOR'S PROT.      |               |                                     |                                      | EACH OCCURRENCE \$                                               |
|           |                                   |               |                                     |                                      | FIRE DAMAGE (Any one fire) \$                                    |
|           |                                   |               |                                     |                                      | MED. EXPENSE (Any one person) \$                                 |
|           | <b>AUTOMOBILE LIABILITY</b>       |               |                                     |                                      | COMBINED SINGLE LIMIT \$                                         |
|           | ANY AUTO                          |               |                                     |                                      | BODILY INJURY (Per person) \$                                    |
|           | ALL OWNED AUTOS                   |               |                                     |                                      | BODILY INJURY (Per accident) \$                                  |
|           | SCHEDULED AUTOS                   |               |                                     |                                      | PROPERTY DAMAGE \$                                               |
|           | HIRED AUTOS                       |               |                                     |                                      |                                                                  |
|           | NON-OWNED AUTOS                   |               |                                     |                                      |                                                                  |
|           | GARAGE LIABILITY                  |               |                                     |                                      |                                                                  |
|           | <b>EXCESS LIABILITY</b>           |               |                                     |                                      | EACH OCCURRENCE \$                                               |
|           | UMBRELLA FORM                     |               |                                     |                                      | AGGREGATE \$                                                     |
|           | OTHER THAN UMBRELLA FORM          |               |                                     |                                      |                                                                  |
|           | <b>WORKER'S COMPENSATION</b>      |               |                                     |                                      | STATUTORY LIMITS                                                 |
|           | AND                               |               |                                     |                                      | EACH ACCIDENT \$                                                 |
|           | EMPLOYERS' LIABILITY              |               |                                     |                                      | DISEASE-POLICY LIMIT \$                                          |
|           |                                   |               |                                     |                                      | DISEASE-EACH EMPLOYEE \$                                         |
| E OTHER   | 186420000                         | 1/05/91       | 1/05/92                             |                                      | \$2,000,000 PER<br>AGGREGATE/OCCURRENCE<br>\$200,000. DEDUCTIBLE |
|           | <b>PROFESSIONAL<br/>LIABILITY</b> |               |                                     |                                      |                                                                  |

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

**PER OCCURRENCE**

Project: Midway Corridor, Phase II, Preliminary Engineering for LRT  
University of Minnesota to Downtown St. Paul

**CERTIFICATE HOLDER**

Ramsey County  
Attn: Despiegelaere  
316 Ramsey County Courthouse  
St. Paul, MN 55102

**CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

- 25 -

**ACORD. CERTIFICATE OF INSURANCE**

ISSUE DATE (MM/DD/YY)

8/30/91

PRODUCER

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

**COMPANIES AFFORDING COVERAGE**

|                  |                        |
|------------------|------------------------|
| COMPANY LETTER A | St. Paul Fire & Marine |
| COMPANY LETTER B | St. Paul Fire & Marine |
| COMPANY LETTER C | St. Paul Fire & Marine |
| COMPANY LETTER D | St. Paul Fire & Marine |
| COMPANY LETTER E |                        |

EDGWICK JAMES OF MINNESOTA  
900 INTERNATIONAL DR, STE 500  
BLOOMINGTON, MN 55425

INSURED

BRW, Inc. ETAL

700 Third Street South  
Minneapolis MN 55415

**COVERAGES**

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| CO LTR | TYPE OF INSURANCE            | POLICY NUMBER | POLICY EFFECTIVE DATE (MM/DD/YY) | POLICY EXPIRATION DATE (MM/DD/YY) | LIMITS                                |
|--------|------------------------------|---------------|----------------------------------|-----------------------------------|---------------------------------------|
| A      | GENERAL LIABILITY            | CK06304888    | 1/01/91                          | 1/01/92                           | GENERAL AGGREGATE \$ 1000000          |
| X      | COMMERCIAL GENERAL LIABILITY |               |                                  |                                   | PRODUCTS-COMP/OP AGG. \$ 1000000      |
|        | CLAIMS MADE X OCCUR.         |               |                                  |                                   | PERSONAL & ADV. INJURY \$ 500000      |
|        | OWNER'S & CONTRACTOR'S PROT. |               |                                  |                                   | EACH OCCURRENCE \$ 500000             |
|        |                              |               |                                  |                                   | FIRE DAMAGE (Any one fire) \$ 50000   |
|        |                              |               |                                  |                                   | MED. EXPENSE (Any one person) \$ 5000 |
| B      | AUTOMOBILE LIABILITY         | CK06304888    | 1/01/91                          | 1/01/92                           | COMBINED SINGLE LIMIT \$ 500000       |
| X      | ANY AUTO                     |               |                                  |                                   | BODILY INJURY (Per person) \$         |
|        | ALL OWNED AUTOS              |               |                                  |                                   | BODILY INJURY (Per accident) \$       |
|        | SCHEDULED AUTOS              |               |                                  |                                   | PROPERTY DAMAGE \$                    |
| X      | HIRED AUTOS                  |               |                                  |                                   |                                       |
| X      | NON-OWNED AUTOS              |               |                                  |                                   |                                       |
|        | GARAGE LIABILITY             |               |                                  |                                   |                                       |
| C      | EXCESS LIABILITY             | CK06304888    | 1/01/91                          | 1/01/92                           | EACH OCCURRENCE \$ 3000000            |
| X      | UMBRELLA FORM                |               |                                  |                                   | AGGREGATE \$ 3000000                  |
|        | OTHER THAN UMBRELLA FORM     |               |                                  |                                   |                                       |
| D      | WORKER'S COMPENSATION        | WV0630802900  | 1/01/91                          | 1/01/92                           | STATUTORY LIMITS                      |
|        | AND                          |               |                                  |                                   | EACH ACCIDENT \$ 100000               |
|        | EMPLOYERS' LIABILITY         |               |                                  |                                   | DISEASE-POLICY LIMIT \$ 500000        |
|        |                              |               |                                  |                                   | DISEASE-EACH EMPLOYEE \$ 100000       |

OTHER

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

Project: Midway Corridor, Phase II, Preliminary Engineering for LRT  
University of Minnesota to Downtown St. Paul

**CERTIFICATE HOLDER**

Ramsey County  
Attn: Kathy Despiegelaere  
316 Ramsey County Courthouse  
St. Paul, MN 55102

**CANCELLATION**

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AUTHORIZED REPRESENTATIVE



**EXHIBIT A  
CONTRACT NO.  
RCRRA/HCRRRA - 91-001**

**Ramsey County Regional Railroad Authority  
St. Paul, Minnesota**

**Hennepin County Regional Railroad Authority  
Minneapolis, Minnesota**

**MIDWAY CORRIDOR  
LIGHT RAIL TRANSIT**

**PRELIMINARY ENGINEERING AND  
RELATED STUDIES**

**WORK PLAN**

## 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 general tasks:

- Preliminary engineering of alignment and profile, stations and utility modifications for the Midway Corridor LRT system, including downtown St. Paul.
- Prepare outline specifications for the system elements by building upon the performance specification for the system elements prepared for the HCRRA Stage One LRT system 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. as outlined herein.

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

- Downtown St. Paul: includes the LRT system located at-grade on Cedar Street starting at Cedar/I-94, then turning onto 4th Street and heading east to Broadway. Stations are located at:
  - Cedar/11th
  - Cedar/5th
  - 4th/Robert
  - 4th/Wacouta
- Capitol Area: includes the LRT system located between the intersections of the proposed LRT system and 12th Street and the LRT system and Marion. One station is planned in this area, just north of the Kelly Inn. A specific location between the above-referenced intersections will be determined.
- I-94 Segment: 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: 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

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

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

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

## II. GENERAL DEFINITION OF PRELIMINARY ENGINEERING

Preliminary Engineering includes the following major activities:

1. **Project Administration** - includes project management, schedule and budget control, system cost control, configuration control, quality assurance, and fire/life safety and systems assurance.
2. **Operations Planning** - includes LRT patronage forecasting, bus service planning, LRT operations plan, and LRT maintenance plan.
3. **Systems Engineering Design** - includes preparation of outline specifications for signals, traction electrification system, communications, vehicles, fare collection, support equipment, corrosion control, and yards/shops requirements.
4. **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. **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. **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. **Other Tasks** - includes value engineering, cost estimates, financial planning, environmental impact mitigation, and implementation planning.

The work program presented in this document details the specific deliverables to be provided in response to 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 a project manager responsible for overall direction of the project and as the liaison to the Consultant
- Provide a community liaison manager
- Provide the interface with the railroad's affected by the project
- 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
- Provide review and comment on study products
- Assist in obtaining required base information for the project
- Administer the consultant contract and process payment invoices

## IV. WORK PLAN

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

### 1.0 PROJECT ADMINISTRATION

#### 1.1 Project Management

The Consultant will develop and apply 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 shall assure that project activities follow the established scope, schedule or cost plan, or effect changes in the program. Weekly project staff meetings will be held and monthly progress reports shall also be prepared.

#### 1.2 Work Authorization/Schedule

The Consultant shall prepare work orders for all project subtasks; the work orders will define 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. The Consultant will report on the results of the monitoring system on a regular basis.

#### 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 Engineering Phase. The Consultant will report to the RCRRRA and HCRRRA on the results of the monitoring system on a regular basis.

#### 1.6 Quality Assurance

The Consultant will define a quality assurance program within thirty days of project initiation and implement the program throughout the Project.

### **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. Any proposed modifications to the Safety Provision document will be approved by the Committee.

## **2.0 OPERATIONS PLANNING**

### **2.1 LRT Ridership Forecasts**

At the direction of the Authorities, up to five additional LRT ridership forecasts for the Central Corridor may be prepared. Forecast variations could include:

- Additional/deleted stations
- Different regional configurations
- Sensitivity analysis
- Varying headways
- Varying feeder bus 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. 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.

## **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 review and coordinate work papers, design criteria, analyses and outline specifications, which identifies the signal system philosophy, hardware, and characteristics, which 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 outline specifications.

### 3.2 Traction Electrification System

The Consultant will review and coordinate 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 prepare an outline specification.

### 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. An outline specification based on the report and the criteria will be prepared.

## **4.0 CIVIL ENGINEERING DESIGN**

### 4.1 Geotechnical

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

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

The Consultant will not be responsible for contaminated soil issues; if the Consultant identifies a potential contaminated soil issue, they will make the Authorities aware of the situation.

### 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.

#### 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 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.

Clearance requirements will be as per HCRRRA design criteria.

#### 4.5 Trackwork

Review the following products developed by HCRRRA:

- 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.

Develop the following products:

- Refined trackwork geometry to fit specific requirements and sites in the corridor.
- Preliminary 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 engineering of all public utilities.

Kathy Despiegelaere

Ramsey County Regional  
Railroad Authority  
Documentation

John T. Finley, Chairman  
District 3

Diane 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, OCTOBER 22, 1991

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

#### CHAIRMAN'S COMMENTS

1. \* Minutes of the Regional Railroad Authority Board Meetings, A. Meeting of September 10, 1991, B. Meeting of September 24, 1991.
2. Midway Corridor Ridership Information - Discussion only.
3. South Corridor Ridership Information - Discussion only.
4. Update on Metro Transit Facilities Plan - Discussion only.
5. Update on Joint Powers Agreement - Discussion only.
6. Economic Impact of Light Rail Transit in South LRT Corridor - Discussion only.
7. \* Ratify Partial Payment No. 8 to BRW, Inc. in the total amount of \$4,758.34 for the South Corridor Alignment Scoping Study.
8. \* Ratify Partial Payment No. 20 to BRW, Inc. in the amount of \$36,775.39 for Phase I PE/EIS Studies for the Midway Corridor.
9. \* Ratify Partial Payment No. 21 to BRW, Inc. in the amount of \$10,761.83 for Phase I PE/EIS Studies for the Midway Corridor.
10. \* Ratify Partial Payment No. 22 to BRW, Inc. in the amount of \$1,368.57 for Phase I PE/EIS Studies for the Midway Corridor.
11. \* Ratify Partial Payment No. 15 to SRF, Inc. in the amount of \$15,358.15 for the Northeast Corridor Alignment Study.
12. \* Quarterly report of payments for RCRRA for period of July through September 1991.
13. \* Appointment to Joint LRT Advisory Committee.
- \* Action is requested.

A

## MINUTES

### RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 10, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, September 10, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:45 A.M.

#### MEMBERS PRESENT:

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

#### Also Present:

James Van Houdt, Hugh Faville, Ed Glaubitz, Marit Smaby-Nowlin, Fran Sontag, James Tolaas, Jill Goski, Terry Schutten, Karen Tero, Terry Lindeke, Toni Baker, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

#### Chairman's Comments

Chairman Finley asked Commissioner Norgard if he would like to give a report on his trip to Boston.

Commissioner Norgard said he was happy to give a report on his recent trip to Boston. Boston is the hub, and when you look the East, you see nothing but the ocean, then you have seven or eight rivers that run into it. He can see why they need light rail, heavy rail, buses and subways. The basic transportation there was the subway, originally it starts where the Red Sox play baseball, and then it runs to downtown area, which goes right into Scully Square which is the heart of Boston, and then it extends out to the two stations, the South Station which brings in the trains from the New York area, and the North Station which is the athletic complex of Boston, the Celtics, the hockey team, etc. It is a sports complex, and out of this is where the light rail runs.

Commissioner Norgard continued, the big problem there is tunnels, you can have a ten lane road that comes in there, and then the four lanes narrow down to two, there is no way you can possibly get through there. You can sit there for hours and hours. What they have done is worked out a system, utilizing everything, they use heavy rail lines that go out from that North Station, and their suburban area is heavy. There are so many towns, suburbs, what they do is have a bus system that shuttles, they also have big parking lots where they can put in 4,000 cars. There is a shuttle bus that brings you up to the bus that takes you to

whatever mode of transportation that you are going to use. Then, they have lanes open for bus transportation only. You can be sitting in a lane with your car, and these buses just zoom by you, and you are still waiting to move. While waiting in line, he checked license plates and none of the cars were from Massachusetts, they were from Maine, New Hampshire, Rhode Island, Connecticut. All of the traffic meets at the turnpike, and it is all foreign traffic.

Commissioner Norgard said they have a combination of everything, Amtrak comes into the South Station, this is the end of the line he believes for Amtrak. From the South Station to get to the North Station there is a subway that takes you there. The subways are not in very good condition, they are very run down, these are real old. It was well built - but that was many years ago, there is a lot of graffiti.

There are four LRT lines which run sometimes they run seven, as one goes out to Harvard, Cambridge and that area, and they have the criss-cross running pretty good, and they probably have one of the most complete systems that you ever want to see, utilizing all factors. They have more plans to extend all the LRT lines, these will be expanded, a lot of that is overhead. There is so little property in this country that they can't utilize land, as they have no land, so everything is up in the air, to save space. As it is such a congested area, they must do like Japan does as the area is so congested.

Commissioner Norgard was amazed at the amount of parking they have, how they shuttle those people, they have shuttle bus that takes you from the parking area to your main line. They have worked it very well. The bus will take you to whatever line you want to go to. If you want to go to Logan Airport, they even use water taxis to take you to the airport, or whatever towns you may want to go to. They have worked this out. He does not understand why we cannot operate heavy rail here, as we could get between Minneapolis and St. Paul so fast, they have diesel engines, and some electric. He understands that now they are running the line out of Boston to Portland, Maine. There is heavy population that is concentrated all in one area. It is a little different than in our area.

Commissioner Ahrens asked if they have redone some of their subways to bring them up. Commissioner Norgard said they have, but some of them downtown in Scully Square are like a dungeon.

Chairman Finley commented that 45% of most of urban areas is used for the accommodation of the automobiles, the land areas. This is an amazing statistic, with parking lots, parking ramps, highways, streets, 45% of most urban areas in North America are used to accomodate the automobile.

Commissioner Norgard added they park 45 miles out of Boston to get to the train.



Chairman Finley said they have a system in Boston, unlike that on the West Coast, they don't, if you think pollution is bad out East, you can imagine what it would be if they did not have a rail system. They are almost in the same boat as out on the West Coast, even with the system at certain times.

Chairman Finley thanked Commissioner Norgard for the report.

Chairman Finley discussed the brochure that was prepared by Gardner Graphics, on which Jill Goski worked very hard with them in putting it together. They won a national award for public information, Gardner Design did. He wanted to let this Board know that not only did they receive the award, but that Jill who played a very important role deserves our accolades as well. Chairman Finley thanked Ms. Goski for a job well done.

Commissioner Hunt informed the Board that she was in the sub-group - one of the other members of the sub-group was Tony Scallen from the Minneapolis City Council. She was very impressed with his comments, he is a strong supporter of light rail, he made many good, appropriate comments. After the meeting, we will be meeting again September 19th to come up with some recommendations to this overall group. She had a discussion with Mr. Scallen and Carol Flynn after this meeting in which they were discussing the toll road proposal. Her first impression had been that this had been a sort of a pie-in-the-sky sort of thing that was just going to die away. Both Ms. Flynn and Mr. Scallen are very concerned about it, and what it would do to the central cities, they feel that there is a lot of momentum developing in behalf of the toll road, with intensive lobbying going on. When an informational hearing was held during the last session of the Legislature, Ms. Flynn said it was just amazing the number of Legislators who attended that hearing, they seemed to think the outer ring suburbs are going to be brought into the picture and be supportive, and that it would gain momentum as the outer ring suburbs all tend to get in line and say this is something that we want.

Commissioner Hunt feels this is something to be watched, we have not really discussed how this would affect us, one way or another, economically, transportation wise, or how it might affect the plans for light rail. It is something that in their view could not be ignored as a factor.

Chairman Finley added, that ring, as he remembers from the newspaper articles, is beyond where 694 is, it is further north, he does not remember where it is on the south and east. They have really been talking more about the northern part, quite a bit north of 694.

Commissioner Hunt mentioned that those who attended the meeting this morning out on 694, 694 is really quite congested.

Commissioner Ahrens also wanted to say that it was their Finance Sub-Committee. Her overall comments about the this Leadership Group, is that she does not quite know what to make of it. It does have a number of people participating who know a great deal about the whole issue of light rail. But, once again, what

she thinks we are doing is going back to ground zero and start again, as at the Finance Meeting we started again with all the possible financing, and really did not have very much information about any of them to deal with so that we could begin to say, really this is not realistic, so we cull it down very quickly. They are going to meet again, get more information, the payroll tax is one that interests a lot of people in this group. In terms of building a support for light rail this may be one method, but she is sure that the people are very attentive. Sandy Pappas once again took a real leadership role, she chaired this Finance session, and she was very impressed with Ms. Pappas effort to move us along, sometimes in spite of ourselves.

Commissioner Ahrens continued, our County, this Board, has spent an enormous amount of time and hours on this issue for the last few years, and she does not know whether that is really appreciated or known particularly by the people you are going to be talking with, but she thinks that we ought to somehow make a real point of how much time, effort and energy that this Board has put into this over the last three or four years. She does not think that there is any other Board that has done what we have done, and for that reason we are a real resource to the people in the Council who are going to have to make some decisions about this. Very frankly, Commissioner Ahrens feels that they have sort of shoved us aside, and they are saying that they are going to do it, so we will just stand aside. She thinks that they need to know that we have got something here that ought to be taken advantage of, and we have not just cavalierly come a distance and not studied and not spent a lot of time on it.

Chairman Finley thinks that is a good point. He was in the Finance Group with Diane Ahrens when she got the floor after listening to Bob Long on financing. Commissioner Ahrens took the proposed taxes as we have all been through it and spent lots of hours, and she could tick off without any information that this one does not bring enough revenue, etc., she could go right down, but there is nothing there to support what she is saying. There was only one other person in the room who knew that she was exactly right, in fact two other people, Ms. DeSpiegelare and himself. Commissioner Ahrens ability to do that shows what we know, number one, but what it does show is that they do not know, and we are sort of retrenching all over again. It was well attended, there were about sixty people there, which was very pleasing to Sandy Pappas, and to Bob Bach who was the head of our Downtown Committee is chairing this. Ms. Pappas said we are going to get through this thing, we are not going to be pontificating, not spending all kinds of times, we are doing to zero in on these issues, and try to come to some consensus. If we can't, we can't, but we will not just not do it. Mr. Bach was an excellent choice to be chair of this group.

Commissioner Schaber asked about staff for this group. Chairman Finley said that our staff has, and RTB has been doing - Sherry Munyon has been doing some. Ms. DeSpiegelaere confirmed this, as Sherry Munyon has been responsible for the mailings, etc.

Chairman Finley mentioned about retrenching and going over things again, you remember that Commissioner Riley is no longer Commissioner, he is now in the Governor's Office so we can start all over with the new Commissioner on an interim basis until we have an appointed Commissioner. This was the big thing in working with Met Council, John Riley and Mike Ehrlichmann. Now that he has moved up, at the same time how much of his groundwork and what he was going to be doing is going to be continued, who knows. Commissioner Riley was valuable from the standpoint of his Washington knowledge and his experience out there from the standpoint of adding a new player onto the scene.

Chairman Finley said we do have that luncheon today, and he hopes that the members will be able to get to the Landmark early.

Commissioner Hunt pointed out that they have heard that there is in Hennepin County a North Suburban Mayors Group that was formed to be an advocate group for LRT.

Chairman Finley does not know why this group was formed, but they are just looking at LRT as opposed to this Leadership Conference which is a little bit broader base in looking at other modes of transportation, multi modal transportation.

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of August 13, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board of the Ramsey County Regional Railroad Authority held on August 13, 1991, as written.

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

2. Ratify Partial Payment No. 6 to BRW, Inc. in the total amount of \$4,080.83 for the South Corridor Alignment/Scoping Study.

Commissioner McCarty 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 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 May 31, 1991; and

R91-60  
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. 62494, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$4,080.83 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

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

3. Ratify Partial Payment No. 7 to BRW, Inc. in the total amount of \$1,752.74 for the South Corridor Alignment/Scoping Study.

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

R91-61  
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 June 30, 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. 62813, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$1,752.74 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

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

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

B

## MINUTES

### RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 24, 1991

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, September 24, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 11:05 A.M.

#### MEMBERS PRESENT:

Chairman John Finley  
Commissioner Diane Ahrens  
Commissioner Ruby Hunt  
Commissioner Hal Norgard (entered during Chairman Comments)  
Commissioner Duane McCarty  
Commissioner Warren Schaber (entered during Item 3)

#### MEMBERS ABSENT:

Commissioner Donald Salverda

#### ALSO PRESENT:

Ed Glaubitz, James Van Houdt, A. Schmidt, Gary Simpson, Toni Baker, Fran Sontag, Terry Schutten, Jill Goski, Jim Tolaas, David MacMillan represented the County Attorney's Office, Frances Glendenning

#### Chairman's Comments

Chairman Finley informed the Board that Commissioner Salverda may not be here for this meeting as he is attending the funeral of Tom Curley, who was on the Roseville City Council for many years. Commissioners Norgard and Schaber may be late in coming as they are at a special meeting.

Chairman Finley did not have anything for the Chairman's Comments, and asked if anyone else wished to speak.

Commissioner Hunt wished to let the Board know that she has been getting some letters of support from the community, the Legislators, she has sent copies of the letter from the Mayor and the Chamber Commerce to the Board Members. She thought the letter from the Chamber of Commerce was very generous, in fact, all of them were very generous in their comments. The interviews were scheduled for Thursday, and so far she is the only applicant, but that does not mean that she will be the ultimate choice. The Met Council forgot to meet the requirements of the open meeting law, so they had to postpone the interviews until Monday night. An interesting thing was that twice the Governor's Commission on ACIR forgot to meet the requirements of the open meeting law, so that meeting had to be postponed twice, and they met last week. She will give a full report on that meeting at the County Board.

Commissioner Hunt also reported that she attended the hearing in West St. Paul on the LRT Corridor. Most of the people there were from West St. Paul, South St. Paul, and a handful from the West Side. There was not a large turnout, but

most of the people who were there had real reservations about the Corridor, they didn't want it on Lafayette, they wanted it some place else, but not on the Lafayette Freeway. The most interesting part of the meeting was after they were all finished, and Don Chapdelaine did a very good job of conducting meeting, they thought everything was over, the hearing was closed, when one man asked if he could say something. This person was the greatest advocate for light rail that we have heard, he said all the things that all the rest of us probably could have said if we had had a different kind of a public hearing, and he was just excellent advocate.

Jill Goski believes the person's name is Al Hertl, he had worked and lived in California and Japan, was very familiar with the light rail systems in various parts of the world. Mr. Hertl is very much of a positive spokesperson for the advantages of LRT.

Commissioner Hunt pointed out that this was a really excellent way to end the meeting on a more positive note than it would have otherwise. The big concern expressed by the majority of the folks there is that they didn't feel that they had gotten enough personal announcement about the meeting. She had pointed out that for the next stage we would be doing what we did in the Midway Corridor and send individual notices to homes. West St. Paul evidently has a process where whenever any notification is to be made, they send it personally to everyone in West St. Paul, and they expected that they should have gotten the same kind of notice for this meeting.

Chairman Finley informed the Board that Commissioner Hunt has received excellent recommendations for appointment to the RTB, he saw the letter from Rich Hadley and Tom McKeown which were just great, and also the Mayor's recommendation. Yesterday he had talked to one of the new members of the RTB following the RTB meeting.

Chairman Finley added that yesterday was a good meeting, Dick Braun was appearing from the Center for Transportation at the University of Minnesota, he is the head of it, a contract was up yesterday before the Policy Committee of the RTB. The conversation started away from his contract, about LRT in general and what has gone wrong in the process, and what Mr. Braun thought could be corrected since he is up at the Legislature all the time. It was a very excellent meeting, Sandra Hilary is the Chair, Marianne Campbell is on the Committee, as is Val Higgins who is a new member from Edina, and Dick Wedell. They all had pretty much the same thoughts of what is going on at the Met Council, and the problems with that, it should not be done, it is going to further fragment the process. This was sort of encouraging. Another thing is that they are very strong advocates for LRT. They all understand, and what he was interested in finding out, is that it is going to be 15 to 20 years before LRT is going to be built on I-35, and that we should not wait for that to become available. Ms. Campbell pointed out that the Department of Transportation said that 500 homes are going to be taken, however, the truth of the matter is that there are over 1,000 homes that will be taken in 35 because of secondary acquisition project which would mean that areas that

have to be taken so that construction can be accomplished in the primary phase. In other words, they have to take the homes in order to have staging areas, etc., and then reconfiguration like with frontage roads, etc. What is always being said is only the part that is going to be taken for the freeway construction, but there is double that amount of homes that will be taken, ancillary to the actual freeway construction which would be removal for frontage roads, staging areas, all that type of things - this was very interesting. Mr. Braun agreed that he had heard exactly the same figures, so it is a long haul.

Chairman Finley mentioned some of Mr. Braun's thoughts for the Midway Corridor were that it may be in jeopardy, he still feels that it maybe, but it was very encouraging to hear some of the newer people feel that we should not just continue to wait for 35-W for LRT.

Commissioner Hunt feels in hearing what the Chairman has said about what will happen if the freeways are expanded, maybe some of the same arguments would apply to the South Corridor. If you were not going to go on Lafayette, the big complaint was that they did not like the disruption that was caused by Lafayette Freeway being put in, so that it would be much more acceptable it seems to have LRT to enhance transportation than to expand the freeway which is not needed now, which could eventually be needed if things continue.

Chairman Finley commented when he had his office on the West Side, he was unable to get on the Lafayette Freeway off of Plato Boulevard in trying to come into the downtown through more and more hours of the day, at the end of the day it was absolutely impossible. The same was true for people coming from Inver Grove Heights to go North.

Commissioner Hunt asked about an origin destination study, as any of our planning included that, and would that be something that would be helpful. This might not be necessarily helpful now, but at some point in time, as this might reveal some very interesting data.

Chairman Finley thinks that this is the one part of this study that is being done principally by Mn/DOT, they were going to do an orientation/destination study according to John Riley which would encompass the entire metro area. James Tolaas said this was going to be done, not just for light rail, but for overall transportation.

Chairman Finley said that one of the interesting things that came out during the discussion, which he happened to mention, and everyone tended to agree with it, but it came up because of other things that were said, and that was those people who are interested in LRT, like ourselves who feel that that is something that is going to be needed down the road, regardless of mode of transportation, that the projection that we may have been projecting is light rail or nothing, where the fact is that it is a given that we are in favor of HOB lanes, of bus re-orientation, it's a given that we will support the metering on and off ramps of freeways, Dick Braun said we struck a good p



Mr. Braun said that people in the transportation business do not look at it that way, they do not look at the counties, and RTB as people supporting those types of projects - that it is light rail, light rail. Chairman Finley then asked Mr. Braun if the Legislature thinks that way, and Mr. Braun feels that some Legislators do. Chairman Finley then said to Mr. Braun is the reason people are talking about LRT is because all those other things are going to happen, we know they are going to happen, there is money available through the gas tax, but on LRT those monies cannot be used, so we are always concentrating on LRT when, in fact, we just assume that the other parts, the maintenance of the freeways are going to happen anyway.

Mr. Braun said that maybe we have to project something that we are in favor of overall transportation, we are in favor inter-modal type things, and we do understand that LRT is only a part of the program because he did not feel that is the way it comes through which was an excellent point that he made that maybe we do look too focused so this Leadership Group, the transportation group that Bob Bach is chairing, is probably going to portray more of the image that we really want portrayed which is that we are in favor of all improved transportation, and LRT as only one component.

Chairman Finley feels that that discussion was very good, maybe we are pushing the wrong thing, we are irritating people in the process, but otherwise may be supporting it if they knew that it was just part of a total system.

Commissioner McCarty said this is interesting - these comments, there has been a shift in the last several months of the Transportation Committee, as they are viewing LRT as a competitor, so maybe a mending for the fences or some sort of a re-establishment connection is needed.

Commissioner Norgard entered the meeting at this time.

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meetings: A. Special Meeting of August 13, 1991, and B. Regular Meeting of August 27, 1991.

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

The Ramsey County Regional Railroad Authority approves the minutes of A. Special Meeting of the Ramsey County Regional Railroad Authority, and B. Regular Meeting of the Ramsey County Regional Railroad Authority of August 27, 1991, as written.

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

2. a) Approve Contract No. RCRRA/HCRRA -91-001 with Hennepin County RRA and BRW, Inc. for Phase II Preliminary Engineering for the Midway Corridor in the amount of \$2,940,000; and b) Authorize the Chairman of the Ramsey County Regional Railroad Authority to execute the contract on its behalf.

Chairman Finley mentioned that Hennepin County even if they did not levy, they have the funds available for their portion of the contract as well as everything else that they have on the boards for 1992 at least, they have over \$10 million in the bank for LRT.

Commissioner Ahrens asked because we are going to be looking at a realignment in the Midway area, is Hennepin pretty well informed that there is a real concern on this side of the river which would need to make major changes on their side.

James Tolaas said they are aware of this, there will have to be major discussion.

Commissioner Ahrens feels we might get it all settled over here, and they could throw a monkeywrench into it, and it is very important that Hennepin be brought along with any possible change.

Chairman Finley thinks that this is one of the important elements of this contract is that that issue will be addressed and hopefully resolved, and it is a three party contract, the consultant, ourselves and Hennepin County.

Mr. Tolaas said it is very important that this issue be resolved very early in the study and as early as possible so that we do not have to back up, and redo the work.

Commissioner Ahrens said this is very important for our staff, there is going to be a lot of pressure, this also might affect the University.

James Tolaas discussed Prospect Park and the further impact on University Avenue, it is a very major issue. They will have to focus on this right away, find out the alternatives, find out the full cost.

Commissioner Hunt pointed out she thinks a lot of people may have gotten a wrong impression of that news article that said that Hennepin County was not going to levy for LRT because they assumed that Hennepin County was backing away. She had a Legislator mention that to her yesterday, he said that it appears Hennepin County is not leading the charge any more, and isn't pursuing LRT like they were in the past. This impression has been given because of the way that article was written that they no longer are the major player that they were before, and that they are just going to be marking time. She does not think that is the case. She thinks that we do not want some of our Legislators to feel that since Hennepin County is not doing what they have been doing, then maybe Ramsey County should not be doing what they are doing. An attempt should be made to correct that impression. She thinks the response is that Hennepin has over \$10 million, it is not that they are not going to be prepared to spend money on LRT.

Chairman Finley thinks that is a good point, and as it was pointed out by Commissioner Derus, the connotation came off exactly the same way as the connotation regarding the Federal Funding issue written by the same person, for the Minneapolis paper, it appears there is a relationship that is anti-LRT, with the portrayal that there was not consensus. This was one of the things that we talked about yesterday too. It only takes one article and the wrong perception carries on a lot longer.

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

WHEREAS, The Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for Phase II Preliminary Engineering on the Midway Corridor with BRW, Inc., a Wyoming Corporation doing business in Minnesota as BRW Planning, Transportation, and Engineering, Inc. and Hennepin County Regional Railroad Authority; and

R91-62  
WHEREAS, Regional Rail staff have prepared Ramsey County Regional Railroad Authority Contract No. RCRRA/HCRRA-91-001, in the amount of \$2,940,000, for the purpose of completing Phase II Preliminary Engineering; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves Contract No. RCRRA/HCRRA-91-001; and Be It Further

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

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

3. Approve in concept Draft Joint Powers Agreement.

Chairman Finley said this is one of the things that is in the Statute for us to do, and it is also something that David MacMillan has worked on, he is the author of this agreement with some of the other counties.

David MacMillan addressed the Board, this agreement was generated by the LRT Advisory Committee request in December of last year. They requested that staff put together a proposal for a Joint Powers Agreement involving the seven metropolitan counties, Minnesota Department of Transportation, MTC, RTB, and the Met Council. This was side tracked several times, and in the interim the Legislature did enact legislation as Chairman Finley pointed out that for those corridors if you are going to build a LRT Corridor with local and Federal funds, then there has to be a Joint Powers Agreement in place. The Legislature has mandated that any corridor built with these funds have this agreement in place. This agreement is related to that Legislation and plays with it fairly well. At this point he highlighted some of the key points of the agreement.

Mr. MacMillan had just talked to Mary Richardson a few minutes ago, and she going to be with the staff which Anoka County is going to be recommending with respect to this at their meeting tomorrow.

Basically, the key features of the agreement are first of all, that there will be created the Joint Powers Board to consist of the eleven bodies which are named in the initial part of the agreement. This Joint Powers Board will have the 11 members, one appointed by each body, RTB, MTC, Mn/DOT and Met Council, and the seven metropolitan counties. Each will appoint a member and an alternate. The Joint Powers Board will be comprised of the members and they will do the voting, the alternate will take the place of the member if they are not present.

When a corridor is in final design and construction, there is created what we have referred to as a Corridor Management Committee which is in Section 9 of the agreement. This Committee will consist of the members from the counties in which the corridor lies, for example, the Midway Corridor will have the Hennepin and Ramsey County members, will consist of the representatives from the MTC and RTB as well, and if the Corridor or portions of it go into the State Highway or State right-of-way it will also include Mn/DOT. When a Corridor Management Committee is created, the counties in which the corridor lies will each be given an additional vote on the Board. The alternate member will become a voting member. So, those counties will have two voting members on the board, on the Corridor Management Committee they will not.

The Corridor Management Committee by and large will have the responsibility for directing the design and construction of the corridor itself, the physical features of the corridor itself. The decisions of the Corridor Management Committee cannot be overridden by the Board except by a two-thirds majority vote. There are some exceptions, and the one big exception is that the decision of the Corridor Management has system wide significance, then the majority of the Board can override the decision of the Corridor Management Committee. They have defined system-wide significance in the definition section, basically what that is is that if it is a decision which precludes or has a major impact on other corridors, including change orders which increase the cost of construction more than 10%, the Corridor Management Committee decision can be overridden by a simple majority vote. Otherwise, as to any other decision regarding type of construction, contract to be let, and things like that the Corridor Management Committee vote will be dominant and cannot be overridden except by a two-thirds majority.

There is one additional member that is added, and that is when the Corridor Management Committee is created, the Joint Powers Board can appoint another County Regional RRA member to the Corridor Management Committee. This is apparently something that Anoka County was quite adamant about.



David MacMillan continued, there are a couple of issues within the agreement which the staff who had put it together was not able to address, the first one was financing, they broke this financing of the whole system down into two parts. First of all there are administrative costs which are the Board's operational expenses, staff, postage, mileage, etc. Then there are the project costs which are those costs directly associated with and connected to the actual design and construction of the specific line. With respect to the administrative costs, there are two separate options, 1 and 2. On a per capita basis the costs will be broken down and allocated to the RRA's on a per capita basis. In the second option it is each RRA pays the same amount, one-seventh of the total cost.

Mr. MacMillan emphasized under these proposals, the State agencies will not be asked to contribute to the administrative costs, they will not make any financial contribution. There is no requirement that they do so. They did not put any specific language with respect to project cost as they felt that project cost, since the construction is going to be such a major expense, those will by and large be determined by the Legislature. The Legislature is going to allocate the projects will be financed. So, they felt that the Joint Powers Board would not have a great deal of authority in that area.

Mr. MacMillan understands that from what Mary Richardson said that the staff will be recommending to the Anoka County Board that they will recommend Option II which is the equal split option. Mr. MacMillan pointed out that in the documentation Option II should be the equal amount, and Option I should be changed to II, like wise Option II is actually Option I.

Commissioner Hunt does not think this is going to be as appealing to Carver Counties, as it is not going to be an attraction for them to come in. Mr. MacMillan said that is why they drafted two separate options, but he thought the per capita option would be more palatable for those outlying counties who had small population.

Commissioner Hunt said if the small counties do not come in, then everybody's share is going to go up proportionately. She thinks that Ramsey County could live with either one, but some of the smaller counties might not.

Chairman Finley thinks that we should take the lead and exercise the Option I which costs us a little bit more money, but it shows that we want to encourage the other people to be participants. It is more important for us to do it on a per capita, because if we get some smaller counties who do not participate, we are not affected as much.

Commissioner Schaber had entered the meeting during this discussion.

Commissioner Ahrens asked why Anoka County wants another member appointed by the Joint Powers Board.

Chairman Finley mentioned that it does not specifically say Anoka, it just says another member.

Commissioner Hunt said that another argument could be made that that Corridor Committee in the initial stages is going to be make some decisions that really affect the whole system that go beyond Hennepin and Ramsey County, so an argument could be made that there should be more than just those two central counties making the decisions that would affect the whole system.

Commissioner Ahrens would support that. However, it may throw our collaborative folk that we are trying to collaborate with to give them another vote, and she is not anxious to do that.

Chairman Finley thinks that she could be right, and we will probably still have more influence on the RTB than Hennepin in many respects. He is as not concerned about that as he originally was.

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

Chairman Finley asked if this is a conceptual agreement. Mr. MacMillan said this is conceptual, and they had hoped to get the thoughts of the Boards of the various members, take them back to the Advisory Committee, the Advisory Committee will review it, prepare a final document which would then be sent back to all the member bodies for approval.

WHEREAS, Ramsey County Regional Railroad Authority has previously approved the concept of a joint powers board for implementation of light rail transit; and

WHEREAS, The Regional Transit Board's Light Rail Transit Coordination Plan recommends implementation of light rail transit by a joint powers board; and

291-63  
WHEREAS, State law indicates that a joint powers board shall be formed to implement light rail transit final design and construction of the corridors funded solely with federal and county funds; and

WHEREAS, The Draft Joint Powers Agreement included two options for financing operations of the proposed joint powers board; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves in concept the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will reconsider approval of the Joint Powers Agreement when comments of other interested parties have been received on policy matters contained in the agreement; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority recommends that financing Option #1, Section 12, per capita assessment be included in the Joint Powers Agreement.

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

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

- 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; conduct preliminary engineering of 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 for structure span arrangements.
- Prepare plan, elevation, and miscellaneous detail sheets for each structure.

#### 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.

#### 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.
- Prepare downtown traffic analysis and mitigation report.

#### **4.11 Interface with Mn/DOT and FHWA**

Prepare a layout for Mn/DOT approval for the I-94 Corridor. Coordinate interface of LRT with I-94 and redesign of the highway with the Minnesota Department of Transportation and Federal Highway Administration.

#### **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
  - 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 HCRRA Stage 1 Design Criteria.
- Produce additions resulting from the unique requirements of the Midway Corridor.

### **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 will 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. The Consultant has no production responsibility for station area land use plans. 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'. Address operational problems and prepare solutions. Provisions for traffic flow on bridges and pedestrian access to station areas will be defined.

## **5.2 Station Structures and Station Sites**

- The platform location proposed in the Preliminary Design for the Lexington/I-94 and the Cleveland/Soo Line station will be reevaluated.
- Station Sites (25th Avenue to Rice Street)

For each of the seven stations prepare the following preliminary engineering 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, Drainage Plan, and Utility Plan - locate proposed catch basins, primary utility lines and proposed land forms.
- Station Structures

For each of the eleven stations (25th Avenue to Union Depot) prepare the following 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.

### 5.3 Capitol Area

The tasks identified below will be coordinated with the Capitol Area Architectural and Planning Board after the preferred alignment is selected in Task 8.4.

- 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, including connections to the Capitol Area tunnel system. 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)

- Stations

Investigate the need for the proposed Robert Street station.

- Development Coordination

Identify and document development coordination 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. Pedestrian access to/from the skyway system and the LRT station between 5th/6th Street will be analyzed.

Develop conceptual 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 from building face to building face at 1" = 20' illustrating the location of streetlighting, catenary supports, trackway, stations, curbs and curb cuts, paving materials, landscaping, etc.

#### **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'.

### **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; the selected members shall be subject to the approval of the Authorities. 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 Design Criteria/Capital Cost**

The Value Engineering Team will review the design criteria that have been developed by HCRRA and the capital cost developed during the preliminary design. A report on the review shall be prepared.

#### **6.3 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.

#### **6.4 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, RCRRRA staff, and HCRRA staff.

#### **6.5 Discussion on Value Engineering Report**

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



## **6.6 Decisions**

The RCRRRA and HCRRRA 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 prepared under the direction of the Project Manager; the estimates will be used 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, where possible changes that can introduce cost savings will be implemented.

### **7.2 Operating and Maintenance Cost Estimates**

The RTB is retaining a consultant to develop a LRT O&M cost model. The RTB's Consultant will run the model for various operating plans.

## **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 RCRRRA and HCRRRA will make an alignment and station location decision and will show how transit service to Westgate will be provided.

## 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. The design of the Lowertown Station will be coordinated with the Heritage Preservation Commission.

## 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. Impacts associated with LRT and the I-94 roadway will be analyzed on a preliminary basis. Alternative profiles will be evaluated. The RCRRRA 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 RCRRRA will approve the plan.

The geographic scope of this work will generally be bounded by Marion Street on the west, Aurora Avenue and the State Capitol on the north, Cedar Street on the east, and I-94 on the south as far as Wabasha Street, then south to Tenth Street and then easterly for two blocks toward Minnesota Street. The specific tasks will include:

- The subconsultant will come to Minneapolis and St. Paul for a two-day orientation session. BRW will spend day one orienting the subconsultant to the project and will provide them with background data and drawings required for them to proceed. Day one will also include a 1-1/2 hour site tour and orientation session on Capitol Area Architectural and Planning Board (CAAPB) structure, organized by CAAPB staff. Day two will involve up to four (4) hours with CAAPB staff and Architectural Advisors to further subconsultant's orientation and to provide an opportunity for CAAPB staff and Advisors to convey CAAPB issues and concerns directly to the subconsultant. The remainder of time will be available for the subconsultant to review the site area and information provided on their own.
- Approximately four (4) weeks after the initial orientation and data gathering, the subconsultant will return for a work session with the Rail Authorities staff, CAAPB staff and Advisors and BRW to present alternatives for surface alignments and stations in the Capitol Area.

- Based upon the results and conclusions of the review session, the subconsultant will return approximately six (6) weeks later for a final presentation of alternatives(s). Following that presentation and receipt of final report the Rail Authorities staff, CAAPB, the subconsultant and BRW will recommend a final concept to the RCRRA and HCRRA for approval for further development as a part of the Preliminary Engineering effort.

Final work products will be a design framework report which includes a set of design guidelines and urban design considerations, as well as a site plan, illustrations, and drawings of the proposed solution in the current mall context and one in the context of the CAAPB plans for a redesigned mall for each alternative selected.

### **8.5 Alignment Between Western and Rice**

The proposed LRT alignment leaves the I-94 median west of Western and transitions to Ravoux Street. A specific access and circulation plan will be developed for traffic on Ravoux and LRT on Ravoux. The RCRRA will approve this 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:

- Ramsey County Regional Railroad Authority
- Hennepin County Regional Railroad Authority
- 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

The activities will take the following forms:

- Attendance at RCRRA and HCRRA board meetings
- Formation of a Technical Advisory Committee and attendance at up to ten (10) meetings
- Attendance at meetings with an agency and/or staff of more than one agency to discuss a project issue; up to twenty (20) meetings will be held

#### **11.0 COMMUNITY PARTICIPATION/COMMUNICATION PROGRAM**

The Consultant will complete the following participation/communication tasks:

- Prepare up to five (5) newsletters
- Attend up to ten (10) meetings with a Downtown Advisory Committee
- Meet up to eight (8) times to discuss the issues relative to Prospect Park
- Meet up to eight (8) times to discuss the issues relative to service to the Westgate/TH 180 area
- Meet up to five (5) times to discuss the issues relative to I-94 station
- Meet up to eight (8) times with a Capitol Area Advisory Committee
- Meet a minimum of fifteen (15) times with other groups, agencies, organizations, etc.



# BRW HOURLY RATES BY DETAILED EMPLOYEE CLASSIFICATION\*

Rate Schedule September 1, 1991, through December 31, 1992

| GENERAL EMPLOYEE<br>CLASSIFICATION | EMPLOYEE CLASSIFICATION | HOURLY RATE |
|------------------------------------|-------------------------|-------------|
| Senior Consultant                  | Principal               | \$145.00    |
|                                    | Vice President          | 95.00       |
|                                    | Senior Associate        | 90.00       |
|                                    | Associate               | 80.00       |
| Consultant                         | Senior Consultant       | 67.50       |
|                                    | Consultant II           | 57.50       |
|                                    | Consultant I            | 47.50       |
| Staff                              | Staff Level V           | 55.00       |
|                                    | Staff Level IV          | 45.00       |
|                                    | Staff Level III         | 37.50       |
|                                    | Staff Level II          | 35.00       |
|                                    | Staff Level I           | 27.00       |
|                                    | 3-Person Field Party    | 95.00       |
|                                    | 2-Person Field Party    | 72.50       |

\* These rates shall apply to BRW, Inc. and BRW Architects, Inc. employees.

**TOLTZ KING DUVALL ANDERSON & ASSOCIATES, INC. HOURLY RATES BY DETAILED EMPLOYEE CLASSIFICATION**

**Rate Schedule September 1, 1991, through December 31, 1992**

| GENERAL EMPLOYEE<br>CLASSIFICATION | EMPLOYEE CLASSIFICATION                         | HOURLY RATE |
|------------------------------------|-------------------------------------------------|-------------|
| Senior Consultant                  | Sr. Registered Engineer or Architect            | \$ 84.50    |
| Consultant                         | Sr. Non-Registered Designer                     | 70.25       |
|                                    | Registered Engineer, Architect or Land Surveyor | 55.75       |
|                                    | Graduate Engineer, Architect or Planner         | 38.50       |
| Staff                              | Sr. Technician or Drafter                       | 50.00       |
|                                    | Technician or Drafter                           | 28.50       |

**LTK ENGINEERING SERVICES HOURLY RATES BY DETAILED EMPLOYEE CLASSIFICATION**

**Rate Schedule September 1, 1991, through December 31, 1992**

| GENERAL EMPLOYEE<br>CLASSIFICATION | EMPLOYEE CLASSIFICATION | HOURLY RATE* |
|------------------------------------|-------------------------|--------------|
| Senior Consultant                  | 1                       | \$ 147.00    |
|                                    | 2                       | 138.00       |
|                                    | 3                       | 124.00       |
|                                    | 4                       | 110.00       |
| Consultant                         | --                      | --           |
| Staff                              | --                      | --           |

\* Rates September 1, 1991, through December 31, 1991, will be somewhat lower than those listed above.

Billing will be based upon the actual hours and hourly rates, plus an overhead amount of 160 percent and a fee on labor and overhead of 15 percent. All direct expenses incurred will be billed at 1.0 times actual cost.

# BECHTEL CORPORATION HOURLY RATES BY DETAILED EMPLOYEE CLASSIFICATION

Rate Schedule September 1, 1991, through December 31, 1992

| GENERAL EMPLOYEE<br>CLASSIFICATION | EMPLOYEE CLASSIFICATION | AVERAGE<br>HOURLY RATE* |
|------------------------------------|-------------------------|-------------------------|
| Senior Consultant                  | 30                      | \$130.32                |
|                                    | 29                      | 118.08                  |
|                                    | 28                      | 106.27                  |
|                                    | 27                      | 101.08                  |
|                                    | 26                      | 91.55                   |
|                                    | 25                      | 71.50                   |
|                                    |                         |                         |
| Consultant                         | 24                      | 62.01                   |
|                                    | 23                      | 53.06                   |
|                                    | 22                      | 46.79                   |
|                                    | 21                      | 39.87                   |
| Staff                              | H                       | 38.74                   |
|                                    | G                       | 33.83                   |
|                                    | F                       | 30.02                   |
|                                    | E                       | 26.28                   |
|                                    | D                       | 22.13                   |

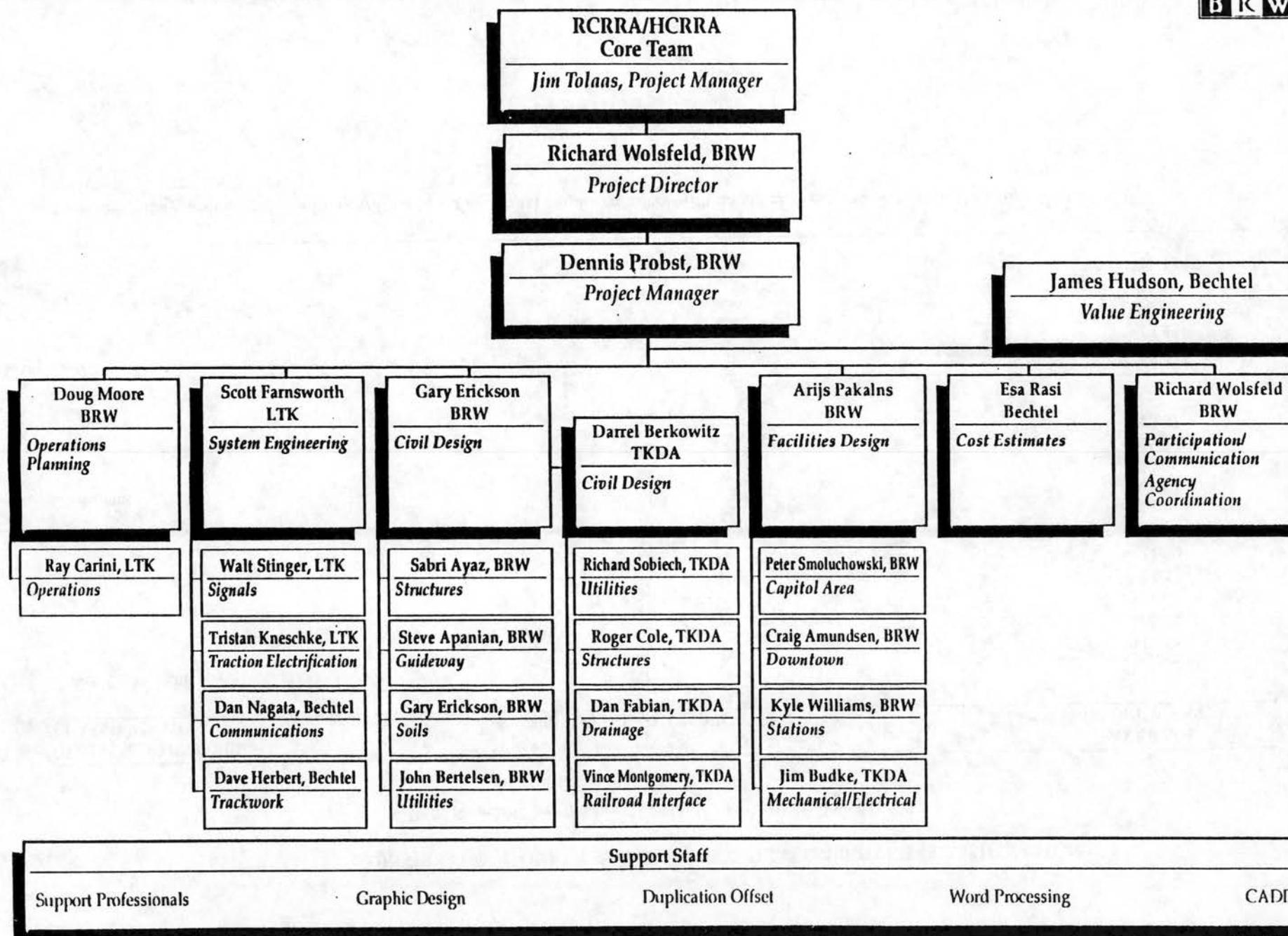
\* Average salary within grade. Billing will be based on actual employee salary with additives, overhead and profit (i.e., fully loaded).

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# DESIGN TEAM ORGANIZATION

Figure 2  
Midway Corridor



**SPLIT OF CONSULTANT BUDGET BETWEEN RCRRRA AND HCRRRA  
FOR PHASE II PRELIMINARY ENGINEERING FOR MIDWAY CORRIDOR**

| WORK TASK               |                                               | HCRRRA SHARE |       |           | RCRRRA SHARE |             |
|-------------------------|-----------------------------------------------|--------------|-------|-----------|--------------|-------------|
|                         |                                               | BUDGET       | %     | DOLLAR    | %            | DOLLAR      |
| TASK 1.0                | PROJECT ADMINISTRATION                        | \$280,000    | 15%   | \$42,000  | 85%          | \$238,000   |
| TASK 2.0                | OPERATIONS PLAN                               | 80,000       | 15%   | 12,000    | 85%          | 68,000      |
| TASK 3.0                | SYSTEMS ENGINEERING DESIGN                    | 210,000      | 10%   | 21,000    | 90%          | 189,000     |
| TASK 4.0                | CIVIL ENGINEERING DESIGN                      | 1,240,000    | 11%   | 136,400   | 89%          | 1,103,600   |
| TASK 5.0                | FACILITY DESIGN                               | 510,000      | 10%   | 51,000    | 90%          | 459,000     |
| TASK 6.0                | VALUE ENGINEERING                             | 25,000       | 20%   | 5,000     | 80%          | 20,000      |
| TASK 7.0                | SYSTEM COST ESTIMATES                         | 30,000       | 15%   | 4,500     | 85%          | 25,500      |
| TASK 8.0                | ENVIRONMENTAL IMPACT MITIGATION PLANNING      | 85,000       | 10%   | 8,500     | 90%          | 76,500      |
| TASK 9.0                | IMPLEMENTATION METHOD AND MANAGEMENT PLAN     | 10,000       | 20%   | 2,000     | 80%          | 8,000       |
| TASK 10.0               | AGENCY COORDINATION                           | 55,000       | 10%   | 5,500     | 90%          | 49,500      |
| TASK 11.0               | COMMUNITY PARTICIPATION/COMMUNICATION PROGRAM | 145,000      | 10%   | 14,500    | 90%          | 130,500     |
| SUBTOTAL                |                                               | \$2,670,000  | 11.3% | \$302,400 | 88.7%        | \$2,367,600 |
| DESIGN TEAM CONTINGENCY |                                               | \$270,000    | 11.3% | \$30,600  | 88.7%        | \$239,400   |
| TOTAL                   |                                               | \$2,940,000  | 11.3% | \$333,000 | 88.7%        | \$2,607,000 |

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**3**

|                                                                                                                        |                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| REGIONAL RAILROAD AUTHORITY<br><b>Originating Department</b><br><u>K. DeSpiegelaere</u><br><b>Authorized Signature</b> | <b>Board Action Requested</b><br>Approve in concept draft Joint Powers Agreement<br><br><div style="text-align: center;">ACTION IS REQUESTED</div> |
| <u>9/27/91</u><br><b>Date</b>                                                                                          |                                                                                                                                                    |

**Request Justification**

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

|                                                                                                                                                                           |                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Budgeting and Accounting <u>Ed Glauky</u><br>County Attorney <u>Dan Mac Mill</u><br>Risk Manager _____<br>Data Processing _____<br>Previous Action taken on Request _____ | Date / Time<br>Received By |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|

**Comments / Recommendation**

**Documentation certified complete for:**

|                          |                          |         |
|--------------------------|--------------------------|---------|
| Committee / Meeting Date | Signature                | Date    |
| Committee / Meeting Date | Signature                | Date    |
| September 24, 1991       | <u>J. L. Glendenning</u> | 9/17/91 |
| Board Date               | Signature                | Date    |



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

---

WHEREAS, Ramsey County Regional Railroad Authority has previously approved the concept of a joint powers board for implementation of light rail transit; and

WHEREAS, The Regional Transit Board's Light Rail Transit Coordination Plan recommends implementation of light rail transit by a joint powers board; and

WHEREAS, State law indicates that a joint powers board shall be formed to implement light rail transit final design and construction of the corridors funded solely with federal and county funds; Now, Therefore, Be It

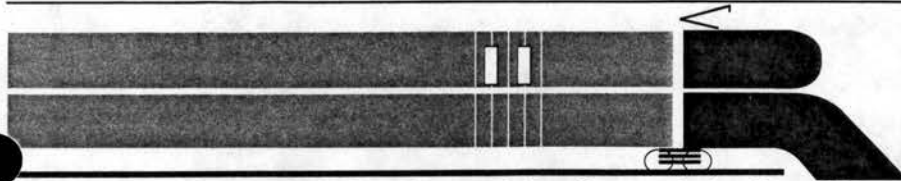
RESOLVED, That Ramsey County Regional Railroad Authority approves in concept the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will reconsider approval of the Joint Powers Agreement when comments of other interested parties have been received on policy matters contained in the agreement.

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:** Joint Powers Agreement

**DATE:** September 13, 1991

The Joint LRT Advisory Committee asked that a Joint Powers Agreement be prepared for its consideration. At its September 11 meeting, the Committee members agreed to have the agreement considered by their respective organizations and report back on October 9 to the Joint LRT Advisory Committee.

The agreement is in keeping with previous actions of Ramsey County Regional Railroad Authority about implementation of light rail transit. The State Legislature in 1991 enacted a provision that a joint powers board shall be formed to implement light rail transit final design and construction of the corridors funded solely with federal and county funds.

The proposed members of the Joint Powers Board are the seven metropolitan county regional railroad authorities, the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Transit Commission, and the Metropolitan Council.

The agreement is presented to you in draft form (Attachment 1) and is subject to modification. Some of the items that you will wish to discuss are:

**Funding**

Two options are presented for funding administrative costs. They are:

1. All of the administrative costs would be funded by regional railroad authorities on a per capita basis, with no assistance from the other member agencies.

Page 2

2. All of the administrative costs would be funded in equal proportions by member regional railroad authorities.

A proposed budget (Attachment 2) for the first nine months of operation is attached.

Contract/Procurement Procedures

Section 21 of the agreement needs to be completed. The contracting/procurement procedures followed by the Board must conform to those of one of the member bodies.

Recommendation:

A resolution for your consideration is attached.

KD/blk  
Attachments

JOINT POWERS AGREEMENT

This agreement is entered into by and between the Anoka County Regional Railroad Authority (ANOKA), the Carver County Regional Railroad Authority (CARVER), the Dakota County Regional Railroad Authority (DAKOTA), the Hennepin County Regional Railroad Authority (HENNEPIN), the Ramsey County Regional Railroad Authority (RAMSEY), the Scott County Regional Railroad Authority (SCOTT), the Washington County Regional Railroad Authority (WASHINGTON), the Regional Transit Board (RTB), the Minnesota Department of Transportation (MnDOT), the Metropolitan Transit Commission (MTC) and the Metropolitan Council (COUNCIL), pursuant to the provisions of Minnesota Statutes Chapters 398A and 471.59 on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

WITNESSETH:

WHEREAS, the parties contemplate the construction of a phased, integrated Light Rail Transit system (the "SYSTEM") throughout the seven county metropolitan area; and

WHEREAS, the parties are committed to a joint and coordinated effort to plan, design, and construct said SYSTEM; AND

WHEREAS, the parties agree that it is essential that these efforts be directed and coordinated by a single organization with power to make and implement all decisions regarding the design and construction of the SYSTEM.

NOW, THEREFORE, THE PARTIES HEREBY AGREE as follows:

SECTION 1. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

1. Administrative Costs shall include but not be limited to salaries and fringe benefits, rent, utilities, transportation, travel, telephone, office supplies, insurance, accounting and legal fees not relating to a specific corridor, and membership fees and dues incurred by

the Board.

2. Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.
3. Alignment shall mean the specific geographic location within a corridor wherein an LRT line shall be constructed.
4. Authorities shall collectively refer to the Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington County Regional Rail Authorities.
5. Board shall mean the Joint Powers Board herein established.
6. Civil Component shall mean the facilities to be constructed which include items such as the roadbed or guideway, foundations, bridges, subsurface structures such as tunnels and electrical duct banks, grading and site work, stations, parking lots and yards and shop facilities.
7. Corridor shall mean the general geographic location within a county or counties wherein an LRT line shall be constructed.
8. Final Design shall be as defined in Minn. Stat. § 473.3993, subd. 3 (1990).
9. Implementation shall mean the process of design, construction, and testing of the LRT system or an LRT line, except for those functions reserved to the Regional Railroad Authorities by this agreement.
10. Line. An LRT line.
11. Local Matching Requirement shall mean any funds for design and construction of a line required to be provided by a Regional Railroad Authority.
12. LRT shall mean Light Rail Transit.
13. LRT Line shall mean the roadbed, rails, catenary, power lines, stations and other properties used by the LRT vehicles.
14. Metro/State Agencies shall collectively refer to the Minnesota Department of Transportation (MnDOT), the Regional Transit Board (RTB), the Metropolitan Council (the COUNCIL) and the Metropolitan Transit Commission (MTC).
15. Preliminary Design shall be as defined in Minn. Stat. § 473.3993, subd. 2 (1990), including ten percent (10%) of engineering and design work and completion of an Environmental Impact Statement (EIS).
16. Preliminary Engineering shall mean the thirty percent (30%) of civil engineering and preparation of performance



specifications for the systems elements (vehicles, communications, electrification, signals, fare collection, etc.) of an LRT project.

17. RRA shall mean Regional Railroad Authority.
18. Systems Component/Systems Elements shall mean the vehicles, trackwork, electrification, train signals, communications, and fare collection systems of the LRT system and lines.
19. Systemwide Significance shall mean a decision relating to corridor alignment or grade selection which as a practical matter precludes another alignment or grade selection within the corridor or any other corridor; the selection of civil or systems components which must be uniform throughout the LRT system for operational efficiency; design or construction change orders which individually or in the aggregate increase the cost of corridor construction by ten percent (10%) or more; or any other matter which substantially affects the design guidelines promulgated by Chapter 6 of the Light Rail Transit Regional Coordination Plan approved by the Regional Transit Board on December 17, 1990.

## SECTION 2. TERM

This agreement shall be effective on the date of execution by all parties and shall continue in full force and effect until terminated by the parties pursuant to the provisions of Section 19 of this agreement.

## SECTION 3. JOINT POWERS BOARD

There is hereby created a Joint Powers Board as a public entity, to be known as the Metropolitan Light Rail Transit Joint Powers Board.

## SECTION 4. PURPOSE

This agreement has been entered into by the parties for the purpose of coordinating member bodies in planning, designing, and constructing an integrated Light Rail Transit system in the Metropolitan area; establishing a Joint Powers Board to direct and control the planning, design, and construction thereof; determining the structures and procedures of the Board; and describing the relationship between the Board and its member bodies.

## SECTION 5. MEMBERSHIP

- A. Each Regional Railroad Authority shall appoint one (1) of its members and one (1) alternate.

- B. The Commissioner of Transportation shall appoint one (1) member and one alternate.
- C. The Metropolitan Council shall appoint one (1) member and one (1) alternate.
- D. The Regional Transit Board shall appoint one (1) member and one (1) alternate.
- E. The Metropolitan Transit Commission shall appoint one (1) member and one (1) alternate.

Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. Each member and alternate appointed by a Regional Railroad Authority, the Council, RTB, and MTC must be a member of the Body making the appointment and must remain so during the term of her or his appointment. If a Board member ceases to be a member of the body he or she represents his or her membership on the Board shall immediately terminate and the member body shall appoint a new member.

Each member of the Board shall have one (1) vote. Except as otherwise herein provided, the Board shall decide all matters by majority vote. When the Board establishes a Corridor Management Committee pursuant to Section 9 hereof, the alternate member appointed by the Regional Railroad Authorities who are represented on such committee shall also have one (1) vote on the Board until such time as the line or lines being constructed are assigned to the MTC for maintenance and operation in accordance with Section 20 of this agreement. No Regional Railroad Authority shall have more than two votes on the Board, consisting of the member and alternate, at any time, regardless of the number of lines in final design or construction within such Regional Railroad Authority's geographic area of responsibility.

#### SECTION 6. POWERS OF JOINT POWERS BOARD

Subject to the provisions of Section 11 hereof, the Joint Powers Board is hereby authorized to exercise such authority as is necessary and proper to make all decisions regarding Final Design, Construction and testing of Light Rail Transit in the Metropolitan area. The Joint Powers Board shall be empowered to exercise all powers granted to the Regional Railroad Authorities pursuant to Minnesota Statutes Chapter 398A (1990), subject to the provision of Minn. Stat. § 471.59, and consistent with Regional Priorities as established by the RTB for LRT. Such powers shall include but not be limited to any or all of the following, to the extent permitted by law:

- A. to make and enter into contracts in its own name;

- B. to employ agents and employees, and to fix the compensation and all other terms and conditions of employment thereof;
- C. to lease, acquire, construct, manage, sell or otherwise convey, and maintain any land, buildings, works, or improvements;
- D. to acquire real and personal property by the exercise of eminent domain;
- E. to lease facilities to any person;
- F. to incur debts, liabilities, or obligations which do not constitute a debt of any of the parties;
- G. to sue and be sued in its own name;
- H. to apply for any permits and approvals required to design and construct the system;
- I. to make application for, receive and use state, local, and federal funding, and funds by way of grant or gift from any other sources.

#### SECTION 7. OFFICERS, EMPLOYEES, AND SERVICES

- A. The Board shall elect a chairperson and vice chairperson from among its members, each to serve a term of one year. The Board shall also appoint a secretary who may, but need not be, a member of the Board. If the secretary is not a member of the Board, he or she shall have no voting rights.
- B. In addition to the powers of the Board in Section 6 of this agreement, the Board may hire an Executive Director and appropriate staff as necessary to carry out the purposes of this agreement.
- C. The Board may contract with any of its member bodies or any of the Metropolitan counties to provide financial and accounting services, including disbursement of funds or any other services. The chief financial officer of the body so selected shall act as controller of the Board and shall draw warrants to pay demands against the Board when the demands have been approved by the Board pursuant to authorization of the Board. The member bodies shall retain their authority to request reports pertaining to any and all such services. All interest earned from established board funds shall be credited back to that same fund.

#### SECTION 8. BY-LAWS

The Board shall have the power to adopt such by-laws that it, in its sole discretion, may deem necessary or desirable for the

conduct of the business of the Board. Such By-Laws shall be consistent with this agreement and any applicable laws or regulations.

#### SECTION 9. CORRIDOR MANAGEMENT COMMITTEE

For each LRT corridor in final design and construction there is established a corridor management committee which shall consist of the members of the Board who are appointed by the Regional Railroad Authorities in which the specific corridor lies, one Board member from another Regional Railroad Authority selected by the Board, and the representatives from the MTC and the RTB. If the proposed alignment or any portion thereof includes or is to be located on a state highway, then the MnDOT representative shall also be included. Each member of Corridor Management Committee shall have one vote.

A committee may, in its discretion, appoint to the committee a representative of any city or cities affected by a line. Such appointees shall serve in an advisory capacity and shall not have a vote but shall be entitled to participate in all analysis and discussion undertaken by the committee.

#### SECTION 10. RESPONSIBILITY OF CORRIDOR MANAGEMENT COMMITTEE

The Corridor Management Committee shall have primary responsibility for final design, construction, and implementation of the LRT line within the corridor. If all or any portion of a line lies within a state highway corridor, the MnDOT shall be the designer and builder for the final design and construction of the civil components of the sections of the LRT line within said state highway corridor. The Board shall be responsible for the final design and construction of the system components of the entire LRT system, and the civil components of the LRT system which are not within a state highway corridor. A line which only crosses a state highway shall not be deemed to lie within a state highway corridor for purposes of this section or Section 9 hereof.

In the event MnDOT declines to act as designer and builder of the civil component of the line, the Board shall have such responsibility and may select any other designer and builder.

Decisions of the Corridor Management Committee shall be binding on the Board unless overridden by a vote of two-thirds (2/3) membership of the Board or unless the decision shall have systemwide significance.

#### SECTION 11. POWERS RESERVED TO REGIONAL RAILROAD AUTHORITIES

The Regional Railroad Authorities shall continue to be responsible for corridor planning, Preliminary Design (10%



design), Environmental Impact Statements, system standards/design criteria, and Preliminary Engineering (30% design) for corridors within their jurisdiction. Following completion of Preliminary Engineering of a corridor, the RRA shall relinquish responsibility for the Final Design and construction of the corridor to Board. The Board shall complete planning process, as provided for in Minnesota Statutes Section 473.169, and shall be responsible for the construction of the LRT System. The Board may purchase any property owned by a member body which in the Board's opinion is suitable or desirable for construction or operation of the line or the system.

## SECTION 12. FINANCING

### OPTION I

- A. Administrative Costs. Not later than June 1 of each year the Board shall establish and approve a budget for the following fiscal year, which shall be January 1 through December 31, to provide for the administration and operation of the Joint Powers Board. This budget shall be calculated to derive a per capita cost for the population of the seven county metropolitan area, based upon the latest available census data.

Each Regional Railroad Authority shall pay its per capita share of the administrative costs, one-half on May 31 of the year of assessment and one-half on October 31 of the year of assessment.

- B. Project Costs. For specific line construction, those RRAs in which a corridor lies shall contribute any local fund match required for final design and construction of the corridor in proportion to the percentage of the entire line which lies within the county to be charged. This paragraph shall not operate to or be construed as obligating the counties or Regional Railroad Authority to provide any such local fund match if not required to do so by the Legislature.
- C. Not sooner than 45 days nor later than 75 days after the effective date of this agreement, the members shall meet to elect officers and establish an initial budget for the Board. The initial budget for the Board shall for the period from the effective date of the agreement to December 31 of the year in which the agreement becomes effective. If the effective date of the agreement is after June 1, the Board shall as soon as practicable meet and establish a budget for the following fiscal year.

To fund the initial budget, each member shall contribute the sum of \$\_\_\_\_\_ Thousand Dollars immediately upon becoming signatory to this agreement. If the aggregate of all contributions made exceeds the amount of the initial budget, the

surplus fund shall be either returned to the contributing members according to their contribution or shall be applied to the following year's budget, in the Board's discretion.

## OPTION 2

- A. Assessment Procedure. The Board shall adopt an annual budget for the following year by June 1. The budget shall consist of administrative costs and corridor costs. The Board shall determine the amount of contribution by each member Regional Railroad Authority, according to the assessment formula in paragraph B, and shall notify each member Regional Railroad Authority of its assessment within 30 days of adoption of the budget, but in no event later than July 1. The contribution of each member Regional Railroad Authority shall be a credit for the member Regional Railroad authority making the contribution. If, in any year, the amount of any contribution exceeds that estimated as each member Regional Railroad Authority's share toward the total annual cost, the excess shall be allocated in such a manner as to reduce each member Regional Railroad Authority's contribution in accordance with the assessment formula.
- B. Assessment Formula. All assessments to be made by this agreement shall be made as follows:
1. Each member Regional Railroad Authority shall be assessed an equal amount for that portion of the budget designated as administrative costs. Administrative costs shall include costs incurred in the management of the Board.
  2. Corridor costs shall include the costs incurred in the final design and construction of a specific corridor in the budget year. A member body RRA contribution shall be determined by mandated local match requirements.
- C. Not sooner than 45 days nor later than 75 days after the effective date of this agreement, the members shall meet to elect officers and establish an initial budget for the Board. The initial budget for the Board shall for the period from the effective date of the agreement to December 31 of the year in which the agreement becomes effective. If the effective date of the agreement is after June 1, the Board shall as soon as practicable meet and establish a budget for the following year fiscal year.

To fund the initial budget, each member shall contribute the sum of \$\_\_\_\_\_ Thousand Dollars immediately upon becoming signatory to this agreement. If the aggregate of all contributions made exceeds the amount of the initial budget, the surplus fund shall be either returned to the contributing members according to their contribution or shall be applied to the following year's budget, in the Board's discretion.

**SECTION 13. INDEMNIFICATION**

The Board shall acquire such insurance protection as is necessary, and shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Board or activities undertaken pursuant to this agreement.

**SECTION 14. WITHDRAWAL/TERMINATION**

Any party may withdraw from this agreement upon one year's prior written notice to the Board. Withdrawal shall be effective one year from the date such notice is received by the Board. In the event of withdrawal by any member body, this agreement shall remain in full force and effect as to all remaining member bodies.

**SECTION 15. EFFECT OF WITHDRAWAL, DISPOSITION OF PROPERTY, FUNDS, AND OBLIGATIONS**

A party withdrawing from this agreement shall, prior to such withdrawal, pay the full amount of any unpaid assessments for administrative costs of the Board, as defined in Section 12A hereof, and any Regional Railroad Authority shall remain obligated to pay the full amount of any local match necessary to complete final design and construction of a line lying wholly or partially within the boundaries of the withdrawing Regional Railroad Authorities region. Further, withdrawal of a member body shall not restrict in any manner the authority of the Board to complete the final design and construction of a line running through the jurisdiction of the withdrawing member. A party withdrawing from this agreement shall not receive a distribution of property or funds until such time as this agreement is terminated by all parties pursuant to Section 19 hereof. Such disposition of property shall be in accordance with the provisions of section 16 hereof.

**SECTION 16. DISPOSITION OF PROPERTY AND FUNDS**

At such time as this agreement is terminated, any property interest remaining in the Board, following discharge of all obligations owed by the Board, shall be disposed of and the proceeds of the property shall be returned to the member bodies in proportion to their contribution.

Notwithstanding the foregoing, any real or personal property owned by the Board which is necessary for the operation of the LRT system shall be assigned by the Board to the MTC.



**SECTION 17. AMENDMENTS**

This agreement may be amended at any time by agreement of all the parties. Such amendment shall be approved by all parties and shall be in writing.

**SECTION 18. RECORDS, ACCOUNTS AND REPORTS**

The Board shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Board shall be subject to the provisions of Minn. Stat. Chapter 13 (1990), the Government Data Practices Act, and Minn. Stat. § 16B.04. The Board, within 120 days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

**SECTION 19. TERMINATION**

- A. Events of Termination. This agreement shall terminate upon the occurrence of any one of the following events:
1. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction; or
  2. By unanimous consent of all parties.
- B. Effect of Termination. Termination shall not discharge any liability incurred by the Board or by the members, bodies during the term of this agreement. Each member shall be liable for its own acts and for the acts of the Board to the extent provided for by law. The Board shall continue to operate after the date of termination only for the purpose of winding up its business and for aiding in the prosecution and defense of claims. The Board shall approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

**SECTION 20. SYSTEM DISPOSITION AND RESPONSIBILITY OF MTC FOR LRT OPERATIONS**

Unless otherwise provided by law, upon completion of construction and final system testing of a line, the Board shall assign all its right title and interest in the line to the MTC. The MTC shall thereafter be solely responsible for maintenance and operation of the line.

**SECTION 21. CONTRACTS AND PURCHASES; DISBURSEMENT OF FUNDS**

In addition to all other powers heretofor enumerated, the Board



shall have the power to disburse public funds, let contracts and make purchases. Contract letting and purchasing shall conform to the requirements of the contracts and purchases of \_\_\_\_\_.

SECTION 22. COUNTERPARTS

This agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

SECTION 23. EFFECTIVE DATE

This agreement shall be effective when adopted by any three Regional Railroad Authorities. The first three Regional Railroad Authorities adopting this agreement shall notify all other potential signatories to this agreement within ten (10) days of their action. Within forty five (45) days of said notification, all others shall deliberate whether or not to adopt this agreement and become signatories hereto. If, at the expiration of said 45 days, a potential signatory or signatories has declined to adopt the agreement or has not acted, the agreement will nevertheless be effective as to all parties who have adopted the agreement, and they shall be bound hereby.

IN WITNESS WHEREOF, the parties to this agreement have hereunto set their hands on the date written below.

>>

<Rev. 8-6-91>

**METROPOLITAN LRT JOINT POWERS BOARD**  
**Proposed Interim Administrative Budget**  
**(9 Months)**

|                                                                        | <u>Cost</u>        |
|------------------------------------------------------------------------|--------------------|
| Printing, Postage and Reproduction                                     | \$ 4,000.00        |
| Consultant Costs                                                       | 80,000.00          |
| Administrative Expenses                                                | 2,000.00           |
| Contingency Fund<br>(10% of Total Budget to Cover<br>Unforeseen Costs) | <u>8,600.00</u>    |
| <b>Total Budget</b>                                                    | <b>\$94,600.00</b> |

**Option I**

|                                                                                |             |
|--------------------------------------------------------------------------------|-------------|
| Amount per Regional Railroad Authority<br>(If 7 Rail Authorities participate.) | \$13,514.29 |
|--------------------------------------------------------------------------------|-------------|

**Option II**

**County**

|              |                    |
|--------------|--------------------|
| Anoka        | \$10,074.90        |
| Hennepin     | 42,674.06          |
| Carver       | 1,977.14           |
| Dakota       | 11,380.38          |
| Scott        | 2,393.38           |
| Washington   | 6,026.02           |
| Ramsey       | <u>20,074.12</u>   |
| <b>Total</b> | <b>\$94,600.00</b> |

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**2**

|                                              |                                                                 |
|----------------------------------------------|-----------------------------------------------------------------|
| Regional Railroad Authority                  | Board Action Requested<br>Midway Corridor ridership information |
| Originating Department                       |                                                                 |
| <i>R. L. Spiegel</i><br>Authorized Signature | DISCUSSION ONLY                                                 |
| <i>10/2/91</i><br>Date                       |                                                                 |

**Request Justification**

See attached memorandum

|                                             |                            |
|---------------------------------------------|----------------------------|
| Budgeting and Accounting <i>Ed Blankitt</i> | Date / Time<br>Received By |
| County Attorney <i>Dir. M. L. M. - U.S.</i> |                            |
| 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     |
| October 22, 1991         | <i>F. L. Glendinning</i> | 10/14/91 |
| Board Date               | Signature                | Date     |

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

**DATE:** October 11, 1991

**TO:** Kathy DeSpiegelaere, RCRRA  
Doug Moore, BRW

**FROM:** Steve Wilson, Metropolitan Council

**SUBJECT:** Revised Midway Corridor Transit Ridership Forecast

**BACKGROUND**

In October 1990 the Metropolitan Council completed travel forecasts for three Midway Corridor light rail transit alternatives. In January 1991 the Council agreed to revise the forecast for the preferred alternative on the I-94/ Soo Line alignment to incorporate different assumptions for the LRT and feeder bus system. This memo summarizes the revised forecast with respect to:

- o overall changes in the modelling process
- o specific changes to Midway Corridor transit service
- o impact of changes on the Midway ridership forecast
- o assessment of model accuracy

**CHANGES TO THE MODELLING PROCESS**

The transit ridership model used by the Council was initially developed in April 1990. Because of the urgent need of the regional railroad authorities to complete forecasts, the models were "fine-tuned" during the application rather than going through such a phase prior to any LRT forecasts. Therefore, during subsequent uses of the new model several improvements were made to provide better replication of transit ridership behavior. These model adjustments were made under the direction of R.H. Pratt and Associates and Cambridge Systematics.

The most significant change involved the manner in which the model selected a preferred transit "path" for comparison with the best auto alternative for a particular trip. The revised model more accurately considers rider sensitivity to wait and transfer time in determining the best transit option.

In addition to changing the model process, improvements were made in the accuracy of the bus network and walk times in downtown Minneapolis and St. Paul. These changes have been used in all subsequent forecasts for LRT in the region.



Kathy DeSpiegelaere  
Doug Moore  
October 11, 1991  
Page 2

### **CHANGES TO MIDWAY CORRIDOR TRANSIT SERVICE**

The following changes were made to the original Midway Corridor transit network for the revised forecast:

- o Park-and-ride access was eliminated at the 4th Street, Franklin, Cleveland, Snelling, Lexington, and Dale stations
- o Light rail service frequency was decreased from 7.5 to 10 minutes during the peak travel periods and from 7.5 to 15 minutes during the off-peak.
- o Peak service frequency for the Route 16 was improved from 15 minutes to 10 minutes, and the route was extended from the Cleveland Avenue Station to the Oak Street Station, Minneapolis Route 2 service was terminated at Oak Street.
- o Feeder bus frequency was adjusted from multiples of 7.5 minutes (consistent with old LRT) to 10/15 minute intervals (consistent with new LRT).

### **MIDWAY RIDERSHIP FORECAST RESULTS**

The revised ridership forecast reflects the impacts of the adjustment to the modelling process, improvements in the bus and walk network coding, and modifications to the Midway transit service as described above. The impact of each change is summarized in Table 1.

The characteristics of the original Midway forecast are summarized in the first row of the table. The second row identifies the impact of the "model improvements" described above on the original ridership forecast. As indicated in the table, the modification to the model process and modifications to the network coding result in an increase of 5,200 riders for LRT.

The model improvements resulted in a total LRT ridership of 37,600 for the initial Midway transit service plan. This became the base for analysis of the revised Midway service plan described above.

The first adjustment to the Midway service characteristics was the elimination of park and ride service. This resulted in an LRT ridership loss of 1,500 daily riders (Table 1, Row 4). Approximately 1,200 of the trips shifted to other transit routes and 300 were diverted from transit.

Kathy DeSpiegelaere  
Doug Moore  
October 11, 1991  
Page 3

The next adjustment to Midway bus service was the increase in bus Route 16 frequency during the peak period. Row 5 in Table 1 shows a 500 passenger shift from LRT to Route 16 resulting from this service improvement. An additional 200 passengers are attracted to transit by this service improvement.

The largest single factor influencing LRT ridership was the reduction in service frequency during both the peak and off-peak periods. As shown in Row 6 of Table 1, this service change resulted in a reduction of 3,200 passengers from the LRT system. About 800 of the trips shifted to the Route 16, 1,400 shifted to other transit routes, and 1,000 were lost from transit.

The service loss due to the reduction of service frequency was partially mitigated by the timed-transfer feeder bus service. This coordinated transit service minimizes bus/rail transfer time and reduces the impact of the increased time between trains.

Overall, the ridership loss caused by the transit service reductions tested for the corridor were offset by the increases resulting from the changes in the model process and simulation network. Therefore, the revised forecast with the service reductions remained at 32,400 daily LRT riders. If the LRT service level were not reduced as outlined in this memo, the daily ridership would be 37,000 as shown in Row 2 of the table.

It is important to note that approximately 75 percent of the reduction in LRT ridership was diverted to bus service in the corridor. However, reducing service on competing bus service to increase LRT use would shift a number of the new transit riders in the corridor back to automobile use.

#### ASSESSMENT OF MODEL ACCURACY

The accuracy of the model can be assessed with respect to its response to changes in inputs, comparison of the forecast with existing ridership levels and comparison of the forecast with experience in other cities. The model response to the service adjustments outlined above (park-and-ride elimination, LRT frequency, parallel bus frequency) is reasonable with respect to both the magnitude of the change and the manner in which the trips were diverted.

The Midway LRT forecast is compared with the 1988 bus ridership level and the projected ridership level for a 2010 all bus system in Table 2. The 2010 all bus system resulted in an 18 percent increase in transit use while the LRT increased transit usage by 33 percent compared to 1988 ridership. These ridership increases are consistent with increased travel

Kathy DeSpiegelaere  
Doug Moore  
October 11, 1991  
Page 4

projected for the corridor and the relative attractiveness of the bus and LRT systems tested for 2010.

The LRT ridership projections for the Midway Corridor were compared with other systems as another check for reasonableness. The comparison standard used was the number of transit trips per vehicle mile of service. This measure of productivity considers both the length of the route and the level of service that is provided.

The average productivity level of the eleven systems examined is 7.8 passengers per vehicle mile (Table 3). The rate projected by the model for the Midway Corridor is somewhat above the average at 8.8 trips per vehicle mile. Based upon the downtown anchors at each end of the Midway Corridor and the trips generated by the University, the productivity rate resulting from the forecast is reasonable. This comparison supports the validity of the new forecast.

The level of accuracy of the travel demand forecasting procedures used throughout the United States is typically plus or minus 20 percent. Applying this general ratio to the revised forecast of 32,400 daily trips would result in a range of 25,900 to 38,900 daily LRT trips.

Rather than applying a standard range to a single forecast, a wide range of variables (parking cost, auto operating cost) are often forecast to provide a ridership range under varying conditions. The Metropolitan Council is currently conducting this sensitivity analysis for the Regional LRT system. This analysis can be used to develop a ridership range for the corridor representing different scenarios for future gasoline costs, parking costs, and other model inputs.

While the overall ridership forecast is accurate within 20 percent, more specific use of the model for details such as station level passenger volumes will only be within 50 percent accuracy. For this reason, the model output is closely examined during preliminary engineering and adjusted to reflect site specific characteristics to which the model is not sensitive.

**TABLE 1**  
**BREAKDOWN OF MIDWAY CORRIDOR CHANGES IMPACT ON 2010 TRANSIT RIDERSHIP**

|                                                                              | REGIONAL TRANSIT PERSON TRIPS |                          |                      |         | TRANSIT RIDERS ON SELECT CORRIDOR ROUTES |          |
|------------------------------------------------------------------------------|-------------------------------|--------------------------|----------------------|---------|------------------------------------------|----------|
|                                                                              | TO ST. PAUL<br>CBD            | TO<br>MINNEAPOLIS<br>CBD | TO REST OF<br>REGION | TOTAL   | LRT                                      | RTE 16   |
| 1 ORIGINAL FORECAST                                                          | 33,600                        | 105,200                  | 111,000              | 249,800 | 32,400                                   | 2,600    |
| 2 MODEL IMPROVEMENTS                                                         | + 200                         | + 400                    | + 500                | + 1,100 | + 5,200<br>(+16%)                        | + 1,200* |
| 3 ORIGINAL NETWORK<br>CONFIGURATION                                          | 33,800                        | 105,600                  | 111,500              | 250,900 | 37,600                                   | 3,500    |
| 4 REMOVE PARK/RIDE                                                           | - 100                         | - 100                    | - 100                | - 300   | - 1,500<br>(-4%)                         | 0        |
| 5 INCREASE ROUTE 16<br>FREQUENCY TO 10/15                                    | 0                             | 0                        | + 200                | + 200   | - 500<br>(-1%)                           | + 700    |
| 6 DECREASE LRT<br>FREQUENCY TO 10/15<br>(WITH TIMES TRANSFER<br>ADJUSTMENTS) | - 300                         | -1,100                   | + 400                | - 1,000 | - 3,200<br>(9%)                          | + 800    |
| 7 REVISED FORECAST                                                           | 33,400                        | 104,400                  | 112,000              | 249,800 | 32,400<br>(-14%)                         | 5,000**  |

\* Includes 900 riders on Cleveland -to- Oak Station segment previously on Route 2.

\*\* Includes 600 riders who transfer to LRT (also counted as LRT riders).

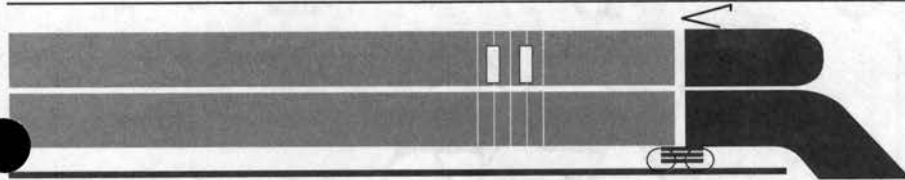


**TABLE 2**  
**REVISED MIDWAY I-94/SOO LINE TRANSIT RIDERSHIP FORECASTS**

|                                                | ALL-BUS OPTION |        | LRT OPTION |
|------------------------------------------------|----------------|--------|------------|
|                                                | 1988           | 2010   | 2010       |
| ROUTE 16                                       | 21,800         | 25,700 | 4,400      |
| ROUTE 94 B/D                                   | 5,900          | 7,100  | --         |
| LIGHT RAIL                                     | --             | --     | 32,400     |
| TOTAL CORRIDOR TRIPS                           | 27,700         | 32,800 | 36,800     |
| CORRIDOR TRIP<br>INCREASE OVER 1988<br>ALL-BUS |                | +18%   | +33%       |
| NET NEW PERSON TRIPS                           | --             | --     | 2,900      |

**TABLE 3**  
**COMPARISON OF LRT SYSTEM PRODUCTIVITY MEASURES**

| SYSTEM        |               | PASSENGER/REVENUE<br>VEHICLE MILE |
|---------------|---------------|-----------------------------------|
| 1             | Pittsburgh    | 3.7                               |
| 2             | Cleveland     | 3.8                               |
| 3             | Sacramento    | 3.9                               |
| 4             | Portland      | 4.0                               |
| 5             | San Diego     | 4.6                               |
| 6             | Seattle       | 7.3                               |
| 7             | Buffalo       | 8.1                               |
| 8             | San Francisco | 9.7                               |
| 9             | Toronto       | 10.5                              |
| 10            | New Orleans   | 12.3                              |
| 11            | Boston        | 18.1                              |
| AVERAGE       |               | 7.8                               |
| I-94/SOO LINE |               | 8.8                               |



## 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

**FROM:** Kathryn DeSpiegelaere *KD*

**SUBJECT:** Information from October 22, 1991 Regional Railroad  
Authority Meeting

**DATE:** October 24, 1991

At the October 22 meeting of Ramsey County Regional Railroad Authority, you requested a copy of a transparency used in a presentation by Dick Wolsfeld on ridership forecasts for the Midway Corridor. A copy is attached, along with a copy of the table illustrating ridership with the "-14%" reference deleted.

I've also attached a brief summary I've prepared of the St. Thomas professors' study of the South Corridor. After talking with you about your reaction to the study, I have given the St. Thomas profs a verbal summary of your remarks.

## TRANSIT NETWORK CHANGES

| <u>Variable</u>      | <u>Previous Forecast</u>                                      | <u>Current Forecast</u> |
|----------------------|---------------------------------------------------------------|-------------------------|
| - LRT Frequency      |                                                               |                         |
| o Peak               | 7.5 Minutes                                                   | 10 Minutes              |
| o Off-Peak           | 7.5 Minutes                                                   | 15 Minutes              |
| - Route 16 Frequency |                                                               |                         |
| o Peak               | 15 Minutes                                                    | 10 Minutes              |
| o Off-Peak           | 15 Minutes                                                    | 15 Minutes              |
| - Timed Transfers    | 7.5/15 Minutes                                                | 10/15 Minutes           |
| - Park-and-Ride      | 4th<br>Franklin<br>Cleveland<br>Snelling<br>Lexington<br>Dale | None                    |



**TABLE 1**  
**BREAKDOWN OF MIDWAY CORRIDOR CHANGES IMPACT ON 2010 TRANSIT RIDERSHIP**

|                                                                              | REGIONAL TRANSIT PERSON TRIPS |                          |                      |         | TRANSIT RIDERS ON SELECT CORRIDOR ROUTES |          |
|------------------------------------------------------------------------------|-------------------------------|--------------------------|----------------------|---------|------------------------------------------|----------|
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| 1 ORIGINAL FORECAST                                                          | 33,600                        | 105,200                  | 111,000              | 249,800 | 32,400                                   | 2,600    |
| 2 MODEL IMPROVEMENTS                                                         | + 200                         | + 400                    | + 500                | + 1,100 | + 5,200<br>(+16%)                        | + 1,200* |
| 3 ORIGINAL NETWORK<br>CONFIGURATION                                          | 33,800                        | 105,600                  | 111,500              | 250,900 | 37,600                                   | 3,500    |
| 4 REMOVE PARK/RIDE                                                           | - 100                         | - 100                    | - 100                | - 300   | - 1,500<br>(-4%)                         | 0        |
| 5 INCREASE ROUTE 16<br>FREQUENCY TO 10/15                                    | 0                             | 0                        | + 200                | + 200   | - 500<br>(-1%)                           | + 700    |
| 6 DECREASE LRT<br>FREQUENCY TO 10/15<br>(WITH TIMES TRANSFER<br>ADJUSTMENTS) | - 300                         | -1,100                   | + 400                | - 1,000 | - 3,200<br>(-9%)                         | + 800    |
| 7 REVISED FORECAST                                                           | 33,400                        | 104,400                  | 112,000              | 249,800 | 32,400                                   | 5,000**  |

\* Includes 900 riders on Cleveland -to- Oak Station segment previously on Route 2.

\*\* Includes 600 riders who transfer to LRT (also counted as LRT riders).

## SUMMARY OF KEY FINDINGS

### Economic Impacts of LRT in the South Corridor

Key findings based on (1) interviews with residents and business people in the South Light Rail Transit (LRT) corridor, and (2) a review of literature on the subject of LRT are:

#### 1. Urban/suburban perceptions

Residents of St. Paul and its suburbs have differing perceptions of light rail transit. Center city residents react to LRT based on what they perceive to be its ability to meet their travel needs within the city. Those in suburbs view LRT as important primarily for commuting. Some city residents think LRT will serve the suburbs; not city residents. Some suburban residents think LRT will serve the city; not the suburbs.

#### 2. Impact on economic development

LRT will increase economic development only if it is integrated with other public policies that support that development.

#### 3. Costs of auto use

People understand that the out-of-pocket costs they pay to use their cars don't cover all the costs associated with auto use. In addition to paying directly for auto use, they realize that they pay in other ways for the indirect costs of auto use, such as its environmental effects and land use implications.

#### 4. Non-quantifiable factors

LRT is usually analyzed in a cost/benefit framework that excludes many of the considerations that are important in decisions to build it. Factors such as community image, effect on the environment and impact of continued reliance on autos on cities are often left out of the technical decision-making framework because they are not easily quantifiable.

#### 5. Effect of public policy decisions

Although LRT can be analyzed in a traditional way, the very factors that are analyzed can be affected by public policies. Parking costs are one of the important factors that influence who will switch from driving to riding transit. Parking costs are controlled by public policy decisions. Because of the uncertainties in predicting the future, it is preferable to develop a range of forecasts based on reasonable but differing assumptions, rather than use a single forecast or measurement to assess an investment's cost effectiveness.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

**3**

Regional Railroad Authority

Originating Department

*K. Desjardins* *10/10/91*  
Authorized Signature Date

Board Action Requested

South Corridor ridership information

DISCUSSION ONLY

Request Justification

See attached memorandum

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

October 22, 1991

Board Date

Signature

Signature

Date

10/14/91

Date

# Memorandum



BRW INC.

DATE: September 27, 1991

TO: St. Paul South Technical Advisory Committee/Corridor Advisory Committee

FROM: Tony Heppelmann, BRW, Inc.

RE: St. Paul South Ridership Forecasts

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Phoenix  
Denver  
St. Petersburg  
San Diego  
Seattle

Donald W. Ringrose  
Richard P. Wolsfeld  
Peter E. Jarvis  
Thomas F. Carroll  
Craig A. Amundsen  
Donald E. Hunt  
John B. McNamara  
Richard D. Pilgrim  
Dale N. Beckmann  
Jeffrey L. Benson  
Ralph C. Blum  
Gary J. Erickson  
John C. Lynch  
Paul N. Bay

## INTRODUCTION

The Metropolitan Council was requested to prepare a ridership forecast for the St. Paul South Corridor consistent with ridership forecasts that the Metropolitan Council had prepared for other Group A and B LRT corridors in the region. This memorandum presents the ridership forecasts that were developed from this effort. Most of the information in this memorandum and portions of the text were taken from a September 13, 1991, memorandum from Steve Wilson of the Metropolitan Council to Tony Heppelmann at BRW, Inc.

## FORECAST ASSUMPTIONS

The St. Paul South LRT line was assumed to run from 4th Street and Wacouta Street in downtown St. Paul to the Lafayette Freeway and then south along the Lafayette Freeway to Upper 55th Street. LRT Stations were assumed at Plato Boulevard, Concord Avenue, Butler Avenue, Thompson/Wentworth Avenues, Southview Boulevard and Upper 55th Street. Park and Ride was assumed at the stations at Thompson/Wentworth Avenues, Southview Boulevard, and Upper 55th Street. The maximum speed of LRT vehicles in the Lafayette Freeway Corridor was assumed to be 55 mph.

The Midway Corridor I-94/Soo Line LRT network was used as the base network for the St. Paul South Corridor. The network was coded so that the LRT line would function as a single line from downtown Minneapolis to the southern terminus at Upper 55th Street. Therefore, the ridership forecasts for



the St. Paul South LRT Corridor assume LRT service in the Midway Corridor on the I-94/Soo Line alignment.

The demographic base used in the forecast was the Metropolitan Council's 2010(f) estimate. The base information for variables such as transit fares and parking costs is the same as used in other corridors and were agreed upon at a meeting of all the regional railroad authorities, regional agencies and affected consultant staffs.

The Metropolitan Transit Commission and Regional Transit Board staff developed a conceptual feeder bus system for the proposed alignment which identified the location and frequency of feeder bus lines serving the St. Paul South LRT line. BRW, Inc coded the transit network and the Metropolitan Council reviewed the coding and developed the ridership forecasts from the model output.

#### **ST. PAUL SOUTH CORRIDOR TRANSIT RIDERSHIP**

Table 1 shows the estimated daily light rail transit loadings for the St. Paul South Corridor portion of the light rail line. The total LRT ridership shown in Table 1 has a possible error of (+) or (-) 20 percent. The loadings at any individual section may have an error of more than 20 percent. Therefore, the values in the table should be viewed as the midpoint of a range and not as a single value.

The St. Paul South Corridor is expected to carry about 11,800 daily riders in the Year 2010. Of this ridership, about 5,200 riders are estimated to continue their trips through downtown St. Paul and into the Midway Corridor. About 1,300 of the through-routed riders to the Midway corridor are new transit users; the remaining 3,900 are riders that would use a bus to access the Midway corridor if no LRT existed in the St. Paul South Corridor.

The distribution of LRT ridership can be summarized as follows:

- o 45-50 percent is bound to/from downtown St. Paul
- o 20-25 percent continues through downtown St. Paul to/from Minneapolis;

**TABLE 1**  
**ST. PAUL SOUTH CORRIDOR LRT ESTIMATED DAILY RIDERSHIP**

| SOUTHBOUND<br>ESTIMATED LOADINGS |       |      |             | NORTHBOUND<br>ESTIMATED LOADINGS |       |      |             |
|----------------------------------|-------|------|-------------|----------------------------------|-------|------|-------------|
| STATION                          | DAILY |      | ON<br>BOARD | STATION                          | DAILY |      | ON<br>BOARD |
|                                  | ON    | OFF  |             |                                  | ON    | OFF  |             |
| CONTINUING FROM MIDWAY           |       |      | 2600        | UPPER 55TH ST.                   | 2000  | 0    | 2000        |
| RICE ST./CAPITOL                 | 100   | 0    | 2700        | SOUTHVIEW BLVD.                  | 2300  | 100  | 4200        |
| SCIENCE MUSEUM                   | 200   | 0    | 2900        | THOMPSON                         | 800   | 0    | 5000        |
| TOWN CENTRE                      | 900   | 0    | 3800        | BUTLER                           | 500   | 100  | 5400        |
| 4TH/MINNESOTA                    | 900   | 0    | 4700        | CONCORD                          | 200   | 0    | 5600        |
| LOWERTOWN                        | 900   | 0    | 5600        | PLATO BLVD.                      | 100   | 100  | 5600        |
| PLATO BLVD.                      | 100   | 100  | 5600        | LOWERTOWN                        | 0     | 900  | 4700        |
| CONCORD                          | 0     | 200  | 5400        | 4TH/MINNESOTA                    | 0     | 900  | 3800        |
| BUTLER                           | 100   | 500  | 5000        | TOWN CENTRE                      | 0     | 900  | 2900        |
| THOMPSON                         | 0     | 800  | 4200        | SCIENCE MUSEUM                   | 0     | 200  | 2700        |
| SOUTHVIEW BLVD.                  | 100   | 2300 | 2000        | RICE ST./CAPITOL                 | 0     | 100  |             |
| UPPER 55TH ST.                   | 0     | 2000 |             | CONTINUING TO MIDWAY             |       |      | 2600        |
| TOTAL                            | 3300  | 5900 |             | TOTAL                            | 5900  | 3300 |             |

NOTE: Rounded Values: Zero Values Indicate Low Use

Total ridership has possible error of (+) or (-) 20%. Loadings at individual stations may have error of more than 20%.

Source: Metropolitan Council

- o 15-20 percent continues through downtown St. Paul to/from the Midway Corridor.
- o 5 -10 percent remains within the corridor.

The fairly low intra-corridor travel is reasonable considering the location of the alignment away from walk access to most of the trip attraction generators in the corridor. The large number of trips to downtown Minneapolis and the Midway Corridor is reasonable given that the LRT is the only transit option available to downtown Minneapolis and the University of Minnesota from the corridor, and those two markets are the largest and third largest generators of transit trips in the region.

About 58 percent of the LRT ridership generated by the south corridor would be work-trip related, and about 16 percent of the travel would occur in the peak hour. Both of these percentages are equal to the overall regional transit split. While it could be expected that this corridor may be more peak-oriented with its light rail line, the LRT service brings a significant increase in off-peak service to the corridor. Furthermore, the Midway Corridor portion of the line, because of its service to the University of Minnesota, is much more oriented to off-peak travel than a typical corridor.

The estimated PM peak hour station activity for the St. Paul South portion of the corridor is shown in Table 2. The maximum load point in the St. Paul South Corridor occurs between downtown St. Paul and the Plato Boulevard station, with about 1,350 passengers in the peak direction, or an average of 225 passengers for each peak hour train.

Table 3 shows the percentage of weekday and PM peak hour riders at each station arriving or departing by the following modes; walk, bus, auto passenger, and auto driver. Approximately 1400 of the 5900 riders that board the LRT system in the St. Paul South corridor drive a car to the LRT station. Approximately 700 are dropped off, 2400 arrive by feeder bus and approximately 1400 walk to the station. The numbers indicate the need for large park and ride facilities at both Southview Boulevard and Upper 55th Street.

TABLE 2

## ST. PAUL SOUTH CORRIDOR LRT ESTIMATED PM PEAK HOUR RIDERSHIP

| SOUTHBOUND<br>ESTIMATED LOADINGS |     |      |             | NORTHBOUND<br>ESTIMATED LOADINGS |     |     |             |
|----------------------------------|-----|------|-------------|----------------------------------|-----|-----|-------------|
| DAILY                            |     |      |             | DAILY                            |     |     |             |
| STATION                          | ON  | OFF  | ON<br>BOARD | STATION                          | ON  | OFF | ON<br>BOARD |
| CONTINUING FROM MIDWAY           |     |      | 550         | UPPER 55TH ST.                   | 100 | 0   | 100         |
| RICE ST./CAPITOL                 | 50  | 0    | 600         | SOUTHVIEW BLVD.                  | 300 | 0   | 400         |
| SCIENCE MUSEUM                   | 50  | 0    | 650         | THOMPSON                         | 50  | 50  | 400         |
| TOWN CENTRE                      | 200 | 0    | 850         | BUTLER                           | 50  | 0   | 450         |
| 4TH/MINNESOTA                    | 250 | 0    | 1100        | CONCORD                          | 50  | 0   | 500         |
| LOWERTOWN                        | 250 | 0    | 1350        | PLATO BLVD.                      | 0   | 0   | 500         |
| PLATO BLVD.                      | 0   | 50   | 1300        | LOWERTOWN                        | 0   | 50  | 450         |
| CONCORD                          | 0   | 50   | 1250        | 4TH/MINNESOTA                    | 0   | 50  | 400         |
| BUTLER                           | 50  | 10   | 1200        | TOWN CENTRE                      | 0   | 100 | 300         |
| THOMPSON                         | 0   | 200  | 1000        | SCIENCE MUSEUM                   | 0   | 0   | 300         |
| SOUTHVIEW BLVD.                  | 0   | 550  | 450         | RICE ST./CAPITOL                 | 0   | 50  |             |
| UPPER 55TH ST.                   | 0   | 450  |             | CONTINUING TO MIDWAY             |     |     | 250         |
| TOTAL                            | 850 | 1400 |             | TOTAL                            | 550 | 300 |             |

NOTE: Rounded Values: Zero Values Indicate Low Use

Total ridership has possible error of (+) or (-) 20%. Loadings at individual stations may have error of more than 20%.

Source: Metropolitan Council



**TABLE 3**  
**ST. PAUL SOUTH STATION ACCESS/EGRESS MODES**

**DAILY ACCESS/EGRESS**

| Station         | Daily Total<br>On or Off | PERCENT BY MODE |            |               |               |
|-----------------|--------------------------|-----------------|------------|---------------|---------------|
|                 |                          | Walk            | Bus        | Auto<br>Pass. | Auto<br>Drive |
| Plato Blvd.     | 100                      | 90%             | 5%         | 5%            | < 5%          |
| Concord         | 200                      | 80%             | 10%        | 5%            | < 5%          |
| Butler          | 500                      | 55%             | 35%        | 10%           | < 5%          |
| Thompson        | 800                      | 35%             | 30%        | 15%           | 20%           |
| Southview Blvd. | 2300                     | 15%             | 45%        | 15%           | 25%           |
| Upper 55th St.  | 2000                     | 10%             | 45%        | 10%           | 25%           |
| <b>Total</b>    | <b>5900</b>              | <b>23%</b>      | <b>40%</b> | <b>12%</b>    | <b>25%</b>    |

**PM PEAK HOUR ACCESS**

| Station         | Total<br>Off | PERCENT BY MODE |            |               |               |
|-----------------|--------------|-----------------|------------|---------------|---------------|
|                 |              | Walk            | Bus        | Auto<br>Pass. | Auto<br>Drive |
| Plato Blvd.     | 0            | 90%             | 10%        | 0%            | 0%            |
| Concord         | 50           | 90%             | 10%        | 0%            | 0%            |
| Butler          | 100          | 75%             | 25%        | 0%            | 0%            |
| Thompson        | 50           | 50%             | 50%        | 0%            | 0%            |
| Southview Blvd. | 300          | 15%             | 85%        | 0%            | 0%            |
| Upper 55th St.  | 100          | 10%             | 90%        | 0%            | 0%            |
| <b>Total</b>    | <b>600</b>   | <b>33%</b>      | <b>67%</b> | <b>0%</b>     | <b>0%</b>     |

**PM PEAK HOUR EGRESS**

| Station         | Total<br>Off | PERCENT BY MODE |            |               |               |
|-----------------|--------------|-----------------|------------|---------------|---------------|
|                 |              | Walk            | Bus        | Auto<br>Pass. | Auto<br>Drive |
| Plato Blvd.     | 50           | 40%             | 45%        | 10%           | 5%            |
| Concord         | 50           | 50%             | 35%        | 10%           | 5%            |
| Butler          | 100          | 50%             | 35%        | 10%           | 5%            |
| Thompson        | 250          | 20%             | 30%        | 15%           | 35%           |
| Southview Blvd. | 550          | 5%              | 20%        | 25%           | 50%           |
| Upper 55th St.  | 450          | 5%              | 15%        | 15%           | 65%           |
| <b>Total</b>    | <b>1450</b>  | <b>13%</b>      | <b>23%</b> | <b>18%</b>    | <b>46%</b>    |

NOTE: Rounded Values, Zero Values Indicate Low Use

Total Ridership has possible error of (+) or (-) 20%. Loadings at Individual stations may have error of more than 20.

Source: Metropolitan Council

Table 4 summarizes the ridership forecasts for the St. Paul South Corridor. The St. Paul South Corridor LRT would be expected to generate a net increase of about 4000 daily transit users above its base condition. About 13,000 total daily transit riders are expected in the St. Paul South Corridor in 2010 without LRT and about 17,000 total daily transit riders are expected in 2010 with LRT in the St. Paul South Corridor. Approximately 300 of the new transit riders are trips within the corridor that do not use the light rail transit line. These new trips are due to the increased transit accessibility within the corridor.

About 1,300 of the new transit users are estimated to continue through downtown St. Paul and into the Midway Corridor. No estimate has been made of the number of new transit users that would continue through downtown St. Paul and into the Midway Corridor if there was no LRT in the Midway Corridor.

## COMPARISON TO PREVIOUS FORECASTS

Ridership estimates for the corridor were developed for the Dakota County Comprehensive LRT Plan and were updated in the current alignment study. However, these earlier forecasts were developed using a sketch planning approach, which does not require the detailed information needed for the Metropolitan Council's Regional Travel Model. In order to utilize the Metropolitan Council Regional Travel Model, detailed information is required on the location and operating characteristics of the LRT line as well as the feeder bus system.

The current LRT ridership forecast of 11,800 weekday riders is less than the 14,600 estimated in the Dakota County Comprehensive LRT Plan and the 13,600 estimated earlier in the alignment study. Some of the difference between the estimates for the Dakota County Comprehensive LRT plan and the current estimate may be due to differences in the assumed population and employment. However, most of the differences are probably due to the methodology used to develop the forecast and the split between LRT ridership and bus ridership in the corridor. In the current forecast there are 17,000 total weekday transit riders in the corridor; 11,800 which ride LRT and 5,200 which use the bus only. Previous forecasts did not include an estimate of bus transit

**TABLE 4**  
**SUMMARY OF ST. PAUL SOUTH RIDERSHIP FORECASTS**

|                                    | DAILY  | ANNUAL    |
|------------------------------------|--------|-----------|
| Existing Transit Ridership         | 8,600  | 2,600,000 |
| 2010 Transit Ridership Without LRT | 13,000 | 3,900,000 |
| 2010 Transit Ridership With LRT    | 17,000 | 5,100,000 |
| New Transit Riders                 | 4,000  | 1,200,000 |
| 2010 LRT Ridership                 | 11,800 | 3,500,000 |

Source: Metropolitan Council

St. Paul South Technical Advisory Committee/Corridor Advisory Committee  
September 27, 1991  
Page 5

use in the corridor with LRT. The estimates basically assumed most of the transit ridership in the LRT service area would be on LRT.

The St. Paul South Corridor has one of the higher percentages of new transit riders for LRT corridors in the Twin Cities Metropolitan Area. The Regional Transit Board is starting a reevaluation of corridors included in the LRT Regional Development and Financial Plan. This reevaluation is expected to include an analysis of total transit costs and total transit ridership in each corridor for both the build and no-build options. This information is needed before any conclusions can be reached regarding the status of the St. Paul South Corridor based on the new forecasts.

#### COMPARISON TO OTHER CORRIDORS

The St. Paul South Corridor is about 6.7 miles long measured from the Lowertown station on 4th Street to Upper 55th Street. The corridor therefore generates about 1,800 passengers per route mile. Table 4 compares the St. Paul South Corridor with the range of values reported by other North American LRT systems. This corridor would generate about the same or slightly more riders per mile as San Diego, Portland and Sacramento; but is well below the riders per mile for Calgary, Buffalo or Edmonton.

Table 5 compares the St. Paul South Corridor ridership with other corridors in the Twin Cities Metropolitan Area. The St. Paul South Corridor has approximately the same number of riders per mile as Minneapolis Northeast and Minneapolis Northwest.

TH/lm

Attachment

cc: File 1033B15

#9061



**TABLE 5**  
**COMPARISON OF ST. PAUL SOUTH WITH NEW NORTH AMERICAN LRT**  
**SYSTEMS**

| City           | Length<br>(Miles) | Rides<br>(Weekday) | Rides/<br>Mile |
|----------------|-------------------|--------------------|----------------|
| St. Paul South | 6.7               | 11,800             | 1,800          |
| Sacramento     | 18.3              | 22,500             | 1,200          |
| Portland       | 15.1              | 24,400             | 1,600          |
| San Deigo      | 33.2              | 55,400             | 1,700          |
| Edmonton       | 6.5               | 25,000             | 3,900          |
| Buffalo        | 6.4               | 29,000             | 4,500          |
| Calgary        | 17.1              | 99,000             | 5,800          |

Note: Rides for North American Cities are for 1988 to 1990 existing systems. Compiled from several sources.

**TABLE 6**  
**COMPARISON OF ST. PAUL SOUTH WITH OTHER CORRIDORS IN THE TWIN**  
**CITIES METROPOLITAN AREA**

| City                               | Length<br>(Miles) | Rides<br>(2010 Weekday) | Date<br>Revised | Rides/<br>Mile |
|------------------------------------|-------------------|-------------------------|-----------------|----------------|
| St. Paul South (to Upper 55th St.) | 6.7               | 11,800                  | 9/91            | 1,800          |
| Central (Soo Line I-94/Alignment)  | 11.4              | 32,400                  | 8/91            | 2,800          |
| I-35W (to 96th Street)             | 11.4              | 31,000-33,000           | 6/91            | 2,800          |
| Hiawatha (to GSA)                  | 7.4               | 17,800                  | 1/91            | 2,400          |
| Mpls. Northeast (to Northtown)     | 11.1              | 18,500-20,000           | 5/91            | 1,700          |
| Mpls. Northwest (to 85th Ave.)     | 13.3              | 24,000                  | 1/91            | 1,800          |
| Mpls. Southwest (to TH 169)        | 9.1               | 18,700                  | 1/91            | 2,100          |

Source: Regional Transit Board Draft Status of LRT Ridership Capital Cost Estimates,  
 September 23, 1991.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

**4**

|                                                                                                                                                         |                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <u>Regional Railroad Authority</u><br><u>Originating Department</u><br><u>K. Spiegelauer</u> <u>10/12/91</u><br><u>Authorized Signature</u> <u>Date</u> | <u>Board Action Requested</u><br><u>Update on Metro Transit Facilities Plan</u><br><br><p align="center">DISCUSSION ONLY</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|

**Request Justification**

The Metropolitan Council is completing a Metro Transit Facilities Plan, considering what capital investments should be made in transit, where they are appropriate and how they should be funded. The plan, to be presented to the Legislature in February, 1992, will include information on busways, high occupancy vehicle lanes and light rail transit. An outline of the plan and a discussion of alternatives being considered in various corridors is attached.

|                                                                                                                                                                                           |                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <u>Budgeting and Accounting</u> <u>Ed Klautz</u><br><u>County Attorney</u> <u>Neil W. ...</u><br><u>Risk Manager</u><br><u>Data Processing</u><br><u>Previous Action taken on Request</u> | <u>Date / Time</u><br><u>Received By</u> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|

pg. 4

**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>October 22, 1991</u>         | <u>J. L. Henderson</u> | <u>10/14/91</u> |
| <u>Board Date</u>               | <u>Signature</u>       | <u>Date</u>     |

METROPOLITAN COUNCIL  
Mears Park Centre, 230 E. Fifth St., St. Paul, Minnesota 55101

DATE: September 2, 1991  
TO: Files  
FROM: Nacho Diaz  
SUBJECT: Transit Capital Facilities Plan Outline (Iteration #1)

Chapter 1: The Vision

- The need to maintain good mobility levels to preserve the quality of life and the economic vitality of the region
- The need to shape the region's future (transportation and development interdependence)
- The need to use resources wisely (cost-effectiveness)
- The need to protect the environment and conserve energy

Chapter 2: The Region

- Demographics
- Socioeconomics
- Travel patterns
- The transportation system:
  - Transit
  - Highways

Chapter 3: The Options:

- Do-nothing
- Service improvements/low-capital investments
- Capital facilities ~~plan~~ *options*



Chapter 4: The Evaluation Framework

Chapter 5: The Plan

Chapter 6: Implementation Strategies:

- Financing plan
- Governance

TIOUTL1

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

DATE: August 1, 1991  
TO: Transit Facilities Study Files  
FROM: Steve Wilson  
SUBJECT: Definition of Alternatives and Level of Forecast Effort

Alternative transit facilities are to be evaluated in several corridors. The general categories of improvements are:

|                                        |                                                                                                                                                                                                |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>TRANSIT SERVICE IMPROVEMENTS --</i> | Transit service frequency or routing changes without any major transit facilities.                                                                                                             |
| <i>LIMITED CAPITAL INVESTMENTS --</i>  | Minor, site-specific improvements such as bus lanes or bypass ramps to mitigate short stretches of street congestion;                                                                          |
| <i>EXCLUSIVE BUS TRANSITWAYS --</i>    | Roadways or highway lanes designed to carry only bus traffic;                                                                                                                                  |
| <i>HOV TRANSITWAYS --</i>              | Roadways or highway lanes designed to carry only buses and high occupancy passenger vehicles (carpools and vanpools). The mixture of bus and HOV traffic will depend on the specific corridor; |
| <i>LIGHT RAIL TRANSIT --</i>           | Single rail cars or short trains primarily on exclusive, though not necessarily grade separated rights of way and drawing power from an overhead wire;                                         |

Transit ridership and highway forecasts have been or will be prepared for each alternative being considered as shown in Table 1. Full forecasts will either be prepared specifically for this study or for other major studies such as highway environmental impact statements. Sketch planning level forecasts have been prepared for other studies or will be prepared, using pivot-point techniques, exclusively for this study.

TABLE 1

## ALTERNATIVES / FORECAST LEVEL

| <u>CORRIDOR</u>           | <u>TRANSITWAYS</u>           |                                        | <u>LIGHT RAIL<br/>TRANSIT</u> |
|---------------------------|------------------------------|----------------------------------------|-------------------------------|
|                           | <u>EXCLUSIVE<br/>BUSWAYS</u> | <u>HOV LANES (AUTOS<br/>AND BUSES)</u> |                               |
| Central                   |                              | *                                      | *                             |
| Hiawatha                  | .                            |                                        | *                             |
| Mpls. South               |                              | *                                      | *                             |
| Mpls. Southwest           | .                            |                                        | *                             |
| Mpls. Northwest           |                              |                                        | *                             |
| I-94 North                |                              | *                                      |                               |
| Mpls. Northeast           | *                            | .                                      | *                             |
| I-35W North               |                              | .                                      |                               |
| T.H. 36                   |                              | .                                      | .                             |
| St. Paul Northwest        |                              | .                                      |                               |
| I-35E North               |                              | .                                      | .                             |
| St. Paul Northeast        | .                            | .                                      | .                             |
| I-94 East                 |                              | *                                      | *                             |
| St. Paul South            |                              | *                                      |                               |
| I-494 (I-394/Minn. River) |                              | *                                      |                               |
| I-494 (Minn. River/I-94E) |                              | .                                      |                               |
| I-694 (I-94E/I-35E)       |                              | .                                      |                               |
| I-694 (I-35E/I-94N)       |                              | .                                      |                               |
| I-494 (I-94/I-394)        |                              | .                                      |                               |

=====

. = Sketch Planning Level of Forecast

\* = Full Forecast

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 10/10/91  
Authorized Signature Date

Board Action Requested

Update on Joint Powers Agreement.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

Ed Blawitz

County Attorney

[Signature]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date  
October 22, 1991

Signature

Date

Board Date

Signature

Date

J. L. [Signature]

10/14/91





**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 *ZD*

**SUBJECT:** Joint Powers Agreement

**DATE:** October 10, 1991

On September 24, you approved in concept a joint powers agreement on light rail transit. On October 9, discussion about the progress of units of government in approving the joint powers agreement occurred at the Joint LRT Advisory Committee meeting.

As of October 9, this action has occurred:

Anoka County Regional Railroad Authority -- passed the agreement.

Carver County Regional Railroad Authority -- discussed agreement; prefers per capita administrative funding with cap on amount for less populous counties.

Dakota County Regional Railroad Authority -- approved unanimously in concept; has issues that need to be resolved such as levy authority, agencies as financial partners, right of way acquisition.

Hennepin County Regional Railroad Authority -- passed resolution supporting joint powers concept.

Scott County Regional Railroad Authority -- endorsed the agreement; asks that details be worked out such as funding amounts, lobbying costs, etc.

Washington County Regional Railroad Authority -- discussed agreement; has issues to be resolved such as funding, representation on corridor management committee, etc.

Metropolitan Transit Commission -- approved agreement unanimously.

Minnesota Department of Transportation -- has opinion from Attorney General's office that the agency may sign the agreement; other issues need to be resolved.

Metropolitan Council -- no report

Regional Transit Board -- the agency's attorney has indicated that the RTB has the authority and obligation to join the joint powers board and has an obligation to fund its administrative costs. The Board will make a policy decision about whether or not to join.

A motion was passed that staff meet on October 16 and work out differences between the entities that are acceptable to a maximum number of participants. The Joint LRT Advisory Committee will consider the revised agreement on November 6, and it will be re-submitted to you after that meeting.

Recommendation:

For your information.

KD/blk

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

6

|                                                                                                                                                                        |                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Regional Railroad Authority</p> <hr/> <p>Originating Department</p> <p><i>[Signature]</i> <u>10/11/91</u></p> <p>Authorized Signature                      Date</p> | <p>Board Action Requested</p> <p>Economic Impact of Light Rail Transit in South LRT Corridor</p><br><br><p align="center">DISCUSSION ONLY</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|

**Request Justification**

Ramsey and Dakota County Regional Railroad Authorities contracted with the University of St. Thomas to conduct studies related to the South Corridor. The attached report about LRT in that corridor will be presented by Professors Militello, Kreitzer and Hoffman at your meeting.

|                                                                                                                                                                                                   |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <p>Budgeting and Accounting <i>[Signature]</i></p> <p>County Attorney <i>[Signature]</i></p> <p>Risk Manager _____</p> <p>Data Processing _____</p> <p>Previous Action taken on Request _____</p> | <p>Date / Time</p> <p>Received By</p> |
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**Comments / Recommendation**

**Documentation certified complete for:**

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| Committee / Meeting Date | Signature          | Date     |
| Committee / Meeting Date | <i>[Signature]</i> | Date     |
| October 22, 1991         | <i>[Signature]</i> | 10/14/91 |
| Board Date               | Signature          | Date     |

## **SUMMARY REPORT**

### **The Economic Impact of Light Rail Transit in the South Corridor**

by

Steven M. Hoffman\*  
Joseph L. Kreitzer  
Jack Militello

for

The Dakota County Regional Railroad Authority and  
the Ramsey County Regional Railroad Authority

October 1991

\* The authors of this report are Professors of Political Science, Economics and Management, University of St. Thomas, St. Paul, Minnesota, respectively.



## INTRODUCTION

This report provides information to the Dakota County Regional Railroad Authority and the Ramsey County Regional Railroad Authority on the economic impact of Light Rail in the Southern Corridor. This corridor will primarily serve residents of the southern portion of St. Paul (or southern Ramsey County) and northern Dakota County. At the present time, the terminus of the alignment is Upper 55th Street in the City of Inver Grove Heights. Existing plans call for six stations along the corridor. No precise alignment has yet been determined for the corridor. This decision will be made subsequent to the Environmental Impact Statement and further public comment.

Much of the information contained in the report is derived from a series of Community Response Group meetings conducted by the study team. These meetings were held between May 9 and July 30, 1991. Participants included representatives from business and neighborhood groups. The methodology and findings which emerged from these meetings are detailed in the third section of the report.

The report is divided into six sections. The first section provides a summary of the major findings of the research, while the second discusses the methodologies employed in the conduct of the research. The third section summarizes the results of the Community Response Group meetings designed to gather basic information for this study. The fourth and fifth sections of the report provide an empirical and a qualitative analysis of some of the factors discussed by these groups. The report concludes with a discussion of issues related to land use and economic development.

## I. SUMMARY OF MAJOR FINDINGS

This project was designed to assess the impact of Light Rail Transit (LRT) in the South Corridor. Among the most significant findings generated by the research are the following:

- 1) Citizens perceive that the true costs of an auto-based transportation system are generally not captured by the explicit costs of private operation. Further, they believe that transportation alternatives ought to be evaluated on the *full costs of each respective system*. Yet, the convenience of the auto and its thorough integration into both the social and physical character of the Twin Cities Metropolitan Area (TCMA) makes LRT an uncertain prospect. However, a significant level of support was found for LRT.
- 2) The determination of social benefits associated with LRT is contingent upon both the technical assumptions made and the types of policies implemented by a variety of public agencies. Specific decisions made with regard to any number of factors, such as parking rates and zoning and other land use policies will have a major affect on the overall cost of the system.
- 3) The perception of LRT is largely a function of proximity to the central business district. Residents closer to the core city will evaluate LRT according to its ability to serve *intracity* transit needs. More distant residents perceive and support LRT as an incremental addition to the *commuting* system.
- 4) Citizens recognize that traditional core-periphery spatial relations are being altered by emerging patterns of metropolitan development. If LRT is to serve the commuting needs of suburban residents, the transit system must be designed to facilitate east-west, or suburb-to-suburb, commuting patterns. While the CBDs continue to be major employment and transit destinations, as well as centers for sporting, cultural or occasional mass-entertainment events, overall TCMA commuting needs are no longer defined exclusively in relation to the CBD.
- 5) LRT cannot by itself stimulate significant levels of economic development. LRT's potential for development is constrained by a number of factors including the availability of land and the willingness of people to walk to station areas. Experience in other cities shows that LRT may be associated with substantial economic impact if it is coupled with other public policy efforts.
- 6) Many of the factors relevant to public support for LRT are beyond precise quantification. Nonetheless these factors are major considerations in the public's perception of LRT. Indeed, many participants argued that the benefits associated with LRT were long-term and cannot be currently measured in any precise way and that they would take a chance on building it now rather than missing an opportunity that would could prove very costly to the next generation.

## II. METHODOLOGY

### Background Assumptions

A common characteristic of many public decision making processes is the emphasis paid to technical matters and the concomitant devaluation of those factors which are either difficult or impossible to measure. This predisposition is often accompanied by a tendency to treat public participation as yet another technical matter, usually relegated to the final stages of the planning process. Thus, in many planning efforts, technical plans are formulated and developed on the basis of predetermined criteria, such as cost, cost/effectiveness, impact on land use, congestion relief, etc. Only after the technical analyses are completed, or at least well underway, is the public asked to participate in the deliberative process. The result is a process which generates analyses which are either ignored or rejected by elected officials or the public at large. Technicians are left frustrated or their views concerning the inappropriateness of the political process for deciding what they perceive to be technical matters are reinforced. And many citizens are left even more distant from a policy system they perceive as hostile or at least largely insensitive to the public interest.

To some this conflict seems almost inevitable. Linstone, for instance, characterizes public decision making as a process which involves "organizations and individuals whose perspectives are very different from those of 'rational' systems analysts or technology assessors" (Linstone, quoted in Johnston et al., 1988:460).<sup>1</sup> From this perspective, the different perceptions and outlooks evidenced by engineer and the neighborhood activist are generally so significant as to prevent any effective reconciliation. This report rejects such claims, instead asserting that consultation with the public will, at a minimum, provide the engineer both the legitimation for and the content of her technical analyses. By the same token, it is assumed that the average citizen can make a much more sensible decision through consultation with the planning professional. In general, the report assumes that a good planning process includes asking people about their desires and expectations in concert with conventional technical analyses.

A second major assumption central to this report is that not all factors important to an evaluation of a modal choice are capable of being quantitatively analyzed. There is some evidence that this view is gaining currency in the planning community. As Meyer and Miller point out, "transportation planners for many years focused their efforts on...quantifying the many impacts of proposed alternatives by assigning monetary values to project costs and benefits...Beginning in the late 1960s and early 1970s, transportation planners became increasingly interested in the consequences of

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<sup>1</sup> Johnston, Robert A., Daniel Sperling, Mark A. DeLuchi, and Steve Tracy. 1988. "Politics and Technical Uncertainty in Transportation Investment Analysis." Transportation Research. Volume 21A, No.6: 459-475.

transportation projects that could not be easily measured in monetary terms" (1984: 373).<sup>2</sup> In the case of LRT, such factors include a more positive community image, potentially significant impacts on air quality, preservation of community ambiance, a movement away from excessive dependence on an auto-based transportation system, and a bequeathment to future generations.

### Methods

The public input used to frame this report was gathered by a qualitative methodology similar to those used in focus groups. Participants were asked to respond to open-ended questions designed to reduce constraints on the discussion. They were then encouraged to use the full scope of their thinking to respond as broadly as possible to questions.

The second approach used in this report is scenario analysis. The rationale for this method is again contrary to much of conventional analysis. In the usual case, the future is assumed to be fairly well-ordered, a fact which allows analysts to presume that the future is predictable if not absolutely certain. Increasingly, policy making bodies are recognizing that this approach is untenable, particularly for projects which are extremely long-lived, i.e., a basic infrastructural investment such as an LRT system. As an alternative, many agencies are pursuing "scenario analyses", a planning method which asserts that the answer to an uncertain future is not more sophisticated models or forecasting methods, since even the most sophisticated methods cannot remove the veil of uncertainty. Instead, agencies project a variety of future scenarios and develop appropriate policies for each. The aim of this exercise is to develop policies which can be easily adjusted in response to new information or wholly unforeseen events. This procedure is also extremely useful for assessing the impact of public policy measures on a particular planning environment. In the case of metropolitan transit systems, for instance, public policy may be used to bring about an increase in the costs of operating an automobile, which in turn may generate an increase in transit ridership and/or diversion rates. Scenario analysis may be used to estimate these sorts of effects without attaching to the analyses inflated claims of knowledge and or certainty.<sup>3</sup> In part, this report should be understood as a first step in the development of this process.

The first part of the report discusses the results of the Community Response Groups. This is followed by an empirical analysis of certain factors identified by the focus groups. A discussion of factors not amenable to quantification follows. The report concludes with a review of issues related to land use and economic development.

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<sup>2</sup> Meyer, Michael D. and Eric J. Miller. 1984. Urban Transportation Planning: A decision-Oriented Approach. New York, NY: McGraw Hill.

<sup>3</sup> See Southern California Edison, Planning for Uncertainty: A Case Study, 1988 for a discussion and example on the use of scenario analysis.



### III. COMMUNITY RESPONSE GROUPS

Past studies of LRT systems have attempted to justify their development on a variety of grounds, including its capacity to spur economic development, relieve congestion, reduce air pollution, decrease dependency on an auto-based transportation system, and reinvigorate the central city. No matter what the justification for LRT, however, it is important for responsible public agencies to understand the relationship between fundamental community values and support for and/or resistance to public investment of this sort. This research was designed to identify the values held by communities along the corridor and to assess how members of those communities perceive the effect of light rail upon their living and working environments.

Seven meetings were held with community groups residing along the corridor. Five of the seven meetings were held as part of the agenda of existing community groups concerned with economic development issues. The remaining two meetings were scheduled specifically for this research, one with the South Corridor Advisory Committee and the second with St. Paul West Side residents and business representatives.

Meeting groups in sequence were:

1. The Inver Grove Heights Chamber of Commerce Local Issues Committee
2. The City of Eagan's Economic Development Commission
3. The South St. Paul Chamber of Commerce Local Issues Committee
4. The South Corridor Advisory Committee.
5. A meeting of people invited for their prior knowledge about issues surrounding light rail
6. The St. Paul District 3 Community Organization's Economic Development Committee
7. An open meeting of St. Paul West Side residents/business representatives

The groups were given a brief introduction to the overall research agenda and to the current status of light rail planning in the Corridor. Technical aspects of light rail were not discussed. Participants were asked two open-ended questions which provided the foundation for facilitated, open-ended discussions. The discussion questions were:

1. What are the values you hold for your community which makes it a desirable place to live and work?

2. How would an enhanced transportation system (including, but not limited to light rail) affect those values?<sup>4</sup>

In each case, the discussion was facilitated in order to draw out particular interests of participants. Very few leading questions were asked. Instead, the facilitators attempted to prompt a fuller discussion of those issues identified as significant by the participants themselves. Unlike traditional focus groups which seek a specific response to a uniform set of issues, these meetings sought to explore the broad thinking of the participants.<sup>5</sup>

Among the most important community and transportation-related values identified by these groups were the following:

1. **Comprehensive cost of the automobile.** Many of the participants argued that any analysis comparing the relative costs of automobile and LRT usage must include comprehensive automobile costs, including highway construction and maintenance, pollution control, time costs of commuting, effects of congestion, etc. Participants in the meetings also generally agreed that pollution, congestion, the generally deleterious effect on the quality of life, sprawl, and uncertainty about the availability and character of future supplies of oil all combine to make the auto a fragile basis upon which to build the transportation system.
2. **Core-suburban distinctions.** A distinctively different perception of LRT was voiced by core city and suburban participants. For suburban residents, LRT is principally perceived as an incremental addition to the commuting network. While some value was associated with LRT's ability to offer transit service within a particular community, the largest share of suburban participants evaluated the system on the basis of its ability to transport them to and from work. This perception will, in turn, require that some consideration be given to newly emerging suburb-to-suburb commuting patterns of many TCMA suburban dwellers.

The perception of LRT as a system designed to meet commuting needs contrasts rather sharply with the perception of those residents who live *and* work in the core city of St. Paul. For these people, LRT's ability

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<sup>4</sup>The emphasis here was on transportation as a generic good; there was no attempt made to determine of any of the participants had ever experienced or used light rail.

<sup>5</sup> The statements contained in this report are an interpretation of the discussions made during the meetings. Detailed transcriptions of the meetings can be obtained from either DCRRA or RCRRA.

to satisfy intraurban transit needs is much more critical in the assessment of the system.

Participants also raised a series of related questions: how will LRT affect the viability of the core areas; is LRT yet another public investment which will ultimately sharpen the core/suburban split; will core city residents be required to pay for a system perceived to be of little benefit to them? It is interesting to note the issues related to the viability of the core were principally of concern to residents closer to the core areas. DCRRA and RCRRA policy makers, in other words, are facing constituents with distinctly different sets of perceptions and agendas. (See Section V for additional discussion of these issues.)

3. **Economic development.** Participants living closer to the central cities expressed more concern with economic development than those more distant from the core cities. For these latter participants, the impact of LRT on small business development is of major concern.<sup>6</sup>
4. **Serving the transit-dependent citizen.** Participants from the more suburban communities seldom raised issues about LRT's ability to serve transportation-dependent citizens, except for the possibilities of city-based residents coming to their communities for jobs. These groups also did not believe that their children would have much use for LRT. On the other hand, the participants living nearer to the central cities are quite concerned with having a LRT system which serves seniors, handicapped, poor, and youth.
5. **Preserving residential tranquility.** Each community appreciates its own ambiance and participants often expressed concern about the potential for noise generated by the system. In particular, residents of the West Side Community were concerned with both the noise and aesthetic impact of LRT. The prospect of additional overhead wires and the increase in noise along already congested skylines and roadways is of major concern to these residents.
6. **Serving occasional ridership.** Many of the participants, particularly the suburban residents, perceive LRT as a way to access a range of occasional events, i.e., sporting events and cultural activities. Thus, some participants argued that station areas will have to be located within

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<sup>6</sup> As a result of these meetings, RCRRA staff will be working with West Side residents and businesspeople to review alternatives to the northern-most portion of the alignment. Also, see Section VI of this report for additional discussion on land use and economic development.

walking distance of major metropolitan facilities such as the Civic Center, the Metrodome, the Met Center and the Target Center. As discussed in Section VI of this report, actions of this sort are part of a coordinated land use development policy required to promote economic development around station areas and along the corridor generally. More generally, the value of creating a system which can serve other than home-to-work use in the suburbs should be examined.

7. **Community participation.** It was clear from each of the meetings that citizens wish to take a more active hand in shaping the direction of LRT for their benefit. Participants from communities located at the proposed terminus, for instance, felt that they have had very little to say about LRT and that the interests of the core cities are likely to dominate the planning and implementation of the system. At the same time, core city residents felt that the system was being designed primarily to serve the interest of suburban residents. Obviously, there is a pronounced need to continue both inter- and intra-community planning as an integral part of the LRT planning process.
8. **Defining Commuting Needs** Many of the issues raised in the meetings center around a single fundamental issue: what is the basic purpose of the system and how will it be designed to meet that purpose? For many of the participants the basic rationale and design purpose is quite unclear. If the system is being designed principally to satisfy the commuting needs of suburban residents, will, the absence of east-west corridors result in underutilization or less than optimal ridership levels? At the same time, however, participants at all of the suburban meetings expressed concern over whether they would be able to move from suburb to suburb and many questioned the viability of a system designed to serve primarily the core CBDs, particularly given the increasingly suburban character of Twin City employment. At the same time, core city residents did not see the system as being able to service their intra-city transit needs. For them, the system would do little to complement the existing bus-only system.<sup>7</sup>
9. **Assessments into the future.** For many, LRT was not perceived as providing a present-day transportation advantage. However, participants believed that the future effects of LRT cannot be currently measured in any realistic way. Nonetheless, they would take a chance on building it

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<sup>7</sup> This statement should not, however, be taken as a blanket endorsement of the present bus system. Indeed, there was a significant level of dissatisfaction expressed with the existing bus-only system of public transit. Rather, participants were skeptical that LRT would significantly complement the service provided by a bus-only system.



now rather than missing an opportunity that would could prove very costly to the next generation.

10. **Support for LRT** At the conclusion of the meetings, the participants were asked a final question: given all that had been said about community values, transit needs, and LRT would they support continuation of LRT planning and implementation? For the suburban residents, the answer was uniformly 'Yes'. This was particularly interesting in that these participants were oftentimes representing, or at least had been gathered, to discuss business- and economic development-related agendas. Their approval came despite the lack of any knowledge that LRT would generate substantial levels of new economic development. For near-core and core city residents, the answer was more equivocal. However, even in this case, the general sentiment was to continue consideration of and planning for the system.

## IV. QUANTITATIVE ANALYSIS

### Purpose of the Analysis

The insights elicited from the community response groups provided valuable guidance for the quantitative phase of our research. A number of objectives were considered critical to this portion of the project: 1) to specify as fully as possible those economic factors important to the operation of a light rail transit system; 2) to develop a methodology capable of assessing the impact of changes in public policies relevant to LRT; and 3) provide an analytical tool helpful to decision makers.

### Analytical Framework

The overall purpose of the analysis was to assess the level of social cost or benefit associated with this portion of the LRT system.<sup>8</sup> The basic approach is derived from Taylor-Wright and Friedenbergs,<sup>9</sup> both of whom sought to assess the economic benefits associated with a Northeast extension of Calgary's light rail transit system. In that a significant portion of their analyses dealt with factors identified by the community response groups their general framework was considered appropriate to the present analysis.

The basic purpose of the analysis was to determine the overall level of social cost or benefit associated with the St. Paul South Corridor of the LRT system. A model was specified which included factors identified by the community response

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<sup>8</sup>The purpose of this analysis is to determine what the system cost or benefit is across time. The life of the system is assumed to be twenty years. The benefits are assumed to be spread across that period while the capital cost of the system is assumed to occur in the first year of operation. This is a standard assumption of many cost-benefit analyses. The "net social cost/benefit" is calculated by comparing the discounted 'streams' of costs and benefits. If the costs are greater than the benefits then there is said to exist a "net social cost"; if the benefits are greater than the costs, a "net social benefit" exists. Discounting is a procedure which is used to determine the present value of costs and benefits which occur in future time periods. In essence, a "social discount rate" can be thought of as an interest rate working in reverse. The actual specification of the appropriate discount rate is a matter of great debate since a "pure discount rate" is thought to be a measure of the value of time. Analysts generally refer to a number of proxies for this value, including the interest rate on government bills (i.e., a virtually riskless instrument and therefore a useful reference point for determining the value of time independent of contingent or real-world risks) as well as a variety of market interest rates.

<sup>9</sup> Taylor, Scott and Robert Wright. 1983. "An Economic Evaluation of Calgary's North-East Light Rail Transit System." The Logistics and Transportation Review. Volume 19, Number 4:351-365.

Friedenberg, Brent. 1983. "Benefit Cost Analysis and Calgary's Northeast L.R.T.: A Comment on the Taylor Wright Paper." Path Economics Ltd.

groups. The basic forms of the equations were taken from Wright-Taylor and included the following sectors:

- \* benefits arising from a reduction in travel time for LRT users;
- \* benefits arising from a reduction in automobile operating costs for commuters who switch to LRT;
- \* benefits arising from reduced congestion;
- \* benefits arising from reduced parking requirements in the CBD; and
- \* capital and operating costs of the project.

In order to evaluate these factors, values for a number of parameters were required, including:

- \* the number of station areas to be located along the South Corridor;
- \* the number/location of destinations for riders, as percent of total ridership (i.e., 20% of total riders traveling to St. Paul CBD, 15% to Minneapolis CBD, etc) by station;
- \* the estimated number of LRT riders from each station area;
- \* estimated average travel time of LRT riders to various destination;
- \* estimated number of riders;
- \* estimated travel times for riders for alternative travel modes;
- \* estimated operating costs per mile of automobile, as presently estimated in the ridership forecast model;
- \* estimated of number of daily LRT trips for the St. Paul South Corridor;
- \* the proportion of LRT riders diverted from autos;
- \* average length of diverted vehicle's (i.e, auto) trip;
- \* estimated occupancy rate per vehicle;
- \* estimated number of vehicle hours saved by other drivers per mile of diverted trip;
- \* estimated number of additional freeway miles needed absent the St. Paul South Corridor LRT;
- \* estimated cost of freeway construction per mile;
- \* average "life expectancy" of freeway mile; and
- \* estimated cost of St. Paul South Corridor LRT line.

These data were provided by the principal engineering firm (BRW) and were incorporated into the analyses.<sup>10</sup>

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<sup>10</sup> A complete description of the data, equations and outcomes generated by the analyses can be obtained by contacting either DCRRA or RCRRRA. The findings presented here represent only a small fragment of the analyses.

## Results of the Analysis

The first stage of the analysis sought to determine the extent to which changes in the certain factors affected the overall level of social cost or benefit. As can be seen in Table 1, net social benefit is extremely sensitive to changes in some of these factors. For instance, increasing the value of time from \$4.00 from \$9.00 per hour *reduces* the net social cost by \$25 million, or from \$102 million at \$4 per hour to \$77 million at \$9 per hour. Conversely, increasing the social discount rate from 5% to 9% *increases* the overall social cost by \$10 million (i.e., \$84 million worth of costs at a 9% rate versus \$73 million worth of costs at a 5% rate.).<sup>11</sup> On the other hand, a number of factors often discussed in relation to LRT do little to affect the overall level of social benefit. For instance, changes in the cost of operating an automobile do little to affect the outcome until relatively large incremental changes are realized.

A second way of looking at the effect of these assumptions on the overall net social benefit is presented in Table 2. In this analysis, certain factors are arbitrarily defined while the others are allowed to "float". The aim of the analysis is to find values for all of the factors where the net social benefit is just equal to the net social cost. The values under Column I, for instance, represent a state in which none of the parameters are arbitrarily constrained. Thus, if the social discount rate is set at 5.071%, the time value of money is set at 14.858%, the costs of operating a car is set at \$3.547 per mile, etc., then social costs and social benefits are equal. Column II, on the other hand, sets the social discount rate at 5% and allows the other values to be determined; Column III constrains both the discount rate and the time value of money, and so on.

A final way of assessing these factors is demonstrated in Table 3. The values are referred to as "elasticities". In essence, elasticities demonstrate what will happen if there is a one percent change in the specified factor. For instance, as shown in the Table 3, if there is a one percent increase in the social discount rate, then the net social benefit will fall by .269%. Even more significant changes in the level of net social benefit are demonstrated with regard to both the diversion rate and the daily parking cost. At the same time, the elasticity of the per mile cost of operating an auto is a modest 0.004. These results suggest that the efforts of local policy makers might best be directed towards ends, namely the enactment of those policies most

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<sup>11</sup> This result offers a "common-sense" validation of the model. In the first case, a higher value of time means that there will be "more" benefits occurring in future years since the time spent riding the system will be worth more to the 'average' rider. At the same time, a higher discount rate will decrease present values of future benefits and simultaneously raise the level of social cost (i.e., there will be fewer benefits to offset the costs of the system.) For example, a dollars' worth of benefit assumed to occur five years from now is "worth less" in discounted or present value terms if the discount rate is 10% as opposed to 5%. The reason for this result is that each year the dollar annually loses 10% of its value with a 10% discount as opposed to 5% of its value with a 5% discount rate. It should be noted that the data used in these analysis are preliminary and are being updated. It is not expected, however, that the general direction of the results will change.



likely to affect the diversion rate and increase the cost of parking. As will be discussed in Section V of this report, however, any such actions may have rather perverse and unintended consequences (see Footnote # 18 in particular).

The analyses presented here have several advantages the most important being that rather than presuming a single value and asserting its certainty, the analysis recognizes both uncertainty and the oftentimes determined character of the values. Social discount rates, the time value of money, parking rates and even diversion rates are represented as the subjects of policy not foregone conclusions. The analysis presents policy makers not with a foregone conclusion but with an opportunity to assess not only the objectives of public policy but also the types of policy changes required to achieve those ends.

TABLE 1

## Expected Net Benefits

| <u>Parameter</u>                    | <u>Value</u> | <u>Net Benefit<br/>(in millions)</u> |
|-------------------------------------|--------------|--------------------------------------|
| Social Discount Rate                | 5.00%        | -\$ 73.064                           |
|                                     | 6.00         | - 76.312                             |
|                                     | 7.00         | - 79.332                             |
|                                     | 8.00         | - 82.144                             |
|                                     | 9.00         | - 84.767                             |
|                                     | 10.00        | - 87.214                             |
|                                     | 11.00        | - 89.502                             |
| Value of Time                       | \$ 4.00      | -\$102.572                           |
|                                     | 5.00         | - 97.485                             |
|                                     | 6.00         | - 92.398                             |
|                                     | 7.00         | - 87.310                             |
|                                     | 7.50         | - 84.767                             |
|                                     | 8.00         | - 82.223                             |
|                                     | 9.00         | - 77.135                             |
| Operating cost of<br>a car per mile | \$ 0.095     | -\$ 84.767                           |
|                                     | 0.400        | - 84.047                             |
|                                     | 1.000        | - 82.630                             |
|                                     | 5.000        | - 73.189                             |
|                                     | 10.000       | - 61.388                             |
|                                     | 15.000       | - 49.586                             |
|                                     | 20.000       | - 37.785                             |
|                                     | 25.000       | - 25.984                             |
|                                     | 30.000       | - 14.182                             |
| Diversion Rate<br>(percent)         | 8            | - 91.217                             |
|                                     | 10           | - 87.992                             |
|                                     | 12           | - 84.767                             |
|                                     | 14           | - 81.541                             |
|                                     | 16           | - 78.316                             |
| Freeway Speed<br>(mph)              | 35           | - 84.728                             |
|                                     | 40           | - 84.767                             |
|                                     | 45           | - 84.797                             |
|                                     | 50           | - 84.821                             |
| Daily Parking Cost                  | \$ 6         | - 89.487                             |
|                                     | 8            | - 84.767                             |
|                                     | 10           | - 80.046                             |
|                                     | 12           | - 75.325                             |

TABLE 2

Values of Parameters Where  
Net Social Cost Equals Net Social Benefit

| <u>Parameter</u>     | <u>I</u> | <u>II</u> | <u>III</u> | <u>IV</u> |
|----------------------|----------|-----------|------------|-----------|
| Social Discount Rate | 5.071    | 9         | 9          | 9         |
| Time Value of Money  | 14.858   | 17.255    | 7.5        | 7.5       |
| Cost/mile of car     | 3.547    | 4.828     | 9.273      | 0.095     |
| Diversion Rate       | 14.448   | 15.797    | 19.935     | 22.894    |
| Daily Parking Cost   | 11.452   | 12.733    | 17.178     | 22.923    |

TABLE 3

Elasticities of Net Benefit  
With Respect to Selected Parameters

| <u>Parameter</u>     | <u>Elasticity</u> |
|----------------------|-------------------|
| Social Discount Rate | -0.269            |
| Time Value of Money  | 0.454             |
| Cost/per mile of car | 0.004             |
| Diversion Rate       | 1.409             |
| Daily Parking Rate   | 1.403             |

## V. DISCUSSION OF QUALITATIVE FACTORS

While the analyses presented in Section IV are useful they tend to focus attention on only those elements of the system that are capable of being quantitatively specified and measured. However, as evidenced in Section III, many of the factors central to community support of LRT are either difficult or impossible to measure. For the policy maker, the combination of quantifiable analyses and qualitative factors presents a dilemma which minimally raises two questions. First, does the policy body wish to take those actions which can be shown empirically to contribute to specific outcomes, i.e., mandating increased parking fees as a way of achieving increased ridership. Second, are the qualitative factors so significant that they dictate a project be carried out without undue regard for any empirical analysis? This section of the report concerns a variety of issues raised by the community response groups which are difficult to assess in specific quantitative terms but which nonetheless would seem to play a major role in their evaluation of LRT. What follows is a discussion of and commentary on a number of the most important of these issues.

1) Image of the Community In a study of cities with LRT systems, K. F. Turnbull of the Texas Transportation Institute states that "individuals in Atlanta, Portland and San Diego all expressed strong opinions that the (LRT) systems presented very positive images and contributed to the image of the city." Further, she says that in these cities, as well as Miami, "terms like 'progressive', 'forward looking', 'city on the cutting edge', and 'high technology' were used to describe the image projected by the rail system and the city" (Turnbull, 1989: ii). Very similar sentiments were expressed by the community response groups convened for this research. Time and again, the participants stressed that if the TCMA was to remain a "modern" city, then infrastructural investments such as LRT must go forward.

2) Environmental considerations The environmental issues associated with LRT and the automobile were significant considerations in virtually all of the community meetings. The pessimistic assessment concerning the relationship between the auto and environmental degradation seems well founded. Unlike LRT, the auto is a major contributor to virtually all of the greenhouse gases. LRT emits approximately 0.4 grams of hydrocarbons (a precursor to methane) per 100 passenger miles as compared to 209 grams for a car with a single occupant.<sup>12</sup> Increasing the number of occupants by using van pools or car pools does little to improve the 'competitive pollution advantage' of the internal combustion engine. Even more problematic is the contribution of the auto to carbon dioxide emissions. Collectively, autos generate 25% of the total CO<sub>2</sub> produced in the

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<sup>12</sup> The average auto occupancy rate in the TCMA is assumed to be 1.18.



United States, an emission which constitutes 50% of all of the greenhouses gases currently generated in the economy.<sup>13</sup> A single occupant car emits 1.12 pounds of CO<sub>2</sub> per passenger mile, as compared to 0.37 pounds for an electric transit vehicle.<sup>14</sup>

### 3) Uncertainty About the Sustainability of an Auto-based Transportation System

In addition to the environmental impacts associated with an auto-dependent economy, the participants consistently expressed a high degree of skepticism over society's ability to sustain an auto-based transportation system, particularly as it concerns intra-city transport. At the present time, the transport sector relies almost exclusively upon petroleum for its operation. Three percent of the sectors total energy requirements are supplied by natural gas and less than one percent is supplied by electricity; the remainder, 97%, is supplied by petroleum. Also, the annual rate of consumption increase is 1.3%, a growth rate which contrasts with other sectors of the economy which have all seen real decreases in annual energy growth rates.<sup>15</sup>

These trends are compounded by other destabilizing tendencies. From 1985 to 1989 Persian Gulf oil imports rose from under 100 million to more than 600 million barrels per year--over 500%. The cost of this imported oil is now responsible for over half of the country's \$100 billion trade deficit.<sup>16</sup>

Finally, as pointed out in Section III, the participants expressed significant concern that policy makers should assess the true costs of the modal choices. Once again, the participants demonstrated considerable sophistication in their analysis. For instance, one analyst argues that in 1985 alone, the United States paid more than \$200 per barrel just to keep the Persian Gulf shipping lanes open--seven times what it paid for the oil itself. Other potential costs include the \$26 billion per year that the federal government pays to the producers of fossil fuels in the form of tax credits and research subsidies. Left unaccounted for in even this more expansive calculation in the true costs of automobile transport are the thousands of lives lost annually in auto-related accidents, the cost of building and

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<sup>13</sup> Shute, Nancy. 1991. "Driving Beyond the Limit." The Amicus Journal. Volume 13, No.2:10-17.

<sup>14</sup> The figure for a car with an average occupancy of 1.12 is 0.68 pounds per passenger mile. These data are taken from Marcia D. Lowe, 1990, "Out of the Car, Into the Future", World Watch, November/December: 20-25; and Deborah Gordon, 1991, Steering A New Course, Union of Concerned Scientists, Washington, D.C.

<sup>15</sup> These sectors include the residential/commercial, industrial, and electric utility sectors. See EIA, "Monthly Energy Review," January, 1990.

<sup>16</sup> Romm, Joseph. 1991. "Needed: A No-Regrets Energy Policy." The Bulletin of the Atomic Scientists. July/August:31-36.

maintaining highways and other service-related infrastructure, and the enormous environmental damage associated with oil exploration, transportation, refining, and delivery.<sup>17</sup>

4) Effect on the Core City Some of the participants expressed deep concern over the impact LRT might have on the core cities of St. Paul and Minneapolis. For many the question is fairly straightforward: will the system contribute towards greater dispersion of the population to even more distant suburbs or will it bring more people into the core?

The question of equity was also raised in the meetings. For many core city residents, LRT is unlikely to satisfy their principal transportation needs. Yet, if the system is supported by a general sales tax, they will be required to pay for its operation. Some residents also feel that policies which may be required to encourage the use of the system will likely have an uneven and deleterious impact on the CBD. Raising downtown parking rates, for instance, is often suggested as a means to increase ridership. Yet, such policies are unlikely to be implemented by suburban communities which, in order to induce companies to locate or relocate within their borders, consistently point to large tracts of open land easily converted into acres of free employee parking. The result of increased parking rates under this scenario is a further erosion of the CBD's competitive status.<sup>18</sup> This result is even more likely given the recent intensification of core-suburban economic competition. It is perhaps, not coincidental that the perception of LRT as yet another public policy harmful to the CBD was most keenly felt by those closest to the core's boundaries.

This discussion does not exhaust the range of issues raised by the community response groups. They do, however, represent those issues most frequently discussed. For a full accounting all of the issues please refer to the documents available from either DCRRA or RCRRA.

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<sup>17</sup> Romm, "Needed--A No-Regrets Energy Policy", p.31. See also, Harold M. Hubbard. 1991. "The Real Costs of Energy." Scientific American. Volume 264, No. 4:36-42. The conceptual difficulty of comparing alternative transit modes when one is already in place and the other is speculative is, of course, profound.

<sup>18</sup> The conclusion that those policies designed to increase ridership, such as increasing parking rates, could be harmful to the CBD is particularly ironic if the system is being designed primarily around the CBD. Such policies could very well convince employers that a suburban location is a preferred alternative the end result being to move employment centers further into the suburbs and eroding a major portion of LRT's intended ridership.

## VI. Land Use and Economic Development Impacts

Economic development encompasses many issues, including income growth and distribution, the location and nature of employment, differences among and within particular growth sectors, and associated social and environmental impacts of growth. Further, the determinants of growth are not particularly well understood and much debate surround the capacity of government, and local government in particular, to stimulate local economic performance. In spite of this uncertainty, policy makers have often assessed public investments on their ability to enhance the employment and development prospects of the local community. LRT has not been exempted from such considerations; indeed, one of the seven policy goals adopted by Ramsey County is the enhancement of economic development in the County.<sup>19</sup> The purpose of this section is to briefly comment on the relationship between economic development and LRT.

Little systematic evidence is available to demonstrate a conclusive linkage between LRT and economic development. According to the authors of a study for a proposed Southeastern Wisconsin LRT system (BRW, 1990:3):<sup>20</sup>

Essential factors for successful land development around light rail transit stations include (a) a strong real estate market, (b) public support such as land use regulations and incentives (both financial and non-financial) and (c) high transit ridership levels. With these factors in place, LRT may induce substantial amounts of development around station areas, and to a lesser degree, along station lines. However, LRT by itself cannot induce growth that would not have otherwise occurred somewhere in the market area for particular land use. Such growth around station sites is merely captured from one location in the market area.

Experiences in other cities would seem to lend credibility to the conclusion that LRT is itself not a catalyst to enhanced economic activity but that LRT in combination with aggressive public policies would be likely to induce such activity. A study performed for the Texas Transportation Institute, for instance, found that (1989:8-9):<sup>21</sup>

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<sup>19</sup> See Goals for Light Rail Transit in Ramsey County, Minnesota. Ramsey County Regional Railroad Authority. Adopted June, 1988.

<sup>20</sup>BRW. 1990. How to Promote and Enhance Urban Development Around Light Rail Transit Stations. Minneapolis, MN.

<sup>21</sup> Turnbull, Katherine. F. 1989. "The Intangible Aspects of Rail Transit." Texas Transportation Institute. The Texas A&M University System.

Individuals in Atlanta and Portland expressed stronger support for the impact the rail system has had on development than those in Miami and San Diego. In part this was due to a planned effort on the part of these two cities to focus development around transit stations and in the downtown areas. In all cases, individuals noted that the impact has been primarily on regional locational decision, rather, than attracting new businesses from outside the region. All of those interviewed noted that other policies, such as those relating to parking requirements, zoning, land use and density can be used to encourage development at certain locations.

A recent meeting of transit experts from around the country offered their support for just this sort of policy. Five phases of the land use planning process were identified by the participants: land use evaluation, station area land use planning, detailed station area land use planning, station area preparation, and station area development. The report concludes that in order to facilitate "positive development and transportation impacts" the appropriate public authorities must recognize the need for careful land use planning and controls.<sup>22</sup> Such action may include establishing a detailed inventory of the number and kind of parcels available for development, establishing a detailed inventory of the number and kind of buildings available for redevelopment within one-half to one-quarter mile of the corridor and, in particular, at station areas, cataloguing the zoning policies currently in place and the likelihood of change in these policies, and compiling a listing of other infrastructural improvements likely to be made in the area by local units of government.

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<sup>22</sup> See LRT Land Use Coordination: The Land Use Element of the Regional Transit Board's Light Rail Coordination Plan. Metropolitan Council. August, 1990. The citations can be found on Pages 7 and 34.



## SUMMARY

Many of the participants in the Community Response Groups were clearly uncertain about the basic mission of LRT in the Twin Cities. Further, the participants were cognizant of the changes occurring in the TCMA which might adversely affect the operations of the LRT system. At the same time, however, the participants expressed great concern over dominant role played by the automobile in the shaping of the TCMA. They understood both that the auto is fundamentally harmful to the environment and that an auto-based transit system is unlikely to be sustainable in the future. These latter feelings, it would seem, were responsible for the generally positive support found for LRT.

This analysis also suggests the critical role that public policy will play in assuring the success of Light Rail Transit. Major public investment decisions have seldom rested upon the enumeration of precise, quantifiable results. Instead, appeals to a broad range of fundamental values have been used to argue for certain policies meant to improve the conditions faced by society. The development of interstate highways, low interest loans to finance suburban development, and other public investments which played a major role in shaping the contemporary metropolitan area were all seen as providing a positive benefit to society. We are now seeing the "downside effects" of these policies: highway improvements meant to speed traffic cause further congestion, reliance upon the auto means not greater freedom but increased dependence upon unstable oil supplies, and an ever growing accumulation of pollutants is reshaping the environment in ways which are extremely harmful to all forms of life. The transition to a less destructive form of transit such as LRT can play a major role in reversing these tendencies. Yet, it is difficult to demonstrate a "positive net benefit" to society *under the terms required by a conventional cost-benefit analysis*.<sup>23</sup> As shown in this report, however, public support for LRT is not predicated upon factors specifiable in an empirical assessment of the economics of the system. Instead, support for and evaluation of Light Rail seems to rest upon a set of factors which *must* be ignored in an empirical treatment of the problem. To act upon these factors requires leadership grounded upon the insights gained through a meaningful process of public participation.

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<sup>23</sup>The difficulty of this has been discussed by Amory Lovins in his discussion of so called "soft" energy paths. According to Lovins, it is quite impossible to compare a system already in place, i.e., an auto-based transportation system, with a purely hypothetical system such as one dependent mainly upon mass transit. In any comparison of this sort, the hypothetical is bound to lose, if for no other reason than the fact that none of the "sunk costs", or the costs of the infrastructure already in place, are considered in the existent system while all of the capital and other costs required to build, say an LRT system, are considered in the analysis.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

7

REGIONAL RAILROAD AUTHORITY

Originating Department

*Killedspiegel*  
Authorized Signature

*10/10/91*  
Date

**Board Action Requested**

Ratify Partial Payment No. 8 to BRW, Inc. in the total amount of \$4,758.34 for the South Corridor Alignment/Scoping Study.

**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 total amount of \$4,758.34 for the period ending July 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. 8
  - 3) BRW, Inc. Invoice No. 63059 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date  
October 22, 1991

Board Date

Signature

Date

Signature

Date

Signature

Date

*F. L. Glendinning*  
Signature

10/14/91  
Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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 July 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. 63059, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through July 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$4,758.34 for Ramsey County Regional Railroad Authority's share of services rendered through July 31, 1991, is hereby ratified.

John T. Finley, Chairman

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

# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date 9/10/91

(2) Appropriation Item Consulting Services

For Accounting Use Only

| Claim # |       | Date Paid |      |
|---------|-------|-----------|------|
| CA      | PA075 | 1         |      |
|         |       |           |      |
|         |       |           |      |
|         |       |           |      |
|         |       |           |      |
| 1-2     | 3-7   | 8         | 9-14 |

WARRANT NO.

(3) Code

| RFC   | Fund  | Dept  | Object | Amount     |
|-------|-------|-------|--------|------------|
|       | 591   | 59108 | 020102 | \$4,758.34 |
|       |       |       |        |            |
|       |       |       |        |            |
|       |       |       |        |            |
|       |       |       |        |            |
| 15-17 | 18-20 | 21-25 | 26-31  | 32-41      |

\$4,758.34

Total

(4) PAY TO: 2 02207  
 8 First Name & Initial 9-22  
BRW, INC

Last Name or Firm Name 23-52

3 53-76

8 Address 9-32

City State 33-54

Zip Code 55-59 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 8; Inv. 63059; So. Corr. Align/Scoping Study

5 Agreement PA075; Acct. 59108-020102; 7/31/91  
 9-60

For Risk Management  
 Use Only

6 9-24  
 8 Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

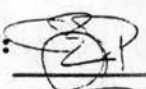
Authorized Signature: [Signature]

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

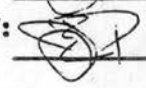


RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 8

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

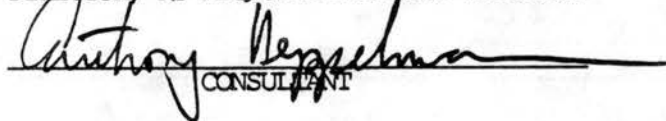
DATE: 15 SEP 91

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 | 92.3%              |
| TOTAL VALUE OF WORK CERTIFIED - 31 JUL 91 |                   | \$156,079.59       |
| LESS 5% RETAINAGE                         |                   | \$7,803.95         |
| AMOUNT DUE                                |                   | \$148,275.64       |
| LESS PREVIOUSLY APPROVED PAYMENTS:        |                   | \$131,281.54       |
| ALLOWABLE PAYMENT FOR THIS PARTIAL:       |                   | <u>\$16,994.10</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.

10/8/91   
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING  
9/20/91   
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  | \$9,344.95  | \$24,029.82  | \$33,374.77  |
| CORR FROM PART. NO. 3  | \$67.83     | \$174.42     | \$242.25     |
| PARTIAL PAYMENT NO. 6  | \$4,080.83  | \$10,493.54  | \$14,574.37  |
| PARTIAL PAYMENT NO. 7  | \$1,752.74  | \$4,507.04   | \$6,259.78   |
| PARTIAL PAYMENT NO. 8  | \$4,758.34  | \$12,235.76  | \$16,994.10  |
| PARTIAL PAYMENT NO. 9  | \$0.00      | \$0.00       | \$0.00       |
| PARTIAL PAYMENT TOTAL: | \$41,517.19 | \$106,758.45 | \$148,275.64 |

SUMMARY OF AGREEMENT

|                                                      |                     |
|------------------------------------------------------|---------------------|
| ORIGINAL AGREEMENT AMOUNT:                           | \$169,045.00        |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | <u>\$148,275.64</u> |
| AMOUNT REMAINING ON AGREEMENT                        | <u>\$20,769.36</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  
63059

Mr. Allen W. Moe  
DCRRA  
14955 Galaxie Avenue  
Apple Valley, MN 55415

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

DATE: July 31, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

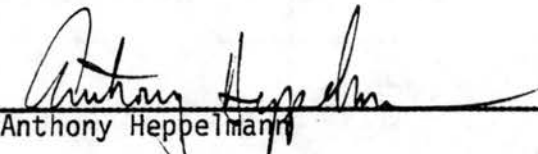
INVOICE PERIOD: July 1-31, 1991

For Professional Services rendered during this invoice period.

| AGENCY              | BILL THIS<br>INVOICE | PREVIOUSLY<br>BILLED       | TOTAL BILLING<br>TO DATE    |
|---------------------|----------------------|----------------------------|-----------------------------|
| Dakota County RRA   | \$ 12,879.75         | \$ 99,497.55               | \$ 112,377.30               |
| - Less 5% Retainage | 643.99               | 4,975.07 <sup>16</sup>     | 5,618.67 <sup>85</sup>      |
| - Due This Billing  | \$ 12,235.76         | \$ 94,522.48 <sup>69</sup> | \$ 106,758.63 <sup>45</sup> |
| Ramsey County RRA   | 5,008.79             | \$ 38,693.50               | \$ 43,702.29                |
| - Less 5% Retainage | 250.45               | 1,934.72 <sup>45</sup>     | 2,185.17 <sup>10</sup>      |
| - Due This Billing  | \$ 4,758.34          | \$ 36,758.78 <sup>15</sup> | \$ 41,517.12 <sup>19</sup>  |

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

BRW, INC.

  
Anthony Heppelmann

ST. PAUL SOUTH LRT  
 COST BREAKDOWN BY WORK TASK FOR DCPRA AND RCPRA  
 INVOICE PERIOD: JULY 1, 1991 - JULY 31, 1991

FILENAME: ST PAUL.WK1

| WORK TASK                          | JOB<br>NUMBER | BUDGET       | 7/31/91      | TOTAL TO<br>DATE | AMOUNT<br>REMAINING | % SPENT | DCPRA<br>ALLOCATION<br>AMOUNT | RCRRA<br>ALLOCATION<br>AMOUNT |
|------------------------------------|---------------|--------------|--------------|------------------|---------------------|---------|-------------------------------|-------------------------------|
| PROJECT MANAGEMENT                 | 1033-B-01     | \$15,000.00  | (\$577.00)   | \$24,462.49      | (\$9,462.49)        | 163%    | 72%                           | \$17,612.99                   |
| EVALUATION PROCESS                 | 1033-B-02     | \$5,000.00   | \$0.00       | \$9,750.85       | (\$4,750.85)        | 195%    | 72%                           | \$7,020.61                    |
| ALIGNMENT DEFINITION               | 1033-B-03     | \$11,000.00  | \$0.00       | \$21,141.47      | (\$10,141.47)       | 192%    | 72%                           | \$15,221.86                   |
| STATION DEFINITION                 | 1033-B-04     |              | \$0.00       | \$572.50         |                     |         |                               |                               |
|                                    | 1033-C-01     |              | (\$2,040.00) | \$3,272.00       |                     |         |                               |                               |
|                                    | 1033-C-03     |              | (\$4,567.27) | \$0.00           |                     |         |                               |                               |
|                                    | TOTAL         | \$10,000.00  | (\$6,307.27) | \$3,844.50       | \$6,155.50          | 38%     | 72%                           | \$2,768.04                    |
| OPERATIONS                         | 1033-B-05     | \$5,000.00   | \$0.00       | \$2,965.00       | \$2,035.00          | 59%     | 72%                           | \$2,134.80                    |
| CAPITAL COSTS                      | 1033-B-06     | \$5,000.00   | \$0.00       | \$5,022.75       | (\$22.75)           | 100%    | 72%                           | \$3,616.38                    |
| TRANSPORTATION IMPACT EVALUATION   | 1033-B-07     | \$8,000.00   | \$0.00       | \$6,560.75       | \$1,439.25          | 82%     | 72%                           | \$4,723.74                    |
| LAND USE/DEVELOPMENT ASSESS        | 1033-B-08     |              | \$0.00       | \$1,757.75       |                     |         |                               |                               |
|                                    | 1033-C-02     |              | (\$6,226.85) | \$2,480.00       |                     |         |                               |                               |
|                                    | TOTAL         | \$5,500.00   | (\$6,226.85) | \$4,237.75       | \$1,262.25          | 77%     | 72%                           | \$3,051.18                    |
| TRAVEL MARKET ASSESSMENT           | 1033-B-09     | \$5,000.00   | \$0.00       | \$3,755.50       | \$1,244.50          | 75%     | 72%                           | \$2,703.96                    |
| ENVIRONMENTAL ASSESSMENT           | 1033-B-10     |              | \$0.00       | \$1,175.00       |                     |         |                               |                               |
|                                    | 1033-C-05     |              | \$27.50      | \$2,067.50       |                     |         |                               |                               |
|                                    | TOTAL         | \$8,000.00   | \$27.50      | \$3,242.50       | \$4,757.50          | 41%     | 72%                           | \$2,334.60                    |
| ALIGNMENT REPORT                   | 1033-B-11     | \$5,000.00   | (\$556.75)   | \$1,544.50       | \$3,455.50          | 31%     | 72%                           | \$1,112.04                    |
| EAW/SCOPING DECISION/EIS WORK PLAN | 1033-B-12     | \$8,000.00   | \$7,497.16   | \$7,497.16       | \$502.84            | 94%     | 72%                           | \$5,397.96                    |
| PUBLIC PARTICIPATION               | 1033-B-13     |              | \$2,128.32   | \$27,477.12      |                     |         |                               |                               |
|                                    | 1033-B-16     |              | \$310.21     | \$4,794.11       |                     |         |                               |                               |
|                                    | 1033-B-17     |              | \$0.00       | \$658.02         |                     |         |                               |                               |
|                                    | 1033-C-04     |              | \$0.00       | \$1,394.40       |                     |         |                               |                               |
|                                    | TOTAL         | \$20,000.00  | \$2,438.53   | \$34,323.65      | (\$14,323.65)       | 172%    | 72%                           | \$24,713.03                   |
| PART I                             | SUBTOTAL      | \$110,500.00 | (\$4,006.66) | \$128,348.87     | (\$17,848.87)       |         |                               | \$92,411.19                   |
| CONTINGENCY                        |               | \$18,000.00  |              |                  | \$18,000.00         |         |                               |                               |
| TOTAL PART I                       | TOTAL         | \$128,500.00 | (\$4,006.66) | \$128,348.87     | (\$1,848.87)        |         |                               |                               |
| ECONOMIC DEVELOPMENT ANALYSIS      | 1033-B-14     |              | \$1,035.00   | \$1,587.50       |                     |         |                               |                               |
|                                    | 1033-C-06     |              | \$12,834.12  | \$12,834.12      |                     |         |                               |                               |
| TOTAL PART II                      | TOTAL         | \$25,000.00  | \$13,999.12  | \$14,421.62      | \$10,578.38         | 58%     | 72%                           | \$10,383.57                   |
| RICERSHIP FORECASTS - PART III     | 1033-B-15     | \$17,500.00  | \$8,026.10   | \$13,309.10      | \$4,190.90          | 76%     | 72%                           | \$9,582.55                    |
| GRAND TOTAL                        |               | \$189,000.00 | \$17,938.54  | \$156,079.59     | \$12,920.41         | 92%     |                               | \$119,966.12                  |

ST. PAUL SOUTH LRT  
 ATTACHMENT NUMBER 1 TO AGREEMENT DCRR/RCRR - 90-002  
 COST BREAKDOWN BY WORK TASK FOR DCRR AND RCRR  
 INVOICE PERIOD : JULY 1, 1990 - JULY 31, 1991  
 FILENAME: ST.PAUL.WK1

| WORK TASK                          | JOB<br>NUMBER                   | LABOR *      | DIRECT<br>EXPENSES ** | TOTAL        | %<br>DCRR<br>ALLOCATION<br>AMOUNT | %<br>RCRR<br>ALLOCATION<br>AMOUNT |
|------------------------------------|---------------------------------|--------------|-----------------------|--------------|-----------------------------------|-----------------------------------|
| PROJECT MANAGEMENT                 | 1033-B-01<br>B-16,B-17,<br>C-05 | (\$549.50)   | \$310.21              | (\$239.29)   | 72% (\$172.29)                    | 28% (\$67.00)                     |
| EVALUATION PROCESS                 | 1033-B-02                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| ALIGNMENT DEFINITION               | 1033-B-03                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| STATION DEFINITION                 | 1033-B-04,<br>C-01              | (\$2,040.00) | \$0.00                | (\$2,040.00) | 72% (\$1,468.80)                  | 28% (\$571.20)                    |
| OPERATIONS                         | 1033-B-05                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| CAPITOL COSTS                      | 1033-B-06                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| TRANSPORTATION IMPACT EVALUATION   | 1033-B-07                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| LAND USE/DEVELOPMENT ASSESS        | 1033-B-08,<br>C-02              | (\$6,226.85) | \$0.00                | (\$6,226.85) | 72% (\$4,483.33)                  | 28% (\$1,743.52)                  |
| TRAVEL MARKET ASSESSMENT           | 1033-B-09                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| ENVIRONMENTAL ASSESSMENT           | 1033-B-10                       | \$0.00       | \$0.00                | \$0.00       | 72% \$0.00                        | 28% \$0.00                        |
| ALIGNMENT REPORT                   | 1033-B-11                       | (\$558.75)   | \$0.00                | (\$558.75)   | 72% (\$402.30)                    | 28% (\$156.45)                    |
| EAA/SCOPING DECISION/RIS WORK PLAN | 1033-B-12                       | \$7,398.75   | \$98.41               | \$7,497.16   | 72% \$5,397.96                    | 28% \$2,099.20                    |
| PUBLIC PARTICIPATION               | 1033-B-13<br>1033-C-04          | \$2,098.50   | \$29.82               | \$2,128.32   | 72% \$1,532.39                    | 28% \$595.93                      |
| ECONOMIC DEVELOPMENT ANALYSIS      | 1033-B-14                       | (\$3,532.27) | \$0.00                | (\$3,532.27) | 72% (\$2,543.23)                  | 28% (\$989.04)                    |
| RIDERSHIP FORECASTS                | 1033-B-15                       | \$8,023.50   | \$2.60                | \$8,026.10   | 72% \$5,778.79                    | 28% \$2,247.31                    |
| TOTAL                              |                                 | \$4,613.38   | \$441.04              | \$5,054.42   | \$3,639.19                        | \$1,415.23                        |



# Memorandum



**B R W INC.**

**DATE:** August 29, 1991

**TO:** Allen Moe, DCRRA  
Jim Tolaas, RCRRA

**FROM:** Tony Heppelmann

**RE:** Labor Transfers

Planning  
Transportation  
Engineering  
Urban Design

After carefully reviewing the labor charges since April, I have found that some of the labor charges were made in error. To correct this, I have made the following transfers:

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

Minneapolis  
Phoenix  
Denver  
St. Petersburg  
San Diego  
Seattle

Donald W. Ringrose  
Richard P. Wolsfeld  
Peter E. Jarvis  
Thomas F. Carroll  
Craig A. Amundsen  
Donald E. Hunt  
John B. McNamara  
Richard D. Pilgrim  
Dale N. Beckmann  
Jeffrey L. Benson  
Ralph C. Blum  
Gary J. Erickson  
John C. Lynch  
Paul N. Bay

| From<br>Job Number | Month | Name                 | Rate    | # Hours | Expenses | Total       | To<br>Job # |
|--------------------|-------|----------------------|---------|---------|----------|-------------|-------------|
| 1033-C-01          | April | Pakalns, Arijs       | \$85.00 | 9.0     |          | \$765.00    | 1033-C-06   |
| 1033-C-02          | April | Pakalns, Arijs       | \$85.00 | 16.0    | \$18.90  | \$1,378.90  | 1033-C-06   |
| 1033-C-02          | April | Blankenship, Tim     | \$45.00 | 7.5     |          | \$337.50    | 1033-C-06   |
| 1033-C-02          | April | Nord-Sheptak, Candis | \$45.00 | 44.0    |          | \$1,980.00  | 1033-C-06   |
| 1033-C-03          | April | Pakalns, Arijs       | \$85.00 | 46.0    | \$62.27  | \$3,972.27  | 1033-C-06   |
| 1033-B-01          | April | Heppelmann, Tony     | \$85.00 | 5.0     |          | \$425.00    | 1033-B-15   |
| 1033-C-01          | May   | Pakalns, Arijs       | \$85.00 | 13.0    |          | \$1,105.00  | 1033-C-06   |
| 1033-C-02          | May   | Nord-Sheptak, Candis | \$45.00 | 52.0    |          | \$2,340.00  | 1033-C-06   |
| 1033-C-02          | May   | Beyer, Gina          | \$32.50 | 3.8     | \$59.45  | \$182.95    | 1033-C-06   |
| 1033-C-02          | May   | Jensen, Kenneth      | \$25.00 | 0.3     |          | \$7.50      | 1033-C-06   |
| 1033-C-03          | May   | Pakalns, Arijs       | \$85.00 | 7.0     |          | \$595.00    | 1033-C-06   |
| 1033-B-01          | May   | Heppelmann, Tony     | \$85.00 | 2.0     |          | \$170.00    | 1033-B-15   |
| 1033-B-13          | May   | Heppelmann, Tony     | \$85.00 | 3.0     |          | \$255.00    | 1033-B-15   |
| 1033-C-01          | June  | Pakalns, Arijs       | \$85.00 | 2.0     |          | \$170.00    | 1033-C-06   |
| 1033-B-11          | June  | Nihart, Jim          | \$32.50 | 1.5     |          | \$48.75     | 1033-B-15   |
| 1033-B-11          | June  | Heppelmann, Tony     | \$85.00 | 6.0     |          | \$510.00    | 1033-B-15   |
| 1033-B-13          | June  | Heppelmann, Tony     | \$85.00 | 8.0     |          | \$680.00    | 1033-B-15   |
| Total              |       |                      |         | 226.1   |          | \$14,922.87 |             |

These transfers are reflected in the July 31, 1991, invoice. If you have any questions concerning this matter, please call.

TH/jkh  
#8887

BRW, INC.

JULY 31, 1991  
INVOICE NO. DRAFT  
JOB NO. 10336.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE  | AMOUNT |
|-------------------|-------|-------|--------|
| CONSULTANT I      |       |       |        |
| THATCHER, JENNIE  | 0.4   | 45.00 | 18.00  |
|                   |       |       |        |
| TOTAL LABOR       |       |       | 18.00  |
|                   |       |       | =====  |
| TOTAL THIS JOB \$ |       |       | 18.00  |
|                   |       |       | =====  |

ST P S EAM/SCOPING/EIS

JOB NO. 10336.12

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| CONSULTANT II  |       |       |          |
| WITZIG, JEANNE | 34.0  | 55.00 | 1,870.00 |
|                |       |       |          |
| CONSULTANT I   |       |       |          |
| JENSEN, STEVEN | 10.0  | 45.00 | 450.00   |
| MOLITOR, LINDA | 8.5   | 45.00 | 382.50   |
| SUBTOTALS      | 18.5  |       | 832.50   |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 10338.01

|                      |       |       |          |
|----------------------|-------|-------|----------|
| STAFF LEVEL IV       |       |       |          |
| PATRICK, CHRISTOPHER | 45.5  | 45.00 | 2,047.50 |
| STAFF LEVEL III      |       |       |          |
| ROKHOUDE, HANCV      | 0.6   | 35.00 | 21.00    |
| STAFF LEVEL II       |       |       |          |
| ASHLAND, CAROL       | 2.6   | 32.50 | 84.50    |
| BEVER, GINA          | 3.9   | 32.50 | 126.75   |
| HAWKINSOHL, TOM      | 2.0   | 32.50 | 65.00    |
| WIMART, JAMES        | 0.2   | 32.50 | 6.50     |
| SUBTOTALS            | 8.7   |       | 282.75   |
| STAFF LEVEL I        |       |       |          |
| BREMSETH, DAWN       | 8.7   | 25.00 | 217.50   |
| JENSEN, KENNETH      | 0.1   | 25.00 | 2.50     |
| SUBTOTALS            | 8.8   |       | 220.00   |
| SR. ASSOCIATE        |       |       |          |
| HEPPELMANN, TONY     | 25.0  | 85.00 | 2,125.00 |
| TOTALS               | 141.1 |       | 7,398.75 |

TOTAL LABOR 7,398.75

TOTAL THIS JOB \$ 7,398.75

ST P S PUBLIC PARTICIPH

JOB NO. 10338.13

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

| PROFESSIONAL PERSONNEL | HOURS | RATE   | AMOUNT |
|------------------------|-------|--------|--------|
| PRINCIPAL              |       |        |        |
| WOLSFELD, RICHARD      | 0.5   | 140.00 | 70.00  |
| CONSULTANT I           |       |        |        |
| ANDERSON, BETTY        | 2.0   | 45.00  | 90.00  |
| COLBURN, ELIZABETH     | 11.0  | 45.00  | 495.00 |
| STUBBS, ROBERT         | 6.3   | 45.00  | 283.50 |
| SUBTOTALS              | 19.3  |        | 868.50 |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 10338.01

|                      |      |       |          |
|----------------------|------|-------|----------|
| STAFF LEVEL IV       |      |       |          |
| PATRICK, CHRISTOPHER | 26.0 | 45.00 | 1,170.00 |
| STAFF LEVEL III      |      |       |          |
| HENDERSON, JAME      | 0.6  | 35.00 | 21.00    |
| ROTHHOUE, NANCY      | 0.6  | 35.00 | 21.00    |
| SUBTOTALS            | 1.2  |       | 42.00    |
| STAFF LEVEL II       |      |       |          |
| ASHLAND, CAROL       | 0.8  | 32.50 | 26.00    |
| BEVER, GIHA          | 0.6  | 32.50 | 19.50    |
| SUBTOTALS            | 1.4  |       | 45.50    |
| SR. ASSOCIATE        |      |       |          |
| HEPPELMANN, TOMY     | 8.0  | 85.00 | 680.00   |
| STAFF LEVEL V        |      |       |          |
| GARTEL, DAVID        | 3.5  | 45.00 | 157.50   |
| TOTALS               | 59.9 |       | 3,033.50 |
| TOTAL LABOR          |      |       | 3,033.50 |

TOTAL THIS JOB \$ 3,033.50

ST P S ECON DEV ANALYSIS

JOB NO. 10338.14

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

| PROFESSIONAL PERSONNEL | HOURS | RATE  | AMOUNT   |
|------------------------|-------|-------|----------|
| STAFF LEVEL I          |       |       |          |
| JENSEN, KENNETH        | 0.6   | 25.00 | 15.00    |
| SR. ASSOCIATE          |       |       |          |
| HEPPELMANN, TOMY       | 12.0  | 85.00 | 1,020.00 |
| TOTALS                 | 12.6  |       | 1,035.00 |
| TOTAL LABOR            |       |       | 1,035.00 |
| TOTAL THIS JOB \$      |       |       | 1,035.00 |



BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 10338.01

ST P S RIDERSHIP FORECAST

JOB NO. 10338.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT   |
|----------------------|-------|-------|----------|
| ASSOCIATE            |       |       |          |
| MOORE, DOUGLAS       | 2.0   | 75.00 | 150.00   |
| SR. CONSULTANT       |       |       |          |
| TRUE, WILLIAM        | 6.0   | 65.00 | 390.00   |
| CONSULTANT II        |       |       |          |
| IDZOREK, EDWARD      | 0.5   | 55.00 | 27.50    |
| MOOKALA, MARTHA      | 12.0  | 55.00 | 660.00   |
| SUBTOTALS            | 12.5  |       | 687.50   |
| CONSULTANT I         |       |       |          |
| HINKER, CHRISTIAN    | 57.8  | 45.00 | 2,601.00 |
| KLEIN, JAMES         | 1.0   | 45.00 | 45.00    |
| SUBTOTALS            | 58.8  |       | 2,646.00 |
| STAFF LEVEL IV       |       |       |          |
| PATRICK, CHRISTOPHER | 0.5   | 45.00 | 22.50    |
| STAFF LEVEL II       |       |       |          |
| BEVER, SIMA          | 1.1   | 32.50 | 35.75    |
| HARRICK, CLAUDIA     | 0.4   | 32.50 | 13.00    |
| HANSON, KATHY        | 22.0  | 32.50 | 715.00   |
| SUBTOTALS            | 23.5  |       | 763.75   |
| SR. ASSOCIATE        |       |       |          |
| HEPPELMANN, TONY     | 15.0  | 85.00 | 1,275.00 |
| TOTALS               | 118.3 |       | 5,934.75 |

TOTAL LABOR 5,934.75

TOTAL THIS JOB \$ 5,934.75

BRH. INC.

INVOICE NO. DRAFT

JOB NO. 10336.01

SSP ENVIRONMENTAL

JOB NO. 10330.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

PROFESSIONAL PERSONNEL

|               | HOURS | RATE        | AMOUNT |
|---------------|-------|-------------|--------|
| CONSULTANT II |       |             |        |
| KUMKEL, BETH  | 0.5   | 55.00       | 27.50  |
|               |       | TOTAL LABOR | 27.50  |

TOTAL THIS JOB \$ 27.50

INVOICE TOTALS

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 17,447.50 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

17,447.50

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

|        | -- LABOR -- |          | -- EXPENSES -- |            |
|--------|-------------|----------|----------------|------------|
|        | HOURS       | AMOUNT   | REIMB.         | DIRECT&IND |
| TOTALS | 332.8       | 5,085.94 | 130.83         |            |

COSTS THIS RUN

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 17,447.50 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

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

ST. PAUL SOUTH CORRIDOR

INVOICE PERIOD : 1 JULY 1991 - 31 JULY 1991

ENAME: ST.PAUL\_B.WK1

OTHER DIRECT NON-SALARY COSTS

---

|                                     |          |
|-------------------------------------|----------|
| BRW GRAPHIC REPRODUCTION DEPARTMENT | \$101.01 |
| AUTO/MILEAGE                        | 17.82    |
| FREIGHT/MESSENGER                   | 12.00    |
| NEWSLETTER ALLOCATION               | 310.21   |

---

|       |          |
|-------|----------|
| TOTAL | \$441.04 |
|-------|----------|

SUBCONTRACTORS

---

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

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

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TOTAL EXPENSES	\$441.04
----------------	----------

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department _____ <u>K. H. Spiegelauer</u> <u>10/10/91</u> Authorized Signature _____ Date _____	Board Action Requested Ratify Partial Payment No. 20 to BRW, Inc. in the amount \$36,775.39 for Phase I PE/EIS Studies for the Midway Corridor. <u>ACTION IS REQUESTED</u>
--	--

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$36,775.39 for the period ending April 30, 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. 20
 - 3) BRW, Inc. Invoice Nos. 62867 and 62874 and attachments

Budgeting and Accounting _____ <u>Ed Glauert</u> County Attorney _____ <u>D. Macmillan</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
---	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____	Signature _____	Date _____
Committee / Meeting Date _____	Signature _____	Date _____
October 22, 1991	<u>J. L. Glendenning</u>	10/14/91
Board Date _____	Signature _____	Date _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 30, 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 Nos. 62867 and 62874, Partial Payment No. 20, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April, 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$36,775.39 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date 9/10/91
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA800	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$36,775.39
15-17	18-20	21-25	26-31	32-41

\$36,775.39

Total

(4) PAY TO: 2 02207
 8 First Name & Initial 9-22

BRW INC

Last Name or Firm Name 23-52

53-76

3

8 Address 9-32

Soc Sec No
OR

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

(5) On Check Stub Put: 4 Partial Pymt 20; Inv. 62867 & 62874; Phase I PE/EIS Midway
 9-60
5 Agreement PA800; Acct 59103-020102; April, 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. H. Spiegelknecht

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

PAYMENT NO. 20

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

PREPARED BY: *[Signature]*

ENTERED BY: *[Signature]*

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 09 SEP 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
TOTAL VALUE OF WORK CERTIFIED - 30 APR 91
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 99.5%
\$1,589,800.04
\$43,198.28
\$1,546,601.76
\$1,504,993.01
\$41,608.75

ALLOWABLE PAYMENT FOR THIS PARTIAL:

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.

9/30/91 *[Signature]*
DATE DIRECTOR, REGIONAL RAILROAD PLANNING
9/13/91 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$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	\$15,069.56	\$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 NO. 20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT TOTAL:	\$1,386,938.87	\$159,662.90	\$1,546,601.77

RCRRA Share: $4750 \frac{47}{92}$ (Inv. 62867)
 $32,024 \frac{92}{92}$ (Inv. 62874)
\$ 36,775.39

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,598,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,546,601.76
\$51,437.24
AMOUNT REMAINING ON AGREEMENT



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
62867

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: April 30, 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: April 30, 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	\$ 5,000.49	\$1,430,103.01	\$1,435,103.50
o Less 5% Retainage	250.02	71,504.80	71,754.82
o Due This Billing**	\$ 4,750.48	\$1,358,598.21	\$1,363,348.69
Hennepin County RRA	\$ 596.39	\$ 163,921.18	\$ 164,517.57
o Less 5% Retainage	29.83	8,196.61	8,226.44
o Due This Billing**	\$ 566.56	\$ 155,724.57	\$ 156,291.13

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.

** Due this billing amount reflects the maximum amount billable for tasks 1-14. See next page for breakdown.

BRW, INC.

David M. Warner, PE
Senior Associate

5,000.49	1,421,224.71	1,426,225.20
250.02	71,061.23	71,311.25
4,750.47	1,350,163.48	1,354,913.95
596.39	162,978.45	163,574.84
29.81	8,148.92	8,178.73
566.58	154,829.53	155,396.11

10/7/91 4

RETAINAGE BREAKDOWN

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937 62-8944,62-9009 26-8956,26-9002	(\$627.01)	\$0.00	(\$627.01)	88%	(\$551.77)	12%	(\$75.24)
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938 62-9004,62-9010 26-9001,26-9003	\$0.00	(\$726.10)	(\$726.10)	88%	(\$638.97)	12%	(\$87.13)
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$6,322.98	\$0.00	\$6,322.98	88%	\$5,564.22	12%	\$758.76
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM-- PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022 62-9016	\$627.01	\$0.00	\$627.01	100%	\$627.01	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
TOTAL		\$6,322.98	(\$726.10)	\$5,596.88		\$5,000.49		\$596.39

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
 INVOICE PERIOD : APRIL 1, 1991 - APRIL 30, 1991
 FILENAME: 89003_1

ORIGINALLY CHARGED

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRA ALLOCATION AMOUNT	%	HCRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$1,803.88	\$30.44	\$1,834.32	89%	\$1,632.54	11%	\$201.78
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$3,421.60	\$59.95	\$3,481.55	90%	\$3,133.40	10%	\$348.16
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937 62-8944,62-9009 26-8956,26-9002	(\$629.20)	\$108.58	(\$520.62)	88%	(\$458.15)	12%	(\$62.47)
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938 62-9004,62-9010 26-9001,26-9003	\$8,615.88	\$28.70	\$8,644.58	88%	\$7,607.23	12%	\$1,037.35
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$183.08	\$183.08	88%	\$161.11	12%	\$21.97
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$27,280.76	\$355.70	\$27,636.46	88%	\$24,320.08	12%	\$3,316.38
11 SELECT LOCALLY PRE-FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022 62-9016	\$629.20	\$0.00	\$629.20	100%	\$629.20	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
TOTAL		\$41,122.12	\$766.45	\$41,888.57		\$37,025.41		\$4,863.17



Date : July 30, 1991

B R W INC.

To : Jim Tolaas, RCRRA
Ken Stevens, HCRRA

From : Dave Warner

RE : Re-allocation of costs between tasks.

After Carefully reviewing the charges billed in the August 1991 invoice, I found labor charges that were incorrectly billed. The transfer should be as follows:

Planning
Transportation
Engineering
Urban Design

Job Number	Date	Amount	Transfer to
41-8937	8/31/90	\$629.20	41-9022

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

If you have any questions regarding this transfer, please call.

Minneapolis
Phoenix
Denver
St. Petersburg
San Diego
Seattle

Donald W. Ringrose
Richard P. Wolsfield
Peter E. Jarvis
Thomas F. Carroll
Craig A. Amundsen
Donald E. Hunt
John B. McNamara
Richard D. Pilgrim
Dale N. Beckmann
Jeffrey L. Benson
Ralph C. Blum
Gary J. Erickson
John C. Lynch
Paul N. Bay

TOTAL THIS JOB \$ 21,982.22
=====

MIDWAY LRT DWNTX SVS PLN

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1990

PROFESSIONAL PERSONNEL HOURS RATE AMOUNT

INVOICE NO. DRAFT
JOB NO. 04189.23

IDZOREK, EDWARD	1.0	57.20	57.20
MILES, MARK	54.5	57.20	3,117.40
SUBTOTALS	55.5		3,174.60

PROFESSIONAL I			
BURT, MATTHEW	30.0	44.20	1,326.00
CULLEN, SANDRA	48.0	44.20	2,121.60
HINKER, CHRISTIAN	2.0	44.20	88.40
SUBTOTALS	80.0		3,536.00

SR. TECHNICIAN			
PATRICK, CHRISTOPHER	4.5	41.60	187.20

TECHNICIAN II			
LAMPPA, JASON	25.5	33.80	861.90

TECHNICIAN I			
BUCKLEY, SUSAN	0.2	26.00	5.20
GREEN, KENT	12.5	26.00	325.00
HAMRICK, CLAUDIA	0.3	26.00	7.80
HENDERSON, JANE	0.8	26.00	20.80
JENSEN, KENNETH	0.9	26.00	23.40
HERRILL, GREGORE	0.4	26.00	10.40
KIHART, JAMES	23.8	26.00	618.80
POPE, LEZLIANNE	0.2	26.00	5.20
SUBTOTALS	39.1		1,016.60

TOTALS	204.6		8,776.30
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TOTAL LABOR 8,776.30

TOTAL THIS JOB \$ 8,776.30
=====

MIDWAY LRT DWNTX RTE ENG

JOB NO. 04189.38

7629.20

RENT

ERM, INC.

APRIL 30, 1991
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.0	135.20	946.40
CONSULTANT I			
THATCHER, JENNIE	0.5	44.20	22.10
STAFF LEVEL III			
ROWHOUDE, WANCY	0.7	36.40	25.48
STAFF LEVEL II			
ASHLAND, CAROL	0.5	33.80	16.90
STAFF LEVEL I			
ROBERTS, SUSAN	0.5	26.00	13.00
SR. ASSOCIATE			
WARNER, DAVID	10.0	78.00	780.00
TOTALS	19.2		1,803.88

TOTAL LABOR 1,803.88

TOTAL THIS JOB \$ 1,803.88

=====

SRM, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT ROUTE ENG

JOB NO. 02690.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
VICE PRES.			
ERICKSON, GARY	3.5	88.40	309.40
SR. CONSULTANT			
APAMIAN, STEVEN	49.0	67.60	3,312.40
STAFF LEVEL III			
SHARONHO, JOSEPH	29.0	36.40	1,055.60
STAFF LEVEL II			
MCHELIS, JOHN SCOTT	26.0	33.80	878.80
STAFF LEVEL V			
HANFORD, DONALD	13.5	41.60	561.60
TOTALS	121.0		6,117.80

TOTAL LABOR 6,117.80

TOTAL THIS JOB \$ 6,117.80

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	135.20	202.80

BRW. INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

CONSULTANT I	41.5		1634.30
COLBURN, ELIZABETH	21.5	44.20	959.14
MOLITOR, LINDA	0.2	44.20	8.84
SUBTOTALS	21.7		959.14
STAFF LEVEL IV	19.5		811.20
PATRICK, CHRISTOPHER	4.0	41.60	279.40
STAFF LEVEL II	.5		16.90
<i>Bevan, 6/24</i>	1.5	33.80	50.70
<i>ASHLAND, CAROL</i>	1.3		40.56
<i>Hawkins, Tom</i>	1.3		50.70
<i>Ashland, Carol</i>			
STAFF LEVEL I			
BREMSETH, DAWN	0.8	26.00	20.80
ROBERTS, SUSAN	1.0	26.00	26.00
SUBTOTALS	1.8		46.80
SR. ASSOCIATE			
WARNER, DAVID	4.0	78.00	312.00
TOTALS	37.0		3421.60

TOTAL LABOR

3421.60

TOTAL THIS JOB \$

3421.60

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	20.0	78.00	1,560.00

TOTAL LABOR 1,560.00

TOTAL THIS JOB \$ 1,560.00

+ Labor from
41-9061

+ \$ 938.08

\$ 2498.08to Reflect Reversal of transfer
Not Reflected in this Printout

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04199.23

MIDWAY LRT-ENVIRON. STUD

JOB NO. 04199.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HAU, RICHARD	4.0	72.30	291.20
CONSULTANT II			
RILEY, STEPHEN	17.0	57.20	972.40
TROE, WILLIAM	47.0	57.20	2,688.40
SUBTOTALS	64.0		3,660.80
CONSULTANT I			
CULLEN, SANDRA	4.9	44.20	216.58
HINKER, CHRISTIAN	113.5	44.20	5,016.70
SUBTOTALS	118.4		5,233.28
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	28.0	41.60	1,164.80
STAFF LEVEL III			
ROKHOUDE, MARY	4.4	36.40	160.16
SCHOENENBERG, KATHY	1.1	36.40	40.04
ZIMMERMAN, MARK	87.5	36.40	3,185.00
SUBTOTALS	93.0		3,385.20
STAFF LEVEL II			
ASHLAND, CAROL	1.0	33.80	33.80
HARRICK, CLAUDIA	6.1	33.80	206.18
HAWKINSON, TOM	3.0	33.80	101.40
KIHART, JAMES	24.5	33.80	828.10
SUBTOTALS	34.6		1,169.48
STAFF LEVEL I			
BRENSETH, DAWN	10.1	26.00	262.60
SR. ASSOCIATE			
WARNER, DAVID	111.0	78.00	8,658.00
TOTALS	463.1		23,825.36

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

TOTAL LABOR 23,825.36

TOTAL THIS JOB \$ 23,825.36

MIDWAY RIDERSHIP UPDATE

JOB NO. 04190.61

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.5	135.20	473.20
STAFF LEVEL III			
ROMHOVDE, NANCY	1.5	36.40	54.60
STAFF LEVEL II			
ASHLAND, CAROL	0.6	33.80	20.28
SR. ASSOCIATE			
WARNER, DAVID	5.0	78.00	390.00
TOTALS	10.6		938.08

TOTAL LABOR 938.08

TOTAL THIS JOB \$ 938.08

TR 2
41-8927

MIDWAY CORRIDOR LRT

JOB NO. 06289.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

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

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

SR. CONSULTANT			
MALLOY, STEPHEN	6.0	67.60	405.60
CONSULTANT II			
RILEY, STEPHEN	41.5	57.20	2,373.80
TOTALS	47.5		2,779.40
		TOTAL LABOR	2,779.40

TOTAL THIS JOB \$ 2,779.40

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
BAILEY, THOMAS	10.0	67.60	676.00
		TOTAL LABOR	676.00

TOTAL THIS JOB \$ 676.00

INVOICE TOTALS

TOTAL LABOR
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

41,122.12
~~39,542.36~~

41,122.12
~~39,542.36~~

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMS.	DIRECT&IND
TOTALS	728.4	12,264.74	1,534.01	

COSTS THIS RUN

TOTAL LABOR
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

41,122.12
~~30,542.34~~

** END OF BILLING RUN **

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA-89003

VOICE PERIOD : 1 APRIL 1991 - 30 APRIL 1991

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$386.72
AUTO/MILEAGE	54.86
POSTAGE/DELIVERY	17.38

TOTAL	\$458.96
-------	----------

SUBCONTRACTORS

LTK ENGINEERING - RETAINAGE	\$351.20
CAMBRIDGE SYSTEMATICS - RETAINAGE	\$722.74
CHTEL - CREDIT	(\$766.45)

TOTAL	\$307.49
-------	----------

~~~~~

|                |          |
|----------------|----------|
| TOTAL EXPENSES | \$766.45 |
|----------------|----------|



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

PLANNING  
TRANSPORTATION  
ENGINEERING  
URBAN DESIGN

GRAPHIC  
REPRODUCTION  
DEPARTMENT

|                       |                            |         |         |
|-----------------------|----------------------------|---------|---------|
| Mr. James Tolaas      | Mr. Ken Stevens            | JOB NO. | 41-8923 |
| Ramsey County RRA     | Hennepin County RRA        |         |         |
| 316 Courthouse        | A-2307 Government Center   |         |         |
| 15 West Kellogg Blvd. | Minneapolis, MN 55487-0237 |         |         |
| St. Paul, MN 55102    |                            |         |         |

Project Name: Midway DEIS

CAMERA DEPARTMENT

| Date | Quantity | Description | Unit Price | Total |
|------|----------|-------------|------------|-------|
|------|----------|-------------|------------|-------|

Subtotal Camera Department

XEROX DEPARTMENT

| Date     | No. Orig. | No. Copies | Description              | Unit Price | Total     |
|----------|-----------|------------|--------------------------|------------|-----------|
| 04/02/91 | 258       | 22         | Comments Report          | \$0.04     | \$ 227.04 |
| 04/03/91 | 28        | 25         | Work Session Packets     | 0.04       | 29.12     |
| 04/11/91 | 258       | 6          | Comments Report          | 0.04       | 82.56     |
| 04/23/91 | 15        | 65         | MCTF Minutes/Attachments | 0.04       | 39.00     |
| 04/26/91 | 15        | 15         | MCTF Minutes/Attachments | 0.04       | 9.00      |

Subtotal Xerox Department \$ 386.72

TOTAL DUE THIS INVOICE \$ 386.72



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  
62874

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: April 30, 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: April 30, 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.

|       | RETAINAGE<br>REQUESTED** | RETAINAGE<br>BILLED-TO-DATE | RETAINAGE<br>AVAILABLE                    | RETAINAGE<br>REMAINING                    |
|-------|--------------------------|-----------------------------|-------------------------------------------|-------------------------------------------|
| RCRRA | \$32,024.92              | \$32,024.92                 | <del>71,754.82</del><br>311 <sup>35</sup> | <del>39,729.90</del><br>286 <sup>33</sup> |
| HCRRA | 4,266.78                 | 4,266.78                    | <del>8,226.44</del><br>178 <sup>73</sup>  | <del>3,959.66</del><br>911 <sup>35</sup>  |
| TOTAL | \$36,291.70              | \$36,291.70                 | <del>79,981.26</del><br>489 <sup>38</sup> | <del>43,689.56</del><br>198 <sup>38</sup> |

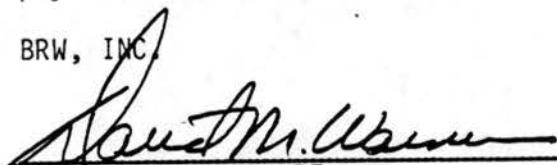
NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

\*\*Retainage requested is equal to the amount billed over the contract maximum.

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

\*\* Due this billing amount reflects the maximum amount billable for tasks 1-14. See next page for breakdown.

BRW, INC.

  
David M. Warner, PE  
Senior Associate

10/1/91  




NUMBER 1 TO AGREEMENT RCRA - 89003  
 DETERMINATION BY WORK TASK FOR RCRA AND HCRA  
 PERIOD: APRIL 1, 1991 - APRIL 30, 1991  
 NAME: 89003\_1

# RETAINAGE BREAKDOWN

| WORK TASK                                             | JOB<br>NUMBER                                         | LABOR *     | DIRECT<br>EXPENSES ** | TOTAL       | %    | RCRA<br>ALLOCATION<br>AMOUNT | %   | HCRA<br>ALLOCATION<br>AMOUNT |
|-------------------------------------------------------|-------------------------------------------------------|-------------|-----------------------|-------------|------|------------------------------|-----|------------------------------|
| 0 PROJECT MANAGEMENT                                  | 41-8923                                               | \$1,803.88  | \$30.44               | \$1,834.32  | 89%  | \$1,632.54                   | 11% | \$201.78                     |
| 1 PROJECT INITIATION                                  | 41-8924                                               | \$0.00      | \$0.00                | \$0.00      | 88%  | \$0.00                       | 12% | \$0.00                       |
| 2 COMMUNITY PARTICIPATION<br>PROGRAM                  | 41-8925                                               | \$3,421.60  | \$59.95               | \$3,481.55  | 90%  | \$3,133.40                   | 10% | \$348.16                     |
| 3 SYSTEM PLANNING AND<br>ENGINEERING                  | 41-8926,41-8937<br>62-8944,62-9009<br>26-8956,26-9002 | \$0.00      | \$108.58              | \$108.58    | 88%  | \$95.55                      | 12% | \$13.03                      |
| 4 ROUTE ENGINEERING AND<br>DESIGN                     | 41-8927,41-8938<br>62-9004,62-9010<br>26-9001,26-9003 | \$8,615.88  | \$754.80              | \$9,370.68  | 88%  | \$8,246.46                   | 12% | \$1,124.22                   |
| 5 PROTOTYPICAL STATION<br>ZONE DESIGN                 | 41-8928,41-8939<br>62-9005,62-9014                    | \$0.00      | \$0.00                | \$0.00      | 90%  | \$0.00                       | 10% | \$0.00                       |
| 6 SUPPORT FACILITIES                                  | 41-8929,62-9006                                       | \$0.00      | \$0.00                | \$0.00      | 100% | \$0.00                       | 0%  | \$0.00                       |
| 7 COST ANALYSIS                                       | 41-8930,62-9007                                       | \$0.00      | \$183.08              | \$183.08    | 88%  | \$161.11                     | 12% | \$21.97                      |
| 8 FINANCE AND MANAGEMENT<br>ANALYSIS                  | 41-8931,41-8936                                       | \$0.00      | \$0.00                | \$0.00      | 90%  | \$0.00                       | 10% | \$0.00                       |
| 9 IMPLEMENTATION PLANNING                             | 41-8932                                               | \$0.00      | \$0.00                | \$0.00      | 90%  | \$0.00                       | 10% | \$0.00                       |
| 10 ENVIRONMENTAL STUDIES                              | 41-8933,62-8954,<br>62-9015,26-9007                   | \$20,957.78 | \$355.70              | \$21,313.48 | 88%  | \$18,755.86                  | 12% | \$2,557.62                   |
| 11 SELECT LOCALLY PRE-<br>FERRED ALTERNATIVE          | 41-8934                                               | \$0.00      | \$0.00                | \$0.00      | 88%  | \$0.00                       | 12% | \$0.00                       |
| 12 WORK PROGRAM-- PHASE II<br>PRELIMINARY ENGINEERING | 41-8935,62-9008                                       | \$0.00      | \$0.00                | \$0.00      | 88%  | \$0.00                       | 12% | \$0.00                       |
| 13 CAPITOL AREA TUNNEL                                | 26-9005,41-9023<br>62-9029                            | \$0.00      | \$0.00                | \$0.00      | 100% | \$0.00                       | 0%  | \$0.00                       |
| 14 DOWNTOWN AREA TUNNEL                               | 26-9004, 41-9022<br>62-9016                           | \$0.00      | \$0.00                | \$0.00      | 100% | \$0.00                       | 0%  | \$0.00                       |
| 15 RIDERSHIP UPDATE                                   | 41-9061                                               |             | \$0.00                | \$0.00      | 88%  | \$0.00                       | 12% | \$0.00                       |
| TOTAL                                                 |                                                       | \$34,799.14 | \$1,492.55            | \$36,291.69 |      | \$32,024.92                  |     | \$4,266.78                   |

BILLING BREAKDOWN  
MIDWAY CORRIDOR  
RCRRA/HCRRRA

| TASKS | LABOR       | DIRECT<br>EXPENSES | SUB-TOTAL   | LESS 5%<br>RETAINAGE | TOTAL       | RCRRA       | HCRRRA     |
|-------|-------------|--------------------|-------------|----------------------|-------------|-------------|------------|
| 1-12  | \$40,492.92 | \$788.45           | \$41,259.37 | \$2,062.98           | \$39,196.39 | \$34,819.86 | \$4,625.92 |
| 13-14 | \$629.20    | \$0.00             | \$629.20    | \$31.46              | \$597.74    | \$597.74    | \$0.00     |
| 15    | \$0.00      | \$0.00             | \$0.00      | \$0.00               | \$0.00      | \$0.00      | \$0.00     |

TOTAL CHARGED \$41,122.12 \$788.45 \$41,888.57 \$2,094.44 \$39,794.13 \$35,217.60 \$4,625.92

AMOUNT REMAINING  
IN CONTRACT \$5,596.88

TOTAL BILLED  
IN APRIL \$5,596.88 \$279.84 \$5,317.04 \$5,000.49 \$596.39

|                    | CHARGED IN<br>APRIL | BILLED IN<br>APRIL | DIFFERENCE  |
|--------------------|---------------------|--------------------|-------------|
| RCRRA              | \$37,025.41         | \$5,000.49         | \$32,024.92 |
| *LESS 5% RETAINAGE | \$1,807.81          | \$250.01           | \$0.00      |
| *DUE THIS BILLING  | \$35,217.60         | \$4,750.48         | \$32,024.92 |
| HCRRRA             | \$4,863.17          | \$596.39           | \$4,266.78  |
| *LESS 5% RETAINAGE | \$237.29            | \$29.83            | \$0.00      |
| *DUE THIS BILLING  | \$4,625.88          | \$566.56           | \$4,266.78  |

RETAINAGE AVAILABLE  
MIDWAY CORRIDOR  
RCRRA/HCRRRA

| TASKS | BILLED<br>TO DATE | RCRRA        | HCRRRA      | RCRRA<br>RETAINAGE | HCRRRA<br>RETAINAGE |
|-------|-------------------|--------------|-------------|--------------------|---------------------|
| 0     | \$86,494.81       | \$59,190.20  | \$7,314.41  | \$2,959.01         | \$365.72            |
| 1     | \$13,649.88       | \$12,011.89  | \$1,637.99  | \$800.59           | \$81.00             |
| 2     | \$125,085.89      | \$112,577.12 | \$12,508.57 | \$5,628.86         | \$625.43            |
| 3     | \$419,915.80      | \$369,525.90 | \$50,389.90 | \$18,549.88        | \$2,525.22          |
| 4     | \$301,951.87      | \$265,717.65 | \$36,234.22 | \$13,285.88        | \$1,811.71          |
| 5     | \$9,886.36        | \$8,717.72   | \$968.64    | \$435.89           | \$48.43             |
| 6     | \$0.00            | \$0.00       | \$0.00      | \$0.00             | \$0.00              |
| 7     | \$31,501.57       | \$27,721.38  | \$3,780.19  | \$1,386.07         | \$189.01            |
| 8     | \$3,724.27        | \$3,351.84   | \$372.43    | \$167.59           | \$18.62             |
| 9     | \$94.09           | \$84.88      | \$9.41      | \$4.23             | \$0.47              |
| 10    | \$425,757.58      | \$374,591.40 | \$51,166.18 | \$18,729.22        | \$2,558.86          |
| 11    | \$151.28          | \$133.13     | \$18.15     | \$6.66             | \$0.91              |
| 12    | \$26.00           | \$22.88      | \$3.12      | \$1.14             | \$0.16              |

Subtotal \$1,398,039.00 \$1,233,635.80 \$164,403.20 \$61,754.82 \$8,226.44

13 \$54,811.48 \$54,811.48 \$2,740.57  
14 \$145,188.52 \$145,188.52 \$7,259.43

Subtotal \$200,000.00 \$200,000.00 \$10,000.00

15 \$1,580.57 \$1,390.90 \$189.67 \$69.55 \$9.48

Total \$1,580.57 \$1,390.90 \$189.67 \$69.55 \$9.48

TOTAL \$1,599,619.57 \$1,435,026.71 \$164,592.86 \$71,824.37 \$8,235.92

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

9

|                                                                                                                                       |                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>REGIONAL RAILROAD AUTHORITY</p> <p>Originating Department</p> <p><i>K. Osipowicz</i> 10/10/91</p> <p>Authorized Signature Date</p> | <p>Board Action Requested</p> <p>Ratify Partial Payment No. 21 to BRW, Inc. in the amount of \$10,761.83 for Phase I PE/EIS Studies for the Midway Corridor.</p> <p><b>ACTION IS REQUESTED</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 \$10,761.83 for the period ending May 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.

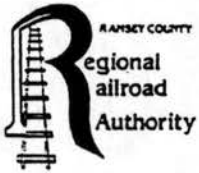
- Attachments are:
- 1) Proposed resolution ratifying payment
  - 2) Accounts Payable form and Partial Payment No. 21
  - 3) BRW, Inc. Invoice No. 63194 and attachments

|                                                                                                                                                                                  |                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <p>Budgeting and Accounting <i>Ed Slawitz</i></p> <p>County Attorney <i>Don Macmillan</i></p> <p>Risk Manager</p> <p>Data Processing</p> <p>Previous Action taken on Request</p> | <p>Date / Time</p> <p>Received By</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|

Comments / Recommendation

Documentation certified complete for:

|                                                                                                           |                                                               |                                                     |
|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|
| <p>Committee / Meeting Date</p> <p>Committee / Meeting Date</p> <p>October 22, 1991</p> <p>Board Date</p> | <p>Signature</p> <p><i>J. L. Glendon</i></p> <p>Signature</p> | <p>Date</p> <p>Date</p> <p>10/14/91</p> <p>Date</p> |
|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------|



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 31, 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. 63194, Partial Payment No. 21, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$10,761.83 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1991, is hereby ratified.

John T. Finley, Chairman

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



# ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date 9/10/91

(2) Appropriation Item Consulting Services

| For Accounting Use Only |       |           |  |
|-------------------------|-------|-----------|--|
| Claim #                 |       | Date Paid |  |
| CA                      | PA800 | 1         |  |
| 1-2                     |       | 3-7       |  |
| 8                       |       | 9-14      |  |

WARRANT NO.

| (3) Code |       |       |        |             |
|----------|-------|-------|--------|-------------|
| RFC      | Fund  | Dept  | Object | Amount      |
|          | 591   | 59103 | 020102 | \$10,761.83 |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
|          |       |       |        |             |
| 15-17    | 18-20 | 21-25 | 26-31  | 32-41       |

\$10,761.83

Total

(4) PAY TO: 2 02207  
 8 First Name & Initial BRW INC 9-22  
 Last Name or Firm Name 23-52

3  
 8 Address 53-76 9-32

Soc Sec No  
 OR

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

(5) On Check Stub Put: 4 Partial Pymt 21; Inv. 63194; Phase I PE/EIS/Midway 9-60  
5 Agreement PA800; Acct 59103-020102; May, 1991 9-60

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

(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. Spiegelbauer

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

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

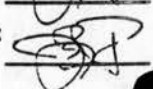


RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.21

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 10 SEP 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 99.5%

TOTAL VALUE OF WORK CERTIFIED - 31 MAY 91

\$1,589,800.04

LESS 2% RETAINAGE

\$31,796.00

AMOUNT DUE

\$1,558,004.04

LESS PREVIOUSLY APPROVED PAYMENTS:

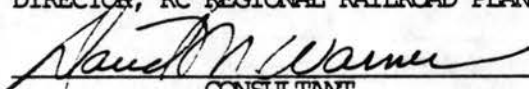
\$1,546,601.76

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$11,402.28

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.

10/1/91   
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

9/13/91   
DATE CONSULTANT

| PREVIOUS PARTIALS:     | RCRRA SHARE    | HCRRRA SHARE | TOTAL          |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$22,793.28    | \$2,960.20   | \$25,753.48    |
| PARTIAL PAYMENT NO. 2  | \$16,204.16    | \$2,162.13   | \$18,366.29    |
| PARTIAL PAYMENT NO. 3  | \$11,462.24    | \$1,450.12   | \$12,912.36    |
| PARTIAL PAYMENT NO. 4  | \$25,132.71    | \$3,244.59   | \$28,377.30    |
| PARTIAL PAYMENT NO. 5  | \$50,216.59    | \$6,662.10   | \$56,878.69    |
| PARTIAL PAYMENT NO. 6  | \$55,234.37    | \$7,274.62   | \$62,508.99    |
| PARTIAL PAYMENT NO. 7  | \$74,637.71    | \$9,938.04   | \$84,575.75    |
| PARTIAL PAYMENT NO. 8  | \$75,747.93    | \$10,078.03  | \$85,825.96    |
| PARTIAL PAYMENT NO. 9  | \$107,136.59   | \$14,316.72  | \$121,453.31   |
| PARTIAL PAYMENT NO.10  | \$107,744.28   | \$13,616.50  | \$121,360.78   |
| PARTIAL PAYMENT NO.11  | \$142,385.49   | \$15,039.28  | \$157,424.77   |
| PARTIAL PAYMENT NO.12  | \$213,660.52   | \$21,499.99  | \$235,160.51   |
| PARTIAL PAYMENT NO.13  | \$79,406.61    | \$7,568.57   | \$86,975.18    |
| PARTIAL PAYMENT NO.14  | \$212,654.63   | \$24,921.94  | \$237,576.57   |
| PARTIAL PAYMENT NO.15  | \$66,549.38    | \$8,169.29   | \$74,718.67    |
| PARTIAL PAYMENT NO.16  | \$56,447.50    | \$1,557.15   | \$58,004.65    |
| PARTIAL PAYMENT NO.17  | \$15,069.56    | \$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 NO.20  | \$36,775.39    | \$4,833.36   | \$41,608.75    |
| PARTIAL PAYMENT NO.21  | \$10,761.83    | \$640.45     | \$11,402.28    |
| PARTIAL PAYMENT TOTAL: | \$1,397,700.70 | \$160,303.35 | \$1,558,004.05 |

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,598,039.00

LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,558,004.04

AMOUNT REMAINING ON AGREEMENT

\$40,034.96



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  
63194

BRW INC.

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

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

DATE: May 31, 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: May 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. RCRA 89-003.

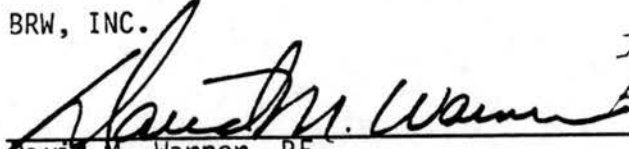
|       | **RETAINAGE<br>REQUESTED | RETAINAGE<br>REMAINING                      | RETAINAGE<br>DUE |
|-------|--------------------------|---------------------------------------------|------------------|
| RCRA  | \$41,116.47              | <del>\$39,729.90</del> <sup>39,729.90</sup> | \$39,729.90      |
| HCRA  | 5,240.50                 | <del>3,959.66</del> <sup>3,959.66</sup>     | 3,959.66         |
| TOTAL | \$46,356.97              | <del>\$43,689.56</del> <sup>43,198.28</sup> | \$43,689.56      |

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

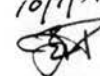
I hereby certify that the above statement is just and correct and payment has not been received.

\*\* Due this billing amount reflects the maximum amount billable for tasks 1-14. See next page for breakdown.

BRW, INC.

  
David M. Warner, PE  
Senior Associate

*The retainage remaining, upon payment of this invoice, is the amounts of \$18,524.50 and \$3271.50 for RCRA and HCRA, respectively, represent 20% of the total work certified through 5-31-91.*

10/1/91  


RETAINAGE BREAKDOWN

| WORK TASK                                         | JOB NUMBER                                               | LABOR *     | DIRECT EXPENSES ** | TOTAL       | %    | RCRRRA ALLOCATION AMOUNT | %   | HCRRRA ALLOCATION AMOUNT |
|---------------------------------------------------|----------------------------------------------------------|-------------|--------------------|-------------|------|--------------------------|-----|--------------------------|
| 0 PROJECT MANAGEMENT                              | 41-8923                                                  | \$1,615.90  | \$17.47            | \$1,633.37  | 89%  | \$1,453.70               | 11% | \$179.67                 |
| 1 PROJECT INITIATION                              | 41-8924                                                  | \$0.00      | \$0.00             | \$0.00      | 88%  | \$0.00                   | 12% | \$0.00                   |
| 2 COMMUNITY PARTICIPATION PROGRAM                 | 41-8925                                                  | \$1,648.87  | \$330.49           | \$1,979.36  | 90%  | \$1,781.42               | 10% | \$197.94                 |
| 3 SYSTEM PLANNING AND ENGINEERING                 | 41-8926, 41-8937<br>62-8944, 62-9009<br>26-8956, 26-9002 | \$0.00      | \$1,999.16         | \$1,999.16  | 88%  | \$1,759.26               | 12% | \$239.90                 |
| 4 ROUTE ENGINEERING AND DESIGN                    | 41-8927, 41-8938<br>62-9004, 62-9010<br>26-9001, 26-9003 | \$17,044.82 | \$4,780.79         | \$21,825.61 | 88%  | \$19,206.54              | 12% | \$2,619.07               |
| 5 PROTOTYPICAL STATION ZONE DESIGN                | 41-8928, 41-8939<br>62-9005, 62-9014                     | \$0.00      | \$264.48           | \$264.48    | 90%  | \$238.02                 | 10% | \$26.45                  |
| 6 SUPPORT FACILITIES                              | 41-8929, 62-9006                                         | \$0.00      | \$0.00             | \$0.00      | 100% | \$0.00                   | 0%  | \$0.00                   |
| 7 COST ANALYSIS                                   | 41-8930, 62-9007                                         | \$0.00      | \$1,304.42         | \$1,304.42  | 88%  | \$1,147.89               | 12% | \$156.53                 |
| 8 FINANCE AND MANAGEMENT ANALYSIS                 | 41-8931, 41-8936                                         | \$0.00      | \$0.00             | \$0.00      | 90%  | \$0.00                   | 10% | \$0.00                   |
| 9 IMPLEMENTATION PLANNING                         | 41-8932                                                  | \$0.00      | \$4.70             | \$4.70      | 90%  | \$4.23                   | 10% | \$0.47                   |
| 10 ENVIRONMENTAL STUDIES                          | 41-8933, 62-8954,<br>62-9015, 26-9007                    | \$10,956.92 | \$1,853.14         | \$12,810.06 | 88%  | \$11,272.85              | 12% | \$1,537.21               |
| 11 SELECT LOCALLY PRE-FERRED ALTERNATIVE          | 41-8934                                                  | \$0.00      | \$0.00             | \$0.00      | 88%  | \$0.00                   | 12% | \$0.00                   |
| 12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING | 41-8935, 62-9008                                         | \$2,354.82  | \$5.80             | \$2,360.62  | 88%  | \$2,077.35               | 12% | \$283.27                 |
| 13 CAPITOL AREA TUNNEL                            | 26-9005, 41-9023<br>62-9029                              | \$0.00      | \$1,051.05         | \$1,051.05  | 100% | \$1,051.05               | 0%  | \$0.00                   |
| 14 DOWNTOWN AREA TUNNEL                           | 26-9004, 41-9022<br>62-9016                              | \$0.00      | \$1,124.14         | \$1,124.14  | 100% | \$1,124.14               | 0%  | \$0.00                   |
| 15 RIDERSHIP UPDATE                               | 41-9061                                                  | \$0.00      | \$0.00             | \$0.00      | 88%  | \$0.00                   | 12% | \$0.00                   |
| TOTAL                                             |                                                          | \$33,621.33 | \$12,735.64        | \$46,356.97 |      | \$41,116.45              |     | \$5,240.51               |

ERW, INC.

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

CONSULTING SERVICES FOR THE PERIOD ENDING MAY 31, 1991

---

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 5.0   | 135.20 | 676.00   |
| CONSULTANT I      |       |        |          |
| THATCHER, JENNIE  | 4.3   | 44.20  | 190.06   |
| STAFF LEVEL III   |       |        |          |
| ROMMOUDE, MARCY   | 1.1   | 36.40  | 40.04    |
| STAFF LEVEL I     |       |        |          |
| ROBERTS, SUSAN    | 0.3   | 26.00  | 7.80     |
| SR. ASSOCIATE     |       |        |          |
| WARNER, DAVID     | 9.0   | 78.00  | 702.00   |
| TOTALS            | 19.7  |        | 1,615.90 |

TOTAL LABOR 1,615.90

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TOTAL THIS JOB \$ 1,615.90

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GRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT ROUTE ENG

JOB NO. 02690.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| EDMONSON, GARY       | 9.5   | 133.20 | 1,264.40 |
| SR. CONSULTANT       |       |        |          |
| APAMIAN, STEVEN      | 52.0  | 67.60  | 3,515.20 |
| CONSULTANT I         |       |        |          |
| ANDERSON, BETTY      | 2.5   | 44.20  | 110.50   |
| STAFF LEVEL IV       |       |        |          |
| PATRICK, CHRISTOPHER | 5.5   | 41.60  | 228.80   |
| STAFF LEVEL III      |       |        |          |
| SHARBOND, JOSEPH     | 56.0  | 36.40  | 2,038.40 |
| STAFF LEVEL II       |       |        |          |
| BEVER, GINA          | 3.7   | 33.80  | 125.06   |
| MCNELIS, JOHN SCOTT  | 39.5  | 33.80  | 1,335.10 |
| MINART, JAMES        | 0.5   | 33.80  | 16.90    |
| WICKLUND, DAVID      | 4.0   | 33.80  | 135.20   |
| SUBTOTALS            | 47.7  |        | 1,612.26 |
| STAFF LEVEL I        |       |        |          |
| JENSEN, KENNETH      | 0.3   | 26.00  | 7.80     |
| ZIMMERMAN, MICHAEL   | 1.5   | 26.00  | 39.00    |
| SUBTOTALS            | 1.8   |        | 46.80    |
| STAFF LEVEL V        |       |        |          |
| HANFORD, DONALD      | 4.5   | 41.60  | 187.20   |
| TOTALS               | 179.5 |        | 9,023.56 |

TOTAL LABOR 9,023.56

TOTAL THIS JOB \$ 9,023.56



ERM, INC

INVOICE NO. DRAFT  
JOB NO. 04189.23

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| HOLSOFELD, RICHARD   | 6.5   | 135.20 | 878.80   |
| CONSULTANT I         |       |        |          |
| COLBURN, ELIZABETH   | 33.5  | 44.20  | 1,480.70 |
| STAFF LEVEL IV       |       |        |          |
| PATRICK, CHRISTOPHER | 13.0  | 41.80  | 543.40   |
| STAFF LEVEL III      |       |        |          |
| RONHOUDT, MARGY      | 0.6   | 36.40  | 21.84    |
| STAFF LEVEL II       |       |        |          |
| BEVER, GINA          | 0.5   | 33.80  | 16.90    |
| HANKINSON, TOM       | 1.2   | 33.80  | 40.56    |
| SUBTOTALS            | 1.7   |        | 57.46    |
| STAFF LEVEL I        |       |        |          |
| BERMAN, DIANE        | 4.0   | 26.00  | 104.00   |
| TOTALS               | 59.3  |        | 3,083.60 |

TOTAL LABOR 3,083.60

TOTAL THIS JOB \$ 3,083.60

=====

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

ERM, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT |
|--------------------|-------|-------|--------|
| CONSULTANT I       |       |       |        |
| COLBURN, ELIZABETH | 0.5   | 44.20 | 22.10  |
| HINKER, CHRISTIAN  | 6.5   | 44.20 | 287.30 |
| MURWITZ, BARBARA   | 0.5   | 44.20 | 22.10  |
| SUBTOTALS          | 7.5   |       | 331.50 |

STAFF LEVEL IV

|                      |      |       |        |
|----------------------|------|-------|--------|
| PATRICK, CHRISTOPHER | 10.0 | 41.60 | 416.00 |
|----------------------|------|-------|--------|

STAFF LEVEL III

|               |     |       |       |
|---------------|-----|-------|-------|
| KOMPODE, MONY | 2.3 | 36.40 | 83.72 |
|---------------|-----|-------|-------|

STAFF LEVEL II

|                  |      |       |          |
|------------------|------|-------|----------|
| ASHLAND, CAROL   | 0.4  | 33.80 | 13.52    |
| HARRICK, CLAUDIA | 17.5 | 33.80 | 591.50   |
| HANKINSON, TOM   | 4.5  | 33.80 | 152.10   |
| MIHART, JAMES    | 1.5  | 33.80 | 50.70    |
| NICKLUND, DAVID  | 6.0  | 33.80 | 202.80   |
| SUBTOTALS        | 29.7 |       | 1,009.62 |

STAFF LEVEL I

|                    |     |       |        |
|--------------------|-----|-------|--------|
| BREMSETH, DAWN     | 0.6 | 26.00 | 15.60  |
| ZIMMERMAN, MICHAEL | 4.5 | 26.00 | 117.00 |
| SUBTOTALS          | 5.1 |       | 132.60 |

SR. ASSOCIATE

|               |      |       |          |
|---------------|------|-------|----------|
| HARNER, DAVID | 43.0 | 78.00 | 3,354.00 |
|---------------|------|-------|----------|

|        |      |  |          |
|--------|------|--|----------|
| TOTALS | 97.6 |  | 5,321.68 |
|--------|------|--|----------|

TOTAL LABOR 5,321.68

TOTAL THIS JOB \$ 5,321.68

MIDWAY LRT-ENVIRON. STDV

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

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

BRN, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

|                      |       |       |           |
|----------------------|-------|-------|-----------|
| CONSULTANT II        |       |       |           |
| FILEY, STEPHEN       | 3.0   | 57.20 | 171.60    |
| CONSULTANT I         |       |       |           |
| ANDERSON, BETTY      | 4.5   | 44.20 | 198.90    |
| HINKER, CHRISTIAN    | 47.0  | 44.20 | 2,077.40  |
| SUBTOTALS            | 51.5  |       | 2,276.30  |
| STAFF LEVEL IV       |       |       |           |
| PATRICK, CHRISTOPHER | 62.5  | 41.60 | 2,600.00  |
| STAFF LEVEL III      |       |       |           |
| ROTHOUDE, KANCV      | 0.3   | 36.40 | 10.92     |
| LINNEMAN, MARK       | 39.0  | 36.40 | 1,419.60  |
| SUBTOTALS            | 39.3  |       | 1,430.52  |
| STAFF LEVEL II       |       |       |           |
| ASHLAND, CAROL       | 0.6   | 33.80 | 20.28     |
| BEVER, SIMA          | 1.5   | 33.80 | 50.70     |
| HARRISON, TON        | 1.5   | 33.30 | 50.70     |
| WIMART, JAMES        | 25.9  | 33.80 | 875.42    |
| SUBTOTALS            | 29.5  |       | 997.10    |
| STAFF LEVEL I        |       |       |           |
| GREENSETH, DAWN      | 13.5  | 26.00 | 351.00    |
| LINNEMAN, MICHAEL    | 26.0  | 26.00 | 676.00    |
| SUBTOTALS            | 39.5  |       | 1,027.00  |
| SR. ASSOCIATE        |       |       |           |
| WARKER, DAVID        | 28.0  | 78.00 | 2,184.00  |
| TOTALS               | 253.3 |       | 10,686.52 |

TOTAL LABOR 10,686.52

TOTAL THIS JOB \$ 10,686.52

MIDWAY LRT-PH II WORK

JOB NO. 04189.35

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

SRM, INC.

INVOICE NO. DRAFT  
JOB NO. 04159.23

|                   | HOURS | RATE              | AMOUNT   |
|-------------------|-------|-------------------|----------|
| PRINCIPAL         |       |                   |          |
| WOLSFELD, RICHARD | 11.5  | 135.20            | 1,554.80 |
| CONSULTANT I      |       |                   |          |
| LAYER, JOHN       | 1.5   | 44.20             | 66.30    |
| MOLITOR, LINDA    | 4.5   | 44.20             | 197.90   |
| SUBTOTALS         | 8.0   |                   | 264.20   |
| STAFF LEVEL II    |       |                   |          |
| ASHLAND, CAROL    | 0.3   | 33.80             | 10.14    |
| BEVER, SINA       | 0.3   | 33.80             | 10.14    |
| HARRICK, CLAUDIA  | 0.4   | 33.80             | 13.52    |
| HANKINSON, TOM    | 0.3   | 33.80             | 10.14    |
| MINART, JAMES     | 3.0   | 33.80             | 101.40   |
| SUBTOTALS         | 4.3   |                   | 145.32   |
| STAFF LEVEL I     |       |                   |          |
| CREMSETH, DAWN    | 1.3   | 26.00             | 33.80    |
| SR. ASSOCIATE     |       |                   |          |
| HARMER, DAVID     | 3.0   | 78.00             | 234.00   |
| TOTALS            | 29.2  |                   | 2,354.82 |
|                   |       | TOTAL LABOR       | 2,354.82 |
|                   |       | TOTAL THIS JOB \$ | 2,354.82 |

MIDWAY RIDERSHIP UPDATE

JOB NO. 04190.61

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

| PROFESSIONAL PERSONNEL | HOURS | RATE  | AMOUNT |
|------------------------|-------|-------|--------|
| ASSOCIATE              |       |       |        |
| MOORE, DOUGLAS         | 2.0   | 72.80 | 145.60 |
| CONSULTANT II          |       |       |        |
| MOOKALA, MARTHAND      | 2.0   | 57.20 | 114.40 |
| CONSULTANT I           |       |       |        |

BRH, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

|                   |      |       |          |
|-------------------|------|-------|----------|
| HINKER, CHRISTIAN | 14.7 | 44.20 | 649.74   |
| STAFF LEVEL III   |      |       |          |
| ROHMBOUE, NANCY   | 0.5  | 36.40 | 18.20    |
| SR. ASSOCIATE     |      |       |          |
| WARNER, DAVID     | 2.0  | 78.00 | 156.00   |
| TOTALS            | 21.2 |       | 1,083.94 |

TOTAL LABOR 1,083.94

TOTAL THIS JOB \$ 1,083.94

MIDWAY LRT ROUTE ENG DGS

JOB NO. 06296.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| STAFF LEVEL II  |       |       |          |
| DEVER, GINA     | 3.3   | 33.80 | 111.54   |
| WICKLUND, DAVID | 44.5  | 33.80 | 1,504.10 |
| SUBTOTALS       | 47.8  |       | 1,615.64 |

TOTAL LABOR 1,615.64

TOTAL THIS JOB \$ 1,615.64

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1991

PROFESSIONAL PERSONNEL



BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 04189.23

|                | HOURS | RATE  | AMOUNT |
|----------------|-------|-------|--------|
| SR. CONSULTANT |       |       |        |
| BAILEY, THOMAS | 4.0   | 67.60 | 270.40 |

TOTAL LABOR 270.40

TOTAL THIS JOB \$ 270.40

-----

INVOICE TOTALS

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 35,056.06 |
| TOTAL CONSULTANTS |           |
| TOTAL EXPENSE     |           |
| TOTAL FEE         |           |
| TOTAL INTEREST    |           |

-----

35,056.06

=====

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

|        | -- LABOR -- |           | -- EXPENSES -- |            |
|--------|-------------|-----------|----------------|------------|
|        | HOURS       | AMOUNT    | REIMB.         | DIRECT/IND |
| TOTALS | 711.6       | 11,073.75 | 1,740.41       |            |

COSTS THIS RUN

|                   |           |
|-------------------|-----------|
| TOTAL LABOR       | 35,056.06 |
| 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 MAY 1991 - 31 MAY 1991

FILENAME: 89003\_B

OTHER DIRECT NON-SALARY COSTS

---

|                                     |          |
|-------------------------------------|----------|
| BRW GRAPHIC REPRODUCTION DEPARTMENT | \$518.24 |
| AUTO/MILEAGE                        | 45.42    |
| POSTAGE/DELIVERY                    | 56.61    |
| OUTSIDE TEMPORARY HELP              | 170.64   |
| OUTSIDE REPRODUCTION/PHOTO          | 207.82   |
| MAPS                                | 29.31    |
| NEWSLETTER ALLOCATION               | 284.38   |

---

|       |            |
|-------|------------|
| TOTAL | \$1,312.42 |
|-------|------------|

SUBCONTRACTORS

---

|                                  |            |
|----------------------------------|------------|
| BASILE BAUMANN PROST - RETAINAGE | \$1,500.00 |
| BECHTEL - RETAINAGE              | \$7,748.03 |
| PARSONS BRINKERHOFF - RETAINAGE  | \$2,175.19 |

---

|       |             |
|-------|-------------|
| TOTAL | \$11,423.22 |
|-------|-------------|

~~~~~

TOTAL EXPENSES	\$12,735.64
----------------	-------------



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

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

GRAPHIC
REPRODUCTION
DEPARTMENT

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

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

JOB NO.

41-8923

Project Name: Midway DEIS

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
05/01/91	16		\$ 4.35	\$ 69.60
05/06/91	10		2.25	22.50
05/06/91	1		1.25	1.25
05/06/91	2		1.25	2.50
05/06/91	6		12.25	73.50
05/15/91	2		2.25	4.50
05/16/91	2		2.25	4.50
05/16/91	2		1.25	2.50
05/16/91	15		4.35	62.25
05/16/91	30		1.25	37.50
Subtotal Camera Department				\$280.60

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
05/08/91	56	16		\$0.04	\$ 35.84
05/15/91	3	1		0.04	0.12
05/15/91	3	1		0.04	0.12
05/16/91	278	3		0.04	33.36
05/17/91	58	20		0.04	46.40
05/17/91	58	50		0.04	116.00
05/24/91	29	5		0.04	5.80

Subtotal Xerox Department

\$ 237.64

TOTAL DUE THIS INVOICE

\$ 518.24



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

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

GRAPHIC
REPRODUCTION
DEPARTMENT

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

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

JOB NO.

41-8923

Project Name: Midway DEIS

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
05/01/91	16		\$ 4.35	\$ 69.60
05/06/91	10		2.25	22.50
05/06/91	1		1.25	1.25
05/06/91	2		1.25	2.50
05/06/91	6		12.25	73.50
05/15/91	2		2.25	4.50
05/16/91	2		2.25	4.50
05/16/91	2		1.25	2.50
05/16/91	15		4.35	62.25
05/16/91	30		1.25	37.50
Subtotal Camera Department				\$280.60

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
05/08/91	56	16		\$0.04	\$ 35.84
05/15/91	3	1		0.04	0.12
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05/16/91	278	3		0.04	33.36
05/17/91	58	20		0.04	46.40
05/17/91	58	50		0.04	116.00
05/24/91	29	5		0.04	5.80

Subtotal Xerox Department

\$ 237.64

TOTAL DUE THIS INVOICE

\$ 518.24

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Despiegelane 10/10/91
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 22 to BRW, Inc.
in the amount of \$1,368.57 for Phase I
PE/EIS Studies for the Midway Corridor.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$1,368.57 for the period ending June 30, 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. 22
 - 3) BRW, Inc. Invoice No. 63192 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

October 22, 1991

Signature

10/14/91

Board Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 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. 63192, Partial Payment No. 22, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$1,368.57 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date 9/26/91

(2) Appropriation Item Consulting Services

For Accounting Use Only			
Claim #		Date Paid	
CA	PA800	1	

1-2 3-7 8 9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$1,368.57

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

\$1,368.57
Total

(4) PAY TO: 2 02207

8 First Name & Initial 9-22

BRW INC

Last Name or Firm Name 23-52

53-76

3

8 Address 9-32

Soc Sec No
OR

City State 33-54

Zip Code 55-59

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 22; Inv. 63192; Phase I PE/EIS Study (Midway Corridor)

9-60

5 Agreement PA800; Acct 59103-020102; June 30, 1991

9-60

For Risk Management
Use Only

6
8

Last Name First Name

(6) SEND TO:

Address

Use only if Payee and/or
Address differs from
Item 4

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. Desperado

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.22

PREPARED BY: [Signature]

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

ENTERED BY: [Signature]

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 26 SEP 91

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

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

ACCOUNT NUMBER 59103-020102	PERCENT COMPLETED	99.6%
TOTAL VALUE OF WORK CERTIFIED - 30 JUN 91		\$1,591,437.09
LESS RETAINAGE		\$31,877.84
AMOUNT DUE		\$1,559,559.25
LESS PREVIOUSLY APPROVED PAYMENTS:		\$1,558,004.05

ALLOWABLE PAYMENT FOR THIS PARTIAL:	<u>\$1,555.20</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.

10/3/91 [Signature]
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

8/27/91 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$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	\$15,069.56	\$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 NO.20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT NO.21	\$10,761.83	\$640.45	\$11,402.28
PARTIAL PAYMENT NO.22	\$1,368.57	\$186.63	\$1,555.20
PARTIAL PAYMENT TOTAL:	\$1,397,700.70	\$160,303.35	\$1,559,559.25

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT:	\$1,598,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$1,559,559.25
AMOUNT REMAINING ON AGREEMENT	<u>\$38,479.75</u>



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

BRW INC.

INVOICE
63192

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: June 30, 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: June 30, 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	\$ 1,440.60	\$1,435,103.50	\$1,436,544.10
o Less 5% Retainage	72.03	72,754.82	71,826.85
o Due This Billing**	\$ 1,368.57	\$1,363,348.68	\$1,364,717.25
Hennepin County RRA	\$ 196.45	\$ 164,517.57	\$ 164,714.02
o Less 5% Retainage	9.88	8,226.44	8,236.27
o Due This Billing**	\$ 186.62	\$ 156,291.13	\$ 156,477.75

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.

** Due this billing amount reflects only the maximum amount billable for task 15. See next page for breakdown.

BRW, INC.

David M. Warner, PE
Senior Associate

RCRRA	\$ 1,426,225.20	\$ 1,427,665.80
	28,524.50	28,596.53
	\$ 1,397,700.70	\$ 1,399,069.27
HCRRA	\$ 163,574.84	\$ 163,771.29
	3,271.49	3,281.31
	\$ 160,303.35	\$ 160,489.98

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA
 INVOICE PERIOD : JUNE 1, 1991 - JUNE 30, 1991
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$\$	TOTAL	RCRA		HCRA	
					ALLOCATION AMOUNT	%	ALLOCATION AMOUNT	%
0 PROJECT MANAGEMENT	41-8923	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937, 62-8944,62-9009, 26-8956,26-9002	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938, 62-9004,62-9010, 26-9001,26-9003	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939, 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023, 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022, 62-9016	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$1,627.60	\$9.45	\$1,637.05	88%	\$1,440.60	12%	\$196.45
TOTAL		\$1,627.60	\$9.45	\$1,637.05		\$1,440.60		\$196.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JUNE 30, 1991

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04199.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	5.5	72.80	400.40
CONSULTANT II			
IDZOREK, EDWARD	1.0	57.20	57.20
MOOKALA, MARTHAND	5.0	57.20	286.00
SUBTOTALS	6.0		343.20

CONSULTANT I			
HINIKER, CHRISTIAN	20.0	44.20	884.00
TOTALS	31.5		1,627.60

TOTAL LABOR 1,627.60
-----TOTAL THIS JOB \$ 1,627.60
=====



BRW, INC. EXPENSE RECORD

MINNEAPOLIS ☒
DENVER ☐
PHOENIX ☐
TUCSON ☐
ST. PETERSBURG ☐
SAN DIEGO ☐

APPROVAL:

PRINCIPAL _____

SUPERVISOR _____

NAME Doug Mease

STUDIO Transportation

May 15, 1991 to June 15, 1991

Sheet 2 of 2 Sheets

DATE	JOB NO.	ITEM	PLACE	CLIENT	BUSINESS PURPOSE	RECEIPT YES / NO	AMOUNT
6/11	419061	✓ parking	St. Paul	HCAHA/RCORRA	Attnd mtg.	X	4.25
6/5	419061	✓ mileage to mtg.	m sp	HCAHA/RCORRA	modelling mtg 20 miles	X	5.20 5.20

9.45

\$9.45

Auto/mileage

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Despieland 10/10/91
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 15 to SRF, Inc.
in the amount of \$15,358.15 for Northeast
Corridor Alignment Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF, Inc. for the purposes of conducting Alignment Studies for the Northeast Corridor. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment in the amount of \$15,358.15 for the period ending August 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. 15
- 3) SRF, Inc. Invoice No. 15 and attachments



Budgeting and Accounting Ed Blauvelt
County Attorney David Marshall
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
October 22, 1991

Signature

Date

Board Date

Signature

Date

J. L. Henderson

10/14/91



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of 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, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

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

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

WHEREAS, Resolution R90- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 15, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through August 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$15,358.15 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1991, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date 9/16/91

(2) Appropriation Item Consulting Services

For Accounting Use Only

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

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59107	020102	\$15,358.15
15-17	18-20	21-25	26-31	32-41

\$15,358.15
Total

(4) PAY TO: 2 01818

8 First Name & Initial 9-22
SRF

Last Name or Firm Name 23-52

53-76

3
8 Address 9-32

Soc Sec No
OR

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

(5) On Check Stub Put: 4 Partial Pymt 15; Inv. 15; NE Corr. Align. Study

9-60

5 Agreement PA017; Acct. 59107-020102; 8/31/91

9-60

For Risk Management
Use Only

6
8

Last Name First Name

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

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: [Signature]

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.15

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 12 SEP 91

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

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

ACCOUNT NUMBER 59107-020102
TOTAL VALUE OF WORK CERTIFIED - 31 AUG 91
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	100.0%
	\$244,865.00
	\$1,000.00
	\$243,865.00
	\$228,506.85

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$15,358.15

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.

9/23/91 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

9/20/91 
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$18,865.32
PARTIAL PAYMENT NO. 3	\$27,848.91
PARTIAL PAYMENT NO. 4	\$12,135.33
PARTIAL PAYMENT NO. 5	\$19,494.68
PARTIAL PAYMENT NO. 6	\$44,152.39
PARTIAL PAYMENT NO. 7	\$11,612.66
PARTIAL PAYMENT NO. 8	\$25,520.19
PARTIAL PAYMENT NO. 9	\$23,593.04
PARTIAL PAYMENT NO.10	\$23,471.78
PARTIAL PAYMENT NO.11	\$8,247.84
PARTIAL PAYMENT NO.12	\$5,853.22
PARTIAL PAYMENT NO.13	\$5,845.52
PARTIAL PAYMENT NO.14	\$294.08
PARTIAL PAYMENT NO.15	\$15,358.15
PARTIAL PAYMENT TOTAL:	\$243,865.00

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	\$243,865.00
AMOUNT REMAINING ON AGREEMENT	<u>\$1,000.00</u>

BUDGET ACTIVITY THRU PERIOD ENDING AUGUST 31, 1991
 NORTHEAST CORRIDOR LRT ALIGNMENT STUDY
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 COMMISSION NO. 0901380

SRF ACTIVITY	BUDGET	CURRENT	TO DATE	BALANCE	BUDGET TO DATE	ESTIMATE PERCENT COMPLETE
1. Project Initiation	\$3,600	\$0	\$3,600	\$0	100%	100%
2. Develop Alternatives	\$13,260	\$0	\$24,348	(\$11,088)	184%	100%
3. Coordination Requirements	\$8,160	\$0	\$1,425	\$6,735	17%	100%
4. Analysis of Alignments	\$15,020	\$0	\$19,336	(\$4,316)	129%	100%
5. Refine corridor definitions	\$21,880	\$0	\$20,913	\$967	96%	100%
6. Refine Ridership Forecasts	\$26,160	\$0	\$22,602	\$3,558	86%	100%
7. Evaluation of Alternatives	\$37,940	\$0	\$61,819	(\$23,879)	163%	100%
8. Draft Report	\$16,520	\$0	\$21,968	(\$5,448)	133%	100%
9. Community Participation	\$53,900	\$0	\$53,068	\$832	98%	100%
10. Final Report	\$7,340	\$2,750	\$2,974	\$4,366	41%	100%
11. Contingency	\$22,265	\$0	\$0	\$22,265	0%	100%
12. Direct Costs	\$18,820	\$3,095	\$14,326	\$4,494	76%	100%
Credit Excess		(\$1,514)	(\$1,514)	\$1,514		
 TOTAL BUDGET	 \$244,865	 \$4,331	 \$244,865	 \$0	 100%	 100%

INVOICE

SRF

STRGAR - ROSCOE - FAUSCH, INC.

Suite 150, One Carlson Parkway N., Minneapolis, MN 55447

612/475-0010

FAX 612/475-2429

Refer to File: 0901380
 Invoice Date: 8/31/91
 Invoice No.: 15
 Period Ending: 8/31/91

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

re: NORTHEAST LRT CORRIDOR STUDY
 AGREEMENT NO. RCRRA-90-001

Summary of professional engineering services rendered during the months
 of July through August:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	2,700.80	195,780.71
Total Direct Non-Salary Costs	3,094.73	14,326.33
Subconsultant	50.31	36,272.31
 TOTAL FEE EARNED	 5,845.84	 246,379.35
Maximum Allowed Per Agreement	4,331.49	244,865.00
Retained Amount Due	11,026.66 <u>11,243.25</u>	1,000.00
 TOTAL	 15,358.15 <u>15,574.74</u>	 243,865.00
 TOTAL AMOUNT DUE THIS INVOICE	 15,358.15 <u>15,574.74</u> =====	

BUDGET
 PERCENT COMPLETE

\$244,865.00
 100.0%

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: AUGUST 31, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	80.00	0.5	40.00
M. Gendron	Word Processor	29.21	5.5	160.66
J. Clark	Clerical	23.10	3.5	80.85
----- TOTALS -----			9.5	281.51

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING: JULY 31, 1991

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	80.00	9.5	760.00
W. Gardner	Trans. Planner	67.02	16.0	1072.32
L. Grover	Technician	35.54	9.3	330.52
J. Lubarda	Admin. Assistant	47.62	1.5	71.43
B. Bersie-Ashfeld	Word Processor	44.12	1.8	79.42
D. Roscoe	Clerical	26.40	4.0	105.60
----- TOTALS -----			42.1	2419.29

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: AUGUST 31, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT. # CATEGORY

1	MILEAGE	13.26
2	PARKING	4.00
17	PRINTING	2949.50
22	SUPPLIES	10.51

TOTAL DIRECT EXPENSES

2977.27

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING: JULY 31, 1991

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
1	MILEAGE	14.56
2	PARKING	2.00
17	PRINTING	100.90
TOTAL DIRECT EXPENSES		----- 117.46

DIRECT NON-SALARY COSTS (DETAILS)

PERIOD ENDING: AUGUST 31, 1991

SUB-COMM	CAT	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
901380.0	1	1	C Zimmer								45.0		11.70
901380.0	1	31	J Clark								6.0		1.56
901380.0	2	12	C Zimmer									4.00	4.00
901380.0	17	28	Accounts Payable									2949.50	2949.50
901380.0	22	30	Accounts Payable									10.51	10.51

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

12

REGIONAL RAILROAD AUTHORITY

Originating Department

K. H. Spiegelberg
Authorized Signature

10/3/91
Date

Board Action Requested

Quarterly report of payments for RCRRA.

July through September, 1991

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated October 3, 1991

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date
October 22, 1991

Board Date

Signature

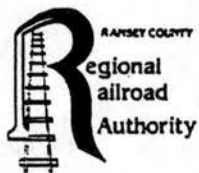
Signature

Signature

Date

Date
10/14/91

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1991, through September 30, 1991, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196
Fax: 298-4565

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: October 3, 1991
TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 1991

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 53,414.54
59103	Phase I - Preliminary Engr & EIS - Midway	7,062.77
59105	Phase II PE-Midway Corridor	3,820.35
59106	Right-of-Way Acquisition	36,743.72
59107	Northeast Corridor Study	26,824.05
59108	South Corridor Study	<u>27,044.74</u>

Total \$154,910.17

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period July through September 1991 and a copy of the Budget Condition Report as of September 27, 1991.

JVH:EG:cn/gcl
Attachments

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

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 10/02/91

REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY-1, 1991 THRU SEPTEMBER 30, 1991

59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT STATE AUDITOR	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020122	CA	03189	070591	00695572	150.00	MINNESOTA STATE AUDITORS	
		020122					150.00		
		EXECUTIVE DIRECTOR SERVICES							
	59101	020176	IC	06519	080291	00707495	1,549.77	IC TRANSFER PMT 400 40301	300908 A00460
			IC	06520	080291	00707495	1,021.82	IC TRANSFER PMT 400 40301	300908 A00461
			IC	06521	080291	00707495	2,086.22	IC TRANSFER PMT 400 40301	300908 A00462
			IC	06522	080291	00707495	2,185.57	IC TRANSFER PMT 400 40301	300908 A00463
			IC	06523	080291	00707495	2,497.79	IC TRANSFER PMT 400 40301	300908 A00464
			IC	06524	080291	00707495	1,703.04	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06525B	080291	00707495	2,675.20	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06526C	080291	00707495	3,210.24	IC TRANSFER PMT 400 40301	300908 A00458
		020176					16,929.65		
		BUDGETING AND ACCOUNTING SERVICES							
	59101	020179	IC	06527	080291	00707495	354.15	IC TRANSFER PMT 400 40303	300908 A00457
			IC	09290	082391	00716862	649.53	IC TRANSFER PMT 400 40303	300908 A00466
		020179					1,003.68		
		DATA PROCESSING SERVICES-MTCE							
	59101	020185	IC	05614B	072691	00704513	322.21	IC TRANSFER PMT 574 57401	301385 C02235
			IC	12149C	092091	00728922	319.00	IC TRANSFER PMT 574 57401	301385 C02369
			IC	12150A	092091	00728922	362.16	IC TRANSFER PMT 574 57401	301385 C02302
		020185					1,003.37		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	05105	071991	00701008	1,330.42	IC TRANSFER PMT 400 40801	300908 A00023
			IC	05615	072691	00704513	1,420.44	IC TRANSFER PMT 400 47101	300166 B01345
			IC	05615A	072691	00704513	5,083.60	IC TRANSFER PMT 400 47102	300434 B01345
			IC	05616	072691	00704513	922.23	IC TRANSFER PMT 400 47101	300166 B01337
			IC	05616A	072691	00704513	1,524.61	IC TRANSFER PMT 400 47109	300434 B01337
			IC	06528	080291	00707495	4,998.95	IC TRANSFER PMT 400 47102	300434 B01361
			IC	06528A	080291	00707495	1,396.77	IC TRANSFER PMT 400 47101	300166 B01361
			IC	06529	080291	00707495	1,439.91	IC TRANSFER PMT 400 47109	300434 B01362
			IC	06529A	080291	00707495	871.00	IC TRANSFER PMT 400 47101	300166 B01362
			IC	09692	090691	00723456	435.49	IC TRANSFER PMT 400 47101	300166 B01416
			IC	09692A	090691	00723456	719.95	IC TRANSFER PMT 400 47109	300434 B01416
			IC	09693	090691	00723456	1,050.31	IC TRANSFER PMT 400 47101	300166 B01411
			IC	09693A	090691	00723456	3,759.02	IC TRANSFER PMT 400 47102	300434 B01411
			IC	12151	092091	00728922	4,408.95	IC TRANSFER PMT 400 40801	300908 A00027
		020193					29,361.65		
		POSTAGE							
	59101	020202	IC	06537A	080291	00707495	127.10	IC TRANSFER PMT 521 52104	350323 W01113
			IC	09291A	082391	00716862	99.57	IC TRANSFER PMT 521 52104	350323 W01148
			CA	13020D	092791	00731908	580.00	POSTMASTER C/O BUDGETING	
		020202					806.67		

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991

59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CED MEETING EXPENSES ACCOUNT							
	59101	021409	CA	03192	070591	00695575	373.52	GLADSTONE CATERING	
			CA	08155	081691	00714813	12.65	DESPIEGELAERE	KATHRYN
			CA	09585	082791	00718462	31.50	DESPIEGELAERE	KATHRYN
			CA	12078	091791	00727959	22.32	DESPIEGELAERE	KATHRYN
			CA	12591	092091	00729610	361.73	GLADSTONE CATERING	
		021409					887.41		
		OFFICE SUPPLIES							
	59101	030101	CA	03104	070591	00695342	143.65	ST PAUL CITY OF	
			CA	05058	071991	00701250	121.59	ST PAUL CITY OF	
			CA	07857	081691	00714347	131.29	ST PAUL CITY OF	
			CA	09301	082391	00717150	20.67	ST PAUL CITY OF	
		030101					417.20		

RAMSEY COUNTY REGIONAL RAILROAD AUTH 59101: 53,414.54

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991

59103

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR-SERVICES							
	59103	020176	IC	06525A	080291	00707495	518.32	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06526A	080291	00707495	852.72	IC TRANSFER PMT 400 40301	300908 A00458
		020176					1,371.04		
	59103	DATA PROCESSING SERVICES-MTCE							
		020185	IC	05614A	072691	00704513	64.39	IC TRANSFER PMT 574 57401	301385 C02235
			IC	12149A	092091	00728922	49.25	IC TRANSFER PMT 574 57401	301385 C02369
			IC	12150	092091	00728922	62.36	IC TRANSFER PMT 574 57401	301385 C02302
		020185					176.00		
	59103	COUNTY PROJECT MANAGEMENT SERVICES							
		020193	IC	05107	071991	00701008	216.58	IC TRANSFER PMT 400 40801	300908 A00024
			IC	05617	072691	00704513	576.39	IC TRANSFER PMT 400 47101	300166 B01338
			IC	05617A	072691	00704513	952.88	IC TRANSFER PMT 400 47109	300434 B01338
			IC	05618A	072691	00704513	542.01	IC TRANSFER PMT 400 47102	300434 B01342
			IC	06530	080291	00707495	847.00	IC TRANSFER PMT 400 47109	300434 B01363
			IC	06530A	080291	00707495	512.35	IC TRANSFER PMT 400 47101	300166 B01363
			IC	06531A	080291	00707495	423.63	IC TRANSFER PMT 400 47102	300434 B01360
			IC	06531B	080291	00707495	9.97	IC TRANSFER PMT 400 47101	300166 B01360
			IC	09694	090691	00723456	72.43	IC TRANSFER PMT 400 47101	300166 B01412
			IC	09694A	090691	00723456	259.24	IC TRANSFER PMT 400 47102	300434 B01412
			IC	09695	090691	00723456	196.57	IC TRANSFER PMT 400 47101	300166 B01417
			IC	09695A	090691	00723456	381.14	IC TRANSFER PMT 400 47109	300434 B01417
			IC	12153	092091	00728922	495.04	IC TRANSFER PMT 400 40801	300908 A00028
		020193					5,485.23		
		POSTAGE							
	59103	020202	IC	06537C	080291	00707495	30.50	IC TRANSFER PMT 521 52104	350323 W01113
		020202					30.50		

RCRRA PHASE 1 PRELIM ENGR * EIS

59103:

7,062.77

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991

59105 PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59105	020102	CA	90951	081691	00000000	-2,747.50	JE01638	
		020102					-2,747.50		
		EXECUTIVE DIRECTOR SERVICES							
	59105	020176	IC	06525D	080291	00707495	250.80	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06526E	080291	00707495	100.32	IC TRANSFER PMT 400 40301	300908 A00458
		020176					351.12		
		DATA PROCESSING SERVICES-MTCE							
	59105	020185	IC	05614D	072691	00704513	29.38	IC TRANSFER PMT 574 57401	301385 C02235
			IC	12149E	092091	00728922	118.38	IC TRANSFER PMT 574 57401	301385 C02369
			IC	12150D	092091	00728922	38.64	IC TRANSFER PMT 574 57401	301385 C02302
		020185					186.40		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59105	020193	IC	05619	072691	00704513	571.73	IC TRANSFER PMT 400 47109	300434 B01341
			IC	05619A	072691	00704513	345.83	IC TRANSFER PMT 400 47101	300166 B01341
			IC	05620	072691	00704513	216.79	IC TRANSFER PMT 400 47102	300434 B01343
			IC	06532	080291	00707495	422.69	IC TRANSFER PMT 400 47101	300166 B01366
			IC	06532A	080291	00707495	698.78	IC TRANSFER PMT 400 47109	300434 B01366
			IC	06533	080291	00707495	4.98	IC TRANSFER PMT 400 47101	300166 B01359
			IC	06533B	080291	00707495	211.81	IC TRANSFER PMT 400 47102	300434 B01359
			IC	09696	090691	00723456	741.13	IC TRANSFER PMT 400 47109	300434 B01419
			IC	09696A	090691	00723456	448.30	IC TRANSFER PMT 400 47101	300166 B01419
			IC	09697	090691	00723456	993.76	IC TRANSFER PMT 400 47102	300434 B01415
			IC	09697A	090691	00723456	277.66	IC TRANSFER PMT 400 47101	300166 B01415
			IC	12154	092091	00728922	866.32	IC TRANSFER PMT 400 40801	300908 A00029
		020193					5,799.78		
		POSTAGE							
	59105	020202	IC	06537B	080291	00707495	20.34	IC TRANSFER PMT 521 52104	350323 W01113
			IC	09291	082391	00716862	26.89	IC TRANSFER PMT 521 52104	350323 W01148
		020202					47.23		
		PUBLISHING MINUTES & NOTICES							
	59105	020401	CA	03193	070591	00695576	23.40	MINNESOTA'S BOOKSTORE	
		020401					23.40		
		PRINTING & STATIONERY							
	59105	020501	IC	05106A	071991	00701008	110.72	IC TRANSFER PMT 400 41202	300404 H01959
		020501					110.72		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59105	021408	CA	06611	080291	00709321	49.20	DESPIEGELAERE	KATHRYN
		021408					49.20		

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991
59105

PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
-----	------	--------	-------------	--------------	-------------	------------	------------	----------------

PHASE II PE-MIDWAY CORRIDOR	59105:	3,820.35
-----------------------------	--------	----------

8

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 7
DATE 10/02/91

REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991

59106

RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR SERVICES							
	59106	020176	IC	06525C	080291	00707495	16.72	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06526	080291	00707495	33.44	IC TRANSFER PMT 400 40301	300908 A00458
		020176					50.16		
		DATA PROCESSING SERVICES-MTCE							
	59106	020185	IC	05614C	072691	00704513	1.70	IC TRANSFER PMT 574 57401	301385 C02235
			IC	12149	092091	00728922	4.01	IC TRANSFER PMT 574 57401	301385 C02369
			IC	12150C	092091	00728922	3.28	IC TRANSFER PMT 574 57401	301385 C02302
		020185					8.99		
		SURVEYING SERVICE							
	59106	020192	CA	PA219	082091	00716040	35,550.00	HANSEN THORP PELINEN OLSON	
			IC	08208	081691	00714045	93.91	IC TRANSFER PMT 400 47101	300166 B01367
			IC	08208A	081691	00714045	155.25	IC TRANSFER PMT 400 47110	300188 B01367
			IC	08209	081691	00714045	215.45	IC TRANSFER PMT 400 47101	300166 B01344
			IC	08209A	081691	00714045	356.17	IC TRANSFER PMT 400 47110	300188 B01344
		020192					36,370.78		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59106	020193	IC	05621A	072691	00704513	67.96	IC TRANSFER PMT 400 47109	300434 B01339
			IC	06531	080291	00707495	108.39	IC TRANSFER PMT 400 47101	300166 B01360
			IC	09698	090691	00723456	110.55	IC TRANSFER PMT 400 47101	300166 B01413
		020193					286.90		
		POSTAGE							
	59106	020202	IC	09291C	082391	00716862	26.89	IC TRANSFER PMT 521 52104	350323 W01148
		020202					26.89		

RIGHT-OF-WAY ACQUISITION

59106:

36,743.72

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1991 THRU SEPTEMBER 30, 1991

59107

NORTHEAST CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59107	020102	CA	PA017	071291	00698796	5,845.52	STRGAR ROSEOE FAUSCH INC	
			CA	PA017	080991	00712209	294.08	STRGAR ROSCDE FAUSCH INC	
			CA	PA017	092791	00732462	15,358.15	STRGAR ROSCDE FAUSCH INC	
		020102					21,497.75		
		EXECUTIVE DIRECTOR SERVICES							
	59107	020176	IC	06525E	080291	00707495	802.56	IC TRANSFER PMT 400 40301	300908 A00465
			IC	06526D	080291	00707495	367.84	IC TRANSFER PMT 400 40301	300908 A00458
		020176					1,170.40		
		DATA PROCESSING SERVICES-MTCE							
	59107	020185	IC	05614E	072691	00704513	92.43	IC TRANSFER PMT 574 57401	301385 C02235
			IC	12149D	092091	00728922	26.29	IC TRANSFER PMT 574 57401	301385 C02369
			IC	12150E	092091	00728922	20.08	IC TRANSFER PMT 574 57401	301385 C02302
		020185					138.80		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59107	020193	IC	05108	071991	00701008	1,330.42	IC TRANSFER PMT 400 40801	300908 A00025
			IC	05618	072691	00704513	260.41	IC TRANSFER PMT 400 47101	300166 B01342
			IC	05618B	072691	00704513	389.99	IC TRANSFER PMT 400 47102	300434 B01342
			IC	05621	072691	00704513	249.66	IC TRANSFER PMT 400 47109	300434 B01339
			IC	05621B	072691	00704513	192.12	IC TRANSFER PMT 400 47101	300166 B01339
			IC	06533A	082791	00718172	54.19	IC TRANSFER PMT 400 47101	300166
			IC	06534	080291	00707495	84.70	IC TRANSFER PMT 400 47109	300434 B01364
			IC	06534A	080291	00707495	51.23	IC TRANSFER PMT 400 47101	300166 B01364
			IC	09695B	090691	00723456	33.97	IC TRANSFER PMT 400 47101	300166 B01417
			IC	09698A	090691	00723456	432.06	IC TRANSFER PMT 400 47102	300434 B01413
			IC	09698B	090691	00723456	10.17	IC TRANSFER PMT 400 47101	300166 B01413
			IC	12155	092091	00728922	464.10	IC TRANSFER PMT 400 40801	300908 A00030
		020193					3,553.02		
		POSTAGE							
	59107	020202	IC	06537D	080291	00707495	38.13	IC TRANSFER PMT 521 52104	350323 W01113
			IC	09291B	082391	00716862	5.97	IC TRANSFER PMT 521 52104	350323 W01148
		020202					44.10		
		PUBLISHING MINUTES & NOTICES							
	59107	020401	CA	03194	070591	00695577	37.35	ST PAUL LEGAL LEDGER INC	
			CA	03194	082091	00000000	-37.35	JE01648	
		020401					0.00		
		PRINTING & STATIONERY							
	59107	020501	IC	05106B	071991	00701008	419.98	IC TRANSFER PMT 400 41202	300404 H01959
		020501					419.98		

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NORTHEAST CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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NORTHEAST CORRIDOR STUDY	59107:	26,824.05
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REGIONAL RAILROAD QTRLY REPORT
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59108

SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		CONSULTING SERVICES						
	59108	020102	CA	PA075	072691	00705179	9,412.78	BRW INC
			CA	PA075	082791	00718463	4,080.83	BRW INC
			CA	PA075	083091	00719934	1,752.74	BRW INC
		020102					15,246.35	
		EXECUTIVE DIRECTOR-SERVICES						
	59108	020176	IC	06525	080291	00707495	852.72	IC TRANSFER PMT 400 40301 300908 A00465
			IC	065268	080291	00707495	702.24	IC TRANSFER PMT 400 40301 300908 A00458
		020176					1,554.96	
		DATA PROCESSING SERVICES-MTCE						
	59108	020185	IC	05614	072691	00704513	98.61	IC TRANSFER PMT 574 57401 301385 C02235
			IC	121498	092091	00728922	149.81	IC TRANSFER PMT 574 57401 301385 C02369
			IC	121508	092091	00728922	110.94	IC TRANSFER PMT 574 57401 301385 C02302
		020185					359.36	
		COUNTY PROJECT MANAGEMENT SERVICES						
	59108	020193	IC	05109	071991	00701008	1,082.90	IC TRANSFER PMT 400 40801 300908 A00026
			IC	05620A	072691	00704513	118.36	IC TRANSFER PMT 400 47101 300166 B01343
			IC	05620B	072691	00704513	206.84	IC TRANSFER PMT 400 47102 300434 B01343
			IC	05622	072691	00704513	952.88	IC TRANSFER PMT 400 47109 300434 B01340
			IC	05622A	072691	00704513	576.39	IC TRANSFER PMT 400 47101 300166 B01340
			IC	06533A	080291	00707495	54.19	IC TRANSFER PMT 400 47101 300166 B01359
			IC	06533A	082791	00000000	-54.19	JE01720 400 47101 300166
			IC	06535	080291	00707495	825.83	IC TRANSFER PMT 400 47109 300434 B01365
			IC	06535A	080291	00707495	499.54	IC TRANSFER PMT 400 47101 300166 B01365
			IC	06536	080291	00707495	381.27	IC TRANSFER PMT 400 47102 300434 B01358
			IC	06536A	080291	00707495	106.53	IC TRANSFER PMT 400 47101 300166 B01358
			IC	09699	090691	00723456	253.52	IC TRANSFER PMT 400 47101 300166 B01414
			IC	09699A	090691	00723456	907.35	IC TRANSFER PMT 400 47102 300434 B01414
			IC	09700	090691	00723456	179.32	IC TRANSFER PMT 400 47101 300166 B01418
			IC	09700A	090691	00723456	296.45	IC TRANSFER PMT 400 47109 300434 B01418
			IC	12156	092091	00728922	3,186.82	IC TRANSFER PMT 400 40801 300908 A00031
		020193					9,574.00	
		POSTAGE						
	59108	020202	IC	06537	080291	00707495	38.13	IC TRANSFER PMT 521 52104 350323 W01113
			IC	09291D	082391	00716862	39.82	IC TRANSFER PMT 521 52104 350323 W01148
		020202					77.95	
		MESSENGER SERVICE						
	59108	020305	CA	11558	092091	00729611	75.00	CHORE SERVICES
		020305					75.00	
		PUBLISHING MINUTES & NOTICES						
	59108	020401	CA	12079	091791	00727925	53.75	ST PAUL LEGAL LEDGER INC
		020401					53.75	

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SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59108	PRINTING & STATIONERY 020501	IC	12152A	092091	00728922	103.37	IC TRANSFER PMT 400 41202
		020501					103.37	300404 H02010

SOUTH CORRIDOR STUDY 59108 27,044.74

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SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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QUARTERLY EXPENDITURES

FUND 591 TOTAL

154,910.17

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PCT OF YEAR ELAPSED = 73.97

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES	150,000.00	0.00	150,000.00	150,000.00	0.00	0.00	
020122	STATE AUDITOR	3,000.00	1,800.75	1,199.25	1,199.25	0.00	0.00	60.03
020154	LEGISLATIVE REPRESENTATIVE	25,000.00	10,000.00	15,000.00	15,000.00	0.00	0.00	40.00
020174	COUNTY ATTORNEY SERVICES	35,000.00	0.00	35,000.00	35,000.00	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES	68,000.00	22,188.09	45,811.91	45,811.91	0.00	0.00	32.63
020179	BUDGETING AND ACCOUNTING SERVICES	20,000.00	5,448.27	14,551.73	14,551.73	0.00	0.00	27.24
020185	DATA PROCESSING SERVICES-MTCE	7,200.00	2,283.83	4,916.17	4,916.17	0.00	0.00	31.72
020193	COUNTY PROJECT MANAGEMENT SERVICES	140,250.00	64,189.28	76,060.72	76,060.72	0.00	0.00	45.77
020194	PUBLIC INFORMATION SERVICES	30,000.00	1,735.00	28,265.00	28,265.00	0.00	0.00	5.78
020202	POSTAGE	5,755.00	1,488.76	4,266.24	4,266.24	0.00	45.00	25.87
020207	TELEPHONE LONG DISTANCE CHARGES	380.00	130.03	249.97	249.97	0.00	0.00	34.22
020208	TELEPHONE-LOCAL SERVICE	1,260.00	1,114.09	145.91	145.91	0.00	0.00	88.42
020301	TRANSPORTATION ALLOWANCE	600.00	333.12	266.88	266.88	0.00	0.00	55.52
020305	MESSENGER SERVICE	600.00	930.95	330.95CR	330.95CR	0.00	0.00	155.16

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
* CONTINUED *								
020401	PUBLISHING MINUTES & NOTICES	8,460.00	0.00	8,460.00	8,460.00	0.00	100.00	
020501	PRINTING & STATIONERY	20,800.00	1,778.20	19,021.80	19,021.80	0.00	0.00	8.55
020611	LIABILITY & PROPERTY DAMAGE	250.00	250.00	0.00	0.00	250.00	0.00	100.00
020803	EQUIPMENT & MACHINERY REPAIRS	45.00	45.00	0.00	0.00	45.00	0.00	100.00
020906	BUILDINGS & OFFICE SPACE	14,700.00	0.00	14,700.00	14,700.00	0.00	0.00	
020909	PARKING SPACE	2,400.00	1,440.00	960.00	960.00	0.00	0.00	60.00
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS	250.00	0.00	250.00	250.00	0.00	0.00	
021134	TUITION	284.00	0.00	284.00	284.00	284.00	0.00	
021192	INTEREST	0.00	0.68	0.68CR	0.68CR	0.00	0.00	6800.00
021226	COMMITTEE COMPENSATION	3,000.00	0.00	3,000.00	3,000.00	0.00	0.00	
021401	MEMBERSHIP & DUES	500.00	175.00	325.00	325.00	0.00	0.00	35.00
021403	CONFERENCE & SEMINAR EXPENSES	4,466.00	915.54	3,550.46	3,550.46	0.00	284.00	20.50
021407	OTHER TRAVEL	20,000.00	1,488.59	18,511.41	18,511.41	0.00	0.00	7.44
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	250.00	396.71	146.71CR	146.71CR	0.00	2,750.00	158.68

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
	CEC MEETING EXPENSES ACCOUNT							
021409	2,500.00	887.41	0.00	1,612.59	1,612.59	2,500.00	0.00	35.50
TOTL 02	564,950.00	119,019.30	0.00	445,930.70	445,930.70	3,079.00	3,179.00	21.07
	OFFICE SUPPLIES							
030101	2,000.00	750.38	0.00	1,249.62	1,249.62	0.00	0.00	37.52
	EQUIPMENT							
040300	33,880.00	0.00	0.00	33,880.00	33,880.00	0.00	0.00	
	CONTINGENT APPROPRIATIONS							
061001	400,000.00	0.00	0.00	400,000.00	400,000.00	0.00	0.00	
	RIGHT-OF-WAY ACQUISITION							
061003	1,857,650.00	0.00	0.00	1,857,650.00	1,857,650.00	0.00	117,350.00	
	SOUTH CORRIDOR EIS STUDY							
061007	150,000.00	0.00	0.00	150,000.00	150,000.00	0.00	0.00	
CURR DRG-TOT	3,008,480.00	119,769.68	0.00	2,888,710.32	2,888,710.32	3,079.00	120,529.00	3.98

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R90 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	452,713.74	20,762.89	0.00	431,950.85	431,950.85	0.00	0.00	4.59
ORG-TOT	3,461,193.74	140,532.57	0.00	3,320,661.17	3,320,661.17	3,079.00	120,529.00	4.06

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN							
020102	CONSULTING SERVICES 585.72	0.00	0.00	585.72	585.72	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 237.10	0.00	0.00	237.10	237.10	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 292.76	0.00	0.00	292.76	292.76	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 450.36	0.00	0.00	450.36	450.36	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 0.87	0.00	0.00	0.87	0.87	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 1,255.73	0.00	0.00	1,255.73	1,255.73	0.00	0.00	
020202	POSTAGE 213.71	0.00	0.00	213.71	213.71	0.00	0.00	
020305	MESSENGER SERVICE 9.00	0.00	0.00	9.00	9.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 2,200.00	0.00	0.00	2,200.00	2,200.00	0.00	0.00	
020501	PRINTING & STATIONERY 1,340.04	0.00	0.00	1,340.04	1,340.04	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 10.00	0.00	0.00	10.00	10.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 6.37	0.00	0.00	6.37	6.37	0.00	0.00	
TOTL 02	6,601.66	0.00	0.00	6,601.66	6,601.66	0.00	0.00	
ORG-TOT	6,601.66	0.00	0.00	6,601.66	6,601.66	0.00	0.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	535,437.52	372,634.86	131,600.00	162,802.66	31,202.66	0.00	0.00	69.59
	COUNTY ATTORNEY SERVICES							
020174	5,308.74	1,030.68	0.00	4,278.06	4,278.06	0.00	0.00	19.41
	EXECUTIVE DIRECTOR-SERVICES							
020176	3,495.06	12,235.70	0.00	8,740.64CR	8,740.64CR	0.00	0.00	350.09
	BUDGETING AND ACCOUNTING SERVICES							
020179	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	37.72	1,546.30	0.00	1,508.58CR	1,508.58CR	0.00	0.00	4099.42
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	53,959.88	32,882.33	0.00	21,077.55	21,077.55	0.00	0.00	60.94
	PUBLIC INFORMATION SERVICES							
020194	42,820.60	27,696.85	0.00	15,123.75	15,123.75	0.00	0.00	64.68
	POSTAGE							
020202	217.11	356.13	0.00	139.02CR	139.02CR	0.00	0.00	164.03
	MESSENGER SERVICE							
020305	60.90	211.85	0.00	150.95CR	150.95CR	0.00	0.00	347.87
	PUBLISHING MINUTES & NOTICES							
020401	4,452.45	372.55	0.00	4,079.90	4,079.90	0.00	0.00	8.37
	PRINTING & STATIONERY							
020501	971.32	1,038.65	0.00	67.33CR	67.33CR	0.00	0.00	106.93
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
	OTHER TRAVEL							
021407	53.47	1,869.11	0.00	1,815.64CR	1,815.64CR	0.00	0.00	3495.62

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA -- PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *				
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	19.60	2,347.33	0.00	2,327.73CR	2,327.73CR	0.00	0.00	1976.17
TOTL 02	648,136.54	454,222.34	131,600.00	193,914.20	62,314.20	0.00	0.00	70.08
ORG-TOT	648,136.54	454,222.34	131,600.00	193,914.20	62,314.20	0.00	0.00	70.08

PCT OF YEAR ELAPSED = 73.97

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 2,940,000.00	0.00	2,607,000.00	2,940,000.00	333,000.00	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 48,766.86	2,042.96	0.00	46,723.90	46,723.90	0.00	0.00	4.19
020176	EXECUTIVE DIRECTOR-SERVICES 34,983.28	351.12	0.00	34,632.16	34,632.16	0.00	0.00	1.00
020179	BUDGETING AND ACCOUNTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 3,498.00	203.29	0.00	3,294.71	3,294.71	0.00	0.00	5.81
020193	COUNTY PROJECT MANAGEMENT SERVICES 327,929.58	6,390.38	0.00	321,539.20	321,539.20	0.00	0.00	1.95
020202	POSTAGE 3,500.00	47.23	0.00	3,452.77	3,452.77	0.00	0.00	1.35
020401	PUBLISHING MINUTES & NOTICES 4,000.00	23.40	0.00	3,976.60	3,976.60	0.00	0.00	.59
020501	PRINTING & STATIONERY 10,000.00	110.72	0.00	9,889.28	9,889.28	0.00	0.00	1.11
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 12,000.00	0.00	0.00	12,000.00	12,000.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 1,000.00	49.20	0.00	950.80	950.80	0.00	0.00	4.92
TOTL 02	3,396,677.72	9,218.30	2,607,000.00	3,387,459.42	780,459.42	0.00	0.00	.27
ORG-TOT	3,396,677.72	9,218.30	2,607,000.00	3,387,459.42	780,459.42	0.00	0.00	.27

PCT OF YEAR ELAPSED = 73.97

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020109	REAL ESTATE APPRAISERS SERVICE	9,000.00	0.00	9,000.00	0.00	9,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES	34,000.00	533.75	0.00	33,466.25	33,466.25	34,000.00	0.00
020176	EXECUTIVE DIRECTOR-SERVICES	1,600.00	242.44	0.00	1,357.56	1,357.56	1,600.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	2,000.00	0.00	0.00	2,000.00	2,000.00	0.00	15.15
020185	DATA PROCESSING SERVICES-MTCE	450.00	37.73	0.00	412.27	412.27	450.00	0.00
020192	SURVEYING SERVICE	59,500.00	47,995.58	3,950.00	11,504.42	7,554.42	59,500.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	9,300.00	1,244.08	0.00	8,055.92	8,055.92	9,300.00	0.00
020202	POSTAGE	500.00	32.26	0.00	467.74	467.74	500.00	0.00
020401	PUBLISHING MINUTES & NOTICES	500.00	0.00	0.00	500.00	500.00	500.00	0.00
020501	PRINTING & STATIONERY	500.00	0.00	0.00	500.00	500.00	500.00	0.00
020913	CONFERENCE ROOMS	0.00	0.00	0.00	0.00	9,300.00	9,300.00	
TOTL 02		117,350.00	50,085.84	12,950.00	67,264.16	54,314.16	126,650.00	9,300.00
ORG-TOT		117,350.00	50,085.84	12,950.00	67,264.16	54,314.16	126,650.00	9,300.00

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59107	NORTHEAST CORRIDOR STUDY							
020102	CONSULTING SERVICES	145,608.98	119,796.48	1,000.00	25,812.50	24,812.50	0.00	0.00
020174	COUNTY ATTORNEY SERVICES	6,950.86	2,687.13	0.00	4,263.73	4,263.73	0.00	0.00
020176	EXECUTIVE DIRECTOR-SERVICES	2,301.53	2,867.48	0.00	565.95CR	565.95CR	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	2,924.15	0.00	0.00	2,924.15	2,924.15	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	495.51	543.71	0.00	48.20CR	48.20CR	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	83,557.68	11,789.49	0.00	71,768.19	71,768.19	0.00	0.00
020202	POSTAGE	436.28	78.63	0.00	357.65	357.65	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	500.00	37.35	0.00	462.65	462.65	0.00	0.00
020501	PRINTING & STATIONERY	473.90	434.63	0.00	39.27	39.27	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
021226	COMMITTEE COMPENSATION	500.00	0.00	0.00	500.00	500.00	0.00	0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	465.40	500.28	0.00	34.88CR	34.88CR	0.00	0.00
TOTL 02		244,214.29	138,735.18	1,000.00	105,479.11	104,479.11	0.00	0.00
ORG-TOT		244,214.29	138,735.18	1,000.00	105,479.11	104,479.11	0.00	0.00

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PCT OF YEAR ELAPSED = 73.97

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 65,000.00	36,758.85	10,573.75	28,241.15	17,667.40	0.00	0.00	56.55
020174	COUNTY ATTORNEY SERVICES 2,500.00	3,110.45	0.00	610.45CR	610.45CR	0.00	0.00	124.42
020176	EXECUTIVE DIRECTOR-SERVICES 273.44	3,569.72	0.00	3,296.28CR	3,296.28CR	0.00	0.00	1305.49
020179	BUDGETING AND ACCOUNTING SERVICES 322.93	70.83	0.00	252.10	252.10	0.00	0.00	21.93
020185	DATA PROCESSING SERVICES-MTCE 102.01	787.11	0.00	685.10CR	685.10CR	0.00	0.00	771.60
020193	COUNTY PROJECT MANAGEMENT SERVICES 23,932.28	21,198.55	0.00	2,733.73	2,733.73	0.00	0.00	88.58
020202	POSTAGE 188.75	105.32	0.00	83.43	83.43	0.00	0.00	55.80
020305	MESSENGER SERVICE 100.00	75.00	0.00	25.00	25.00	100.00	0.00	75.00
020401	PUBLISHING MINUTES & NOTICES 200.00	53.75	0.00	146.25	146.25	0.00	0.00	26.88
020501	PRINTING & STATIONERY 200.00	103.37	0.00	96.63	96.63	0.00	0.00	51.69
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL 02	93,019.41	65,832.95	10,573.75	27,186.46	16,612.71	100.00	0.00	70.77
ORG-TOT	93,019.41	65,832.95	10,573.75	27,186.46	16,612.71	100.00	0.00	70.77
ACT-TOT	7,967,193.36	858,627.18	2,763,123.75	7,108,566.18	4,345,442.43	129,829.00	129,829.00	10.78
FCT-TOT	7,967,193.36	858,627.18	2,763,123.75	7,108,566.18	4,345,442.43	129,829.00	129,829.00	10.78
FUND CURR TO	7,514,479.62	837,864.29	2,763,123.75	6,676,25.33	3,913,491.58	129,829.00	129,829.00	11.15

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

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REGIONAL RAILROAD AUTHORITY

Originating Department

Kathryn Helgeson 11/16/91
Authorized Signature Date

Board Action Requested

Appoint Commissioner John T. Finley to
 Joint LRT Advisory Committee.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
 2) Letter

Budgeting and Accounting

County Attorney Kris Weisberg 10-17-91

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

October 22, 1991

Signature

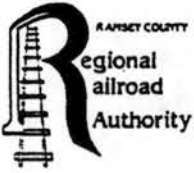
Date

Board Date

Signature

Date

10/16/91



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint John T. Finley to the Joint Light Rail Transit Advisory Committee for 1991 to fill the term of Commissioner Ruby Hunt.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



BOARD OF RAMSEY COUNTY COMMISSIONERS
316 COURT HOUSE
ST. PAUL, MINNESOTA 55102
612-298-4145

RUBY HUNT
COUNTY COMMISSIONER
DISTRICT 5

August 14, 1991

Commissioner John T. Finley, Chair
Ramsey County Regional Railroad Authority
316 Ramsey County Courthouse
Saint Paul, Minnesota 55102

Dear John:

As you know, I am applying for the position on the Regional Transit Board to replace you in District A.

I want to let you and the other members of the Regional Railroad Authority know that if I am appointed to the Regional Transit Board, it will be necessary for me to resign my position as one of two Ramsey County representatives on the Joint Light Rail Transit Advisory Committee. I am prepared to resign as a member of the Joint Light Rail Transit Advisory Committee if I am appointed to the Regional Transit Board.

Sincerely,

A handwritten signature in cursive script that reads "Ruby Hunt".

Ruby Hunt
District 5
Ramsey County Commissioner

RH/blk