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Ramsey County Regional Railroad Authority Documentation

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District 5
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Hal Norgard
District 7
Donald Salverda
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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 7, 1992

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

Chairman's Comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of November 12, 1991.

2. * Appoint Officers for 1992 for Ramsey County Regional Railroad Authority, Joint LRT Advisory Committee, and Metropolitan Light Rail Transit Joint Powers Board.

3. Regional Transit Facilities Plan - Discussion only.

4. Update on Legislation - Discussion only.

5. Progress on Midway Corridor - Discussion only.

6. * Ratify Partial Payment No. 9 to BRW, Inc. in the total amount of $3,448.80 for the South Corridor Alignment/Scoping Study.

7. * Approve Partial Payment No. 1 to BRW, Inc. in the amount of $6,574.77 for Midway Corridor Phase II Preliminary Engineering.

8. * Authorize Regional Rail staff to process payments to BRW, Inc. for work completed and invoiced in accordance with Agreement No. RCRRA/HCRRA 91-001.

9. * Ratify Partial Payment No. 2 to BRW, Inc. in the amount of $79,502.55 for Midway Corridor Phase II Preliminary Engineering.

* Action is Requested.

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 12, 1991

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, November 12, 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 Hal Norgard
Commissioner Warren Schaber
Commissioner Ruby Hunt

MEMBERS ABSENT: Commissioner Duane McCarty
Commissioner Donald Salverda

Also Present: James Van Houdt, Ed Glaubitz, Gary Simpson, Dennis Probst, Kathy DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning, James Tolaas

Minutes - Chairman Finley informed the Board members that the Minutes of October 22, 1991 which appear on the agenda will not be acted upon today, as the printed minutes are not available at this time. These minutes, however, will appear on the agenda of the next Regional Railroad Authority Board Meeting.

Chairman's Comments

Chairman Finley informed the Board that the 1992 budget will be considered at our meeting of December 10th.

Chairman Finley said that he was in Los Angeles a few weeks ago for a short series of meetings, and they brought in everybody in the business and public sectors for a two-day workshop which was set up by panels, to discuss what they are going to do about their transportation needs, principally in Los Angeles. It is for the first time businesses are leaving California, both businesses and people, principally for two reasons because they are so strangled they cannot get goods and services in and out of the Los Angeles area. Their manufacturing jobs are going right down the chute. It is depressing the values of the homes because people are leaving instead of coming in. If you happened to see FORTUNE MAGAZINE, the timing was unbelievable, because FORTUNE had that on their cover the day that the meeting started. He read the edition on the plane to Los Angeles. The Legislature has passed the sales tax, people voted on it, so they have already approved it. This meeting consisted of elected and appointed office who have been involved in transportation.

This discussion was similar to meetings with the Metropolitan Council, the Twin City area people, who were involved. The problems were that they have too many units of government, everybody (agencies) is battling for turf, it is too fragmented with nobody in charge. The biggest thing is there is no leader in the State since Jim Mills left the Senate and went down to San Diego to run the LRT in San Diego. Assemblyman Katz is trying to put himself forward as

the person, and he was one of the two moderators along with the representative of the MTD which is like our Metropolitan Council.

This meeting was very, very interesting, and one of the keynote speakers at the main luncheon was the CEO of Disneyland, or the Walt Disney Company. This man was amazing, he said they have a little interest in transportation, in naming what they have under the Disney Corporation, they have more transportation than most medium-sized cities, more public transit between Disney World and Disneyland than most medium sized cities in the country. They have 32 submarines alone, the monorails, buses, whole system - how they move people. His theme was that it can be done, they did it, they had the first monorail system in the country. He said no one comes to them to ask them for their technology or wants input and yet they have gone through it, and have been in it for thirty years in how to move people around in densely populated areas. The biggest thing he said if the people in Los Angeles walk each day what the people walk at Disney Land that have no pollution and no congestion problems, as the person who shows up at Disney Land walks four miles a day. But, the congestion is costing them, approaching one billion dollars year in lost productivity in time and labor, just in the County of Los Angeles. Their goal is to take it because they have the money to convert Los Angeles at the start of the 21st Century to have it the transportation capital of the world, much like the Silicone Valley with the computer companies. That was the goal of the seminar was to make that commitment that at the turn of the century they will be in the forefront of solving the problems of transportation. They have the money to do it, they do not need the Feds, they do not need anybody because the people have already voted to tax themselves for the transportation dollars.

Chairman Finley continued, instead of lectures, everything was panels, and it was interesting, the moderators of the panels were the television commentators from the different local television stations, so they received tremendous coverage as the moderators were with television, so everyone was there. It was amazing to him how the moderators were, they must have really spent some time preparing themselves to ask the proper questions. They might have had one elected official on each panel and the rest were business or transportation people so that every one had a little niche, but nobody could dominate. That made it very interesting. Chairman Finley went to all the meetings.

Chairman Finley commented that Dick Wedell lost the election, so that means he will be going off the Regional Transit Board. This can have an effect on us as he has been a real strong advocate for Ramsey County and staying in the loop on this.

Commissioner Hunt said that Ms. DeSpiegelaere had provided her with a list of the elected officials who would be eligible for the Regional Transit Board, so if we know of anyone who might be a likely candidate, we might be able to encourage that person to apply.

Ms. DeSpiegelaere said she believes that this person need not be a city elected official, it could be a county official. Some of the district Mr. Wedell was in is in Washington County.

2. Adopt Scoping Decision Document for St. Paul South LRT Corridor

Chairman Finley said that James Tolaas had a short presentation on this item.

James Tolaas addressed the Board, in the agenda materials today the Board received a copy of the Scoping Decision Document, the St. Paul South Corridor. This is a companion document to the the Environmental Assessment Worksheet that was completed earlier this year. This document assesses the technical information and the public comment information that has been received to date. This sets the stage or foundation for the full blown Environmental Impact Statement Study. It is not necessary to commit to a full blown EIS at this time, that decision can be made at a future time. The only action sought today is for the adoption of this in case we want to proceed in the future.

Mr. Tolaas continued, the document identifies two major alternatives to be considered if an EIS proceeds. The first is a build alternative which is LRT transit development on the Lafayette Freeway Corridor. The second is a no-build option which provides for existing bus service with enhancements in accordance with the RTB guidelines.

In review of the alignment itself, Mr. Tolaas began with the downtown St. Paul area, the alignment is on Cedar and Fourth, this was determined as part of the Midway Corridor Study. Mr. Tolaas pointed out these areas on the display. Extension to the South Corridor is via Fourth Street to Wall and State, or an extension a little further to Broadway down to Prince, to either the West or East Side of the Lafayette Freeway. All three of the alignments require a new bridge crossing on the Mississippi River, the existing bridges do not have the capacity to support traffic volumes and an LRT. A fourth alternative which will be considered in response to public comment is a bridge further upstream in the Mississippi River which would provide for a direct feed to the Concord Street Business Area. Those people are very interested in getting some sort of direct service.

In the overall alignment itself, we see the downtown St. Paul area which he pointed out on the display, with the three bridge crossings, feeding to either East or West of the Lafayette Freeway, stations at approximately one mile intervals, beginning with the Plato Boulevard Station, successively Concord, Butler, Thompson, Wentworth, Southview Boulevard, and ultimately terminating in the upper 55th Street area in Inver Grove Heights. For frame of reference that does put us south of I494, and does provide about a 6.7 mile trip to the St. Paul area.

In review of the public comments received, many were very standard comments such as you receive in an Environmental document, but there are a few that are worth noting, that are specific to this corridor. The first is the DOT's comment concerning traffic operations at ramp areas. It is important to notethat you may recall out of the I94 review we chose a median design to avoid any conflicts with intersecting streets, ramp areas or frontage roads. In this case because the Lafayette Freeway is not being reconstructed, we are forced to look at doing a signalization of the intersecting streets, we do not cross the ramp areas, but it does impact access to the freeway area.

The second note is the DNR pointed out the complexity of a Mississippi River crossing, this is a new structure, the Mississippi River is part of the critical river, national river recreational area, and carries with it some very stringent stipulations on how you develop new bridge structures in the river area. It has a potential impact to both esthetics and flood management issues.

An issue that did arise during the Midway Corridor Study the MPCA points out the need to look at air quality issues, both in response to the increase in vehicle miles traveled in the region as well as the impact of LRT in the future development around it. Mr. Tolaas does not believe that is a serious issue, but it is one that has to be addressed.

The Met Council made a number of comments, three of them which deal with annualized cost, operating costs, and cost effectiveness. These are all wrapped into this overall issue of what does LRT cost, what type of service does it provide. A secondary issue is one similar to what we ran into at University Avenue, people are very concerned with maintaining a significant level of bus service on Robert Street, in spite of LRT being installed.

The RTB identified a very significant issue, that we have not really talked about at length, but if a new airport is chosen, a new location in the Rosemount area, it could have significant ramifications on what type of LRT service and travel patterns exist in that area. Obviously, any decision in regards to that would be of great significance.

Commissioner Hunt asked with the proposed location in Dakota County, would it be easier to reach the airport from downtown St. Paul by LRT than it would from downtown Minneapolis. Mr.Tolaas believes that you would want to extend the LRT alignment further to the South, and that would be a very direct access to St. Paul, much more direct than from Minneapolis.

Mr. Tolaas continued, the City of St. Paul is obviously concerned about the quality of transit service, particularly to its transit dependents, and has noted the need to look at potentially a non-fixed rail alternative that would provide better transit service, and not simply conclude right off the top that LRT would indeed improve that.

The St. Paul Heritage and Preservation Commission piggy-backed really on their comments that were indicated on the Midway Corridor as a concern for the Lower Town area, particularly in the area of the Depot. The last station identified in the Midway Corridor study is in the Depot area, and the extensions proceed directly from that point.

With regard to public comments, there were a number of comments again, very similar to many of the things we have heard before, some are opposed to LRT, others are looking at insufficient ridership that happens to be about 11,800, their concern for crime increases in their neighborhood, some are still concerned with the noise issues, and the age-old cost-effectiveness issue. An air quality issue identified or concern is really relating to the generation of the power used by LRT in different location.

Mr. Tolaas added there are some remarks with concern for relocation. Obviously, there is a potential for increased traffic and congestion in some neighborhood streets depending on station location and park and ride facilities, and they had a series of other alternatives identified. The fifth alternative in this case is the one that calls for the consideration of an additional crossing over the Mississippi River to service that Concord Street area, they would feed from Concord and Robert then over to the Lafayette Freeway.

Mr. Tolaas mentioned another, one that he would not flag, but recent events have shown the importance of it is the concern for responsible snow removal and maintenance, coordination, as obviously if we can't get to the stations during the snow event, we can't necessarily have good ridership in spite of the train running well, it takes that coupling of efforts to make sure that people can access the system.

Last, but not least. financing and impact of taxes is something this Authority has rustled with again and again, and continued so at the regional level.

There are individual copies of the comments received in Appendix C of the Document if the Board members would like to read this directly.

Chairman Finley thanked Mr. Tolaas for his presentation. The approval of the Scoping Document will limit what would be studied in the eventual EIS.

Ms. DeSpiegelaere said that is correct, the resolution which the Board has indicates approval of this as proposed. Dakota County RRA approved a similar resolution a week ago. A decision on whether or not to prepare an Environmental Impact Statement will be made as part of this Board's process on December 10th.

Commissioner Hunt said from Mr. Tolaas' report she can't think of anything that would have been left out of the proposal, it certainly covers the "waterfront" on the kinds of concerns from all the agencies as well as the residents who have expressed their concern.

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

R91-71

WHEREAS, An Environmental Assessment Worksheet/Draft Scoping Decision Document has been prepared for Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority; and

WHEREAS, Notice of availability of the reports was published in the Minnesota Environmental Quality Board's (EQB) Monitor and the period of comment ended on October 2, 1991; and

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

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

WHEREAS, A scoping meeting to present information on the project and obtain the responses of the public was convened on September 19, 1991; and

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

RESOLVED, That Ramsey County Regional Railroad Authority adopts the Scoping Decision Document for the South Corridor.

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

3. Information on LRT Station in vicinity of T.H. 280/I-94/Westgate - Discussion only.

Chairman Finley said this has been brought about by the concerns of the people in the Westgate area, access to Westgate which is a fast growing development. There has been one meeting so far, and they are looking at different alternatives to come off of I-94 and somehow to accommodate the people and the businesses that will be in the Westgate area.

Dennis Brobst of BRW, Inc. addressed the Board, giving a brief description of what they have identified with the staff as the key issues along the Midway alignment and give you an update of where we are with investigation of several of them. As a result of the comments that were received in response to the Preliminary Design and Draft EIS, a number of key items were identified for further study in the Preliminary Engineering Phase. These included the concern for noise and vibration along the Prospect Park area in Minneapolis, a concern for whether or not we were providing adequate service to the Westgate/280 area. They had included in the Preliminary Design EIS an approximate 2,000 foot long structure to deal with the grade separated crossing of the Soo Line/Minnesota Commercial Amtrak crossing in the vicinity of Merriam Park. There was an issue with regard to a Cleveland Station which really becomes tied to that.

Mr. Brobst said they are looking at concerns that were raised with regard to the stations in the I-94 segment of the corridor. As we come into downtown St. Paul there were some questions as to how we come through the neighborhood area along Raveaux Street, get into and through the Capitol as well as the station location there, then, the design of the transit mall in downtown St. Paul. As a part of that discussion, looking at whether there is a real need for the station on Fourth between Robert and Minnesota was another concern. Their approach to looking at these things is basically they are actually investigating all of them as they are moving along. At the present time they have had the first meeting with the Westgate Area Group, and have presented a report, which has been included in the packet which the Board has this morning.

Mr. Brobst wished to walk the Board members through this report which was presented on October 29th involved a look at five alignment alternatives. Alternative A is actually the baseline alignment from the Preliminary Design exercise. The zone Mr. Brobst was showing begins at 25th Avenue Station in Minneapolis, at Arby's, the Washington Avenue location, and they are looking over Cleveland as the segment which is being covered here. The alignment A

is the Soo Line I94 alignment with the station at Franklin with service to the Westgate/280 area basically handled by virtue of bus existing, or rerouted bus service, as a part of the overall transportation plan. This is what is currently in the plan.

The next alternative is the same alignment with the addition of a station at Pelham Boulevard. This alternative proposes pedestrian bridge crossing at 94 to get into the southerly portion of the service area. The third option is basically the Soo Line/94 alignment with a change in that we cross 94 at the City Limits, or County Line, to the north side of 94, and add a station on the Hartzell Manufacturing property. The advantage of this one over the Pelham side is that it gets us a little closer to the service area, but not significantly so.

The fourth alternative that was looked at was a solution that got off of the Soo Line and basically came, it crossed 94 again on a new bridge and cuts through the Westgate neighborhood. This requires the removal of a number of houses, and a number of additional property takes. This alignment proposes that we come across University through the Westgate area and then on to the University transitway, we come out of the freeway at the same location.

Commissioner Hunt feels that this would make the Prospect Park people happy. However, Commissioner Ahrens does not think so. Mr. Brobst said there are a variety of opinions on the merits of this.

Mr. Brobst said the concern has been raised whether their level of service has been adversely affected. He added that this alternative does not add a station, it keeps the same number of stations. They are not at this time proposing an additional station.

The fifth alignment is very similar to this one in that it comes out of 280, exactly the same way as the previous one, the station is proposed at the same location, but instead of going up the transit way, it proposes coming down University Avenue. One of the issues here was whether or not we could get another station in this area to better serve the Prospect Park neighborhood. The problem is that there is an area where the grades are so steep it would require fairly significant realignment from a profile standpoint so it is assumed at this point that there would likely not be a station in this area. They did consider another point, but it appears the one he pointed out would be for the largest number of potential patrons in the area.

In the course of meeting they had with the neighborhood groups, they were asked to demonstrate that they had looked at alignments on the East side of 280. They have in fact done this and had concluded that they did not merit further study, but it was agreed at that meeting that we would look at and present what we thought was the best possible alignment on the East side of 280. What this alignment does is that it stays on the North side of the freeway, it does not cross back again, it cuts under Pelham Boulevard, and then comes up, there would be a deep cut along Pelham, and taking a number of buildings as well as disecting some properties that Twin City Testing is now occupying there, as well as taking a significant portion of their parking for the station. If there were to be a station East of 280, this appears to be the most appropriate location for it. But, again their

bulk of the ridership is really on the West side of 280, so they would recommend that the station be near the Court International facility, and as a result of that they do not feel that there is great merit in an alignment that comes out of the freeway and tries to stay on the East side of 280.

The summary of the report is well represented in the matrix looking at the five alternatives - A is the basline alignment which provides service to the area basically through the existing or extended bus system. B is the base line alignment with the additional station at Pelham. C is the North side of the freeway. D is coming up through the Westgate area and using the University transitway to get back to the existing alignment at University. E is a similar alignment using University Avenue.

Mr. Brobst said what they identified along with staff as the significant evaluation criteria were travel time on the alignment, they do have an issue where we may see some reduction in ridership as time grows. Patronage - there were some estimates done, and these were not reruns of the models. Access to the station - particularly as it relates to providing better service to the Westgate area. Land use impacts - in terms of how or what we were doing to impact either the neighborhood or property takes. Consistency with the regional design philosophy had to do with costs, fees, a more regional look at the transit system rather than just trying to look specifically as to how we might serve a particular area. Property acquisition costs and construction costs were considered.

Chairman Finley asked about acquisition costs, are there homes taken. Mr. Brobst said in D and E there are 13 homes taken. Property acquisition costs that are shown are their best estimates. This may or may not be a good number in terms of how we look at this.

Commissioner Ahrens mentioned District 12 when a study was done several years ago, in their development plan for that whole area which was to move from residential to commercial industrial anyone who thought that those homes would remain there would not be very realistic.

If Court International continues to have a parking lot for employees, it is discouraging the use of light rail. If that parking were not to exist, Commissioner Ahrens thinks that those numbers might go up considerably for the patronage.

Mr. Brobst said the assessment on their part is that these figures represent fairly generous numbers in terms of predictions that have been made elsewhere in the LRT system relative to a percentage of riders that this would represent relative to the total population that is anticipated there by 2010.

Chairman Finley asked about the distance that is added. Mr. Brobst said the difference between A and D or E is only a few hundred feet. The cost of construction is increased as additional bridges that are involved, they believe that they would have to reconstruct the transitway because it is now constructed in the middle of that right-of-way, so we may have to shift it to the North. In Alternate E they would have to rebuild University Avenue, so there are some significant costs that come up that are not specifically related to the mileage of track.

Commissioner Schaber asked if the distance is no greater and we have no station, why is there a difference. Mr. Brobst said it is the geometry of the alignments, the curves, on the baseline there are broad sweeping curves where we can maintain 55 miles per hour. In some of the alignments we are down to 20 miles per hour.

Chairman Finley thinks it would be helpful if they prepared an overlay of the alignments for the next meeting of the group. This will show that they are not too far away from each other.

Commissioner Norgard discussed the grain elevators in the area, which will be going some day, this will be the only commercial area in Minneapolis to be developed, so some day there will be a lot more people down there.

Commissioner Ahrens said the only realignment that we really address, the Westgate issue, is either D or E to truly get up in that area. She does not think this is going to be an easy issue. She was very pleased at the meeting both with the presentation and the depth of it, and the fact that the community was pleased. We let them know if they would take this back and mull it over, we would come back with additional information, then on the third meeting which would probably be in January or December, we should have a recommendation on their part as to how we should proceed. We have given them what they needed, and we have some hard choices.

Mr. Brobst said there was one other issue raised at the meeting with regard to feeder buses, and how that might be affected by the system. They have since talked to the MTC and in the mailing today there will be a memo from MTC which will describe their position with regard to what might happen with the feeder bus system.

Commissioner Ahrens believes that if there is going to be any growth along this corridor, this is it.

Commissioner Hunt asked if this is not part of that portion in Minneapolis that would also end up with a lot of potential growth so that actually from the Minneapolis standpoint it should be a plus for them for economic development also. Commissioner Ahrens feels that they are looking at it from a neighborhood side.

Commissioner Schaber feels that this is one time that we might even see where LRT will be a positive for economic development.

Commissioner Hunt would like to ask if Ms. DeSpiegelaere would be in a position to explore that potential with the staff people, has Hennepin County or Minneapolis staff people sat in on the meetings at all.

Ms. DeSpiegelaere said both Hennepin County representatives as well as people from Minneapolis and St. Paul have been there. She hopes we are not heading toward a standoff between Minneapolis and St. Paul as each of them does have approval of the design plan. The feeling on the part of most traffic staff is that the area around Westgate is well served with bus service, and that having an LRT station there does not really warrant it. The third factor is the cost. We will be coming back to you with this, and she is not sure what our recommendation will be.

4. Approve Joint Powers Agreement for Light Rail Transit

David MacMillan addressed the Board, attached to the documentation is a memorandum that has been drafted to be submitted to the Joint LRT Advisory Committee the next time it meets. In this we attempt to outline some of the things that have evolved and taken place since this started back in February, and then stopped, and was restarted again this fall. One of the issues which we addressed early in February which finally was resolved this fall is the financing issue, and it is a fairly complicated financing structure.

Essentially what they have done is they have taken - this is for the administrative budget only, this does not apply to the actual cost of construction of the corridor. For the administrative budget what we have done is in Section 6 is they have taken ten percent of whatever the administrative budget for the Joint Board would be and that is allocated to the three smaller counties, Washington, Carver and Scott Counties. Internally there is also a limitation that those three counties worked out, and that is that it would be a $6,000 individual cap on cost participation for Carver and Scott and $18,000 for Washington. The aggregate would be $30,000, so if there is an administrative budget of $300,000 or less, we probably will not have to worry about these caps. When the administrative budget exceeds $300,000, then there is going to have to be some re-allocation of costs.

With respect to the State agencies, the RTB, MTC, Mn/DOT and Met Council, each would contribute a flat 5% of whatever the administrative budget is. The remaining 70% of the budget would be allocated according to the formula, 20% to Hennepin County, 20% for Ramsey County and 15% for Dakota and Anoka Counties.

We recognize that this formula maybe some of the agencies might not join or be able to contribute, so they allocated any shortfall amongst the remaining agencies in proportion to their percentages that they would pay under the allocation as set out in the agreement.

This procedure is designed to be in effect for the first seven years of the Joint Powers Agreement. At the end of the sixth year the parties will renegotiate this formula, it would have to come back to the individual members for approval. If they can't negotiate a formula, then the formula becomes a straight per capita assessment, the state agencies would still take 5%, and all of the other counties would pay on a per capita basis. They have covered the contingency if a new formula cannot be negotiated at the end of the sixth year. This is the key feature as far as the administrative budget is concerned.

An issue that came up after this was put together was that some of the state agencies are concerned about whether or not they can join under the currently existing statutory framework. This was a concern we had last February, and we hoped that some legislation could have been enacted back then which would have taken care of the problem, The Legislature did say if there is a corridor funded with Federal and County funds or Federal and Local funds, then Mn/DOT, RTB, Met Council and MTC would have to be in the Joint Powers agreement. The state agencies are concerned that the agreement should only apply to those corridors who are funded by Federal and County Funds, and if State Funds, the agency would not be able to join the agreement. Some proposed language which

will be presented, these concerns came in too late to be integrated in the document so we have added them as possibilities for discussion at the next Joint LRT Advisory Committee Meeting tomorrow. These are attachments A and B, A is primarily the one which deals with amending Section 6, what this does, if this language if added to this agreement means that any state-funded corridor could not be administered through the Joint Powers Board. The way to get around that is to go back to the Legislature and amend the existing limitation in the authority for the State agencies, inotherwords, make it that they have to join, but that it could be for a corridor funded by any source. The concern of the state agencies is legitimate, there is some real question as to whether there is any existing statutory authority that they do have the authority to join into this organization with the Regional Railroad Authorities.

Chairman Finley said then we do not have to deal with this now. Ms. DeSpiegelaere said tomorrow at the Joint LRT Advisory Committee Meeting you will have to deal with it.

Chairman Finley asked if this Joint Powers Agreement now, as it is, is this the recommendation of staff. Mr. MacMillan said this is the recommendation that the Technical Advisory Committee staff has come up with. There is an amendment that the Joint Powers Board would be an independent entity, and not an agent of the local RRA's. How the courts have treated relationships between Joint Powers Boards and the signatory members is pretty cloudy. The one case which addressed it they said basically they did not care under that particular agreement, they pierced the Joint Powers Board veil, and held all the member bodies/for some of the actions of the Joint Powers Board. There is language in that case that says that they would look at each Joint Powers Board on a case by case basis, andif there was a strong statement that the Joint Powers Board itself was an independent body, they would take that into account, and might not hold the individual agencies liable for action. Attachment B we ammend Section 3 to make that language a little bit clearer, and will suggest to the Committee tomorrow that they add this as this is not controversial, it is a technical cleanup for the members.

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Chairman Finley asked if the Board is being asked to approve it.

Ms. DeSpiegelaere said that it is not necessary, she thought it would be helpful for the Board to be aware of the changes.

5. Regional Transit Board's Recommendation on Light Rail Transit

Chairman Finley asked if this has been cleared up.

Ms. DeSpiegelaere said they have not cleared up the issue as yet, but the documentation that you have has not been changed. The Regional Transit Board is revising the LRT Priority and the recommendations of the staff have been endorsed by the Policy Committee. On Page 2 of your documentation it indicates that the Central Corridor and I-35W South Corridor should be constructed as a two phase system, this has a surface alignment through both downtowns, the State Capitol area and the University of Minnesota. There are two additional corridors, Minneapolis Northwest and Minneapolis Northeast, that have potential, and staff has recommended that no additional work be done on these. That right-of-ways should be preserved for those corridors that are currently in the 10 year plan.

Ms. DeSpiegelaere continued, for financing the recommendation is that a goal be adopted of 30% federal funds, 70% RTB Bonding Authority (property tax). The recommendation is that tunnels should be provided by individual jurisdictions. In regard to governance, this says that the final design and construction is to be directed by Joint Powers Board as described in the LRT Regional Coordination Plan.

These recommendations will be considered tomorrow by the Joint LRT Advisory Committee.

Chairman Finley said the financing part of it is contrary to what our position was previously.

Commissioner Hunt said it is difficult to argue against Federal funding with the State taking the position it has been taking on all this stuff.

Chairman Finley said the problem is we have made a specific determination not to go the Federal route because it was going to take too long, and we were going to miss the rehab of I94 in the planning process. So, for Ramsey County the RTB took the position that it would not be a federally funded corridor because it did not have to go through the Federal EIS process which would have had us miss the opportunity to build at the same time that I94 was being built. This is a tremendous step backwards. As a member of the Advisory Committee, he will continue to argue our position to continue that it not be federal as to the essential corridor. If it is 30% for the whole thing, because 35W is in the federal process, we could support that providing the EIS does not have to be done on the Central Corridor.

Commissioner Schaber is concerned if this is a move to just knock us out.

Commissioner Hunt does not think so, she thinks they are looking at ways to cut costs because there has been a concern on the part of the Legislature or some of them on the costs that are involved.

Chairman Finley feels there may be a little bit behind the scenes on that really coming more from the Metropolitan Council and what their relationship is with the staff of the RTB, there may be some influence there. That way they can plan for 20 years, rather than construct, as they will survive as long as they can continue planning.

Commissioner Hunt would like to move that we maintain our existing position, this was seconded by Commissioner Norgard.

Chairman Finley said our second position regarding the local part of it was that the RTB be bonding, so we can be consistent, saying that if it does not look like a sales tax, we can move to that second position. He asked the Board if Commissioner Hunt and he should other alternatives, but we do not support changing the basic concept of going with Federal Funding on the Central Corridor because of the time delays that are involved.

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

WHEREAS, Staff recommendations from the Regional Transit Board indicate that:

1. The Central Light Rail Transit Corridor should be considered for the Urban Mass Transportation Administration Alternatives Analysis/Draft Environmental Impact Statement process; and

R91-72

2. Regional Transit Board property tax bonding should be sought to fund the remaining costs of the Central Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority supported the recommendations of the Light Rail Transit Development and Financial Plan adopted by the Regional Transit Board in February, 1990, which stated "That the Central Corridor and the two downtown distribution systems not pursue federal funding to ensure the earliest possible implementation of the highest priority corridor. The above would be subject to modification dependent upon changing federal regulations." Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority affirms its previous position that the Central Corridor should not be required to go through the federal process unless the yet to be adopted Surface Transportation Act of 1991 offers an opportunity to streamline the traditional arduous and onerous federal requirements; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority prefers that additional options to regional property tax be considered for funding light rail transit, such as gasoline tax, motor vehicle excise tax, sales tax or state general bonding, in order to minimize the impact on property owners of the regressive property tax.

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

6. Approve Partial Payment No. 16 (Final) to SRF SKF, Inc. in the amount of $1,000.00 for Northeast Corridor Alignment Study.

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

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 all work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through September 30, 1991; and

R91-73

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 16, Partial Payment No. 16 (FINAL), and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through September 30, 1991; Now, Therefore, Be It

RESOLVED, Payment to Strgar-Roscoe-Fausch, Inc. in the amount of $1,000 for services to the Ramsey County Regional Railroad Authority through September 30, 1991, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-90-001.

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

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. DeStefanis 12/27/91
Authorized Signature Date

Board Action Requested

Appoint officers for 1992 for Ramsey County Regional Railroad Authority, Joint LRT Advisory Committee, and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See proposed resolution attached.

Budgeting and Accounting Ed Glawitz 12/27/91
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 7, 1992	F. L. Glendenning	1/2/92
Board Date	Signature	Date

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1992:

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

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Joint Light Rail Transit Advisory Committee for 1992:

Diane Ahrens
John T. Finley

and Be it Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1992:

John T. Finley (member)
Diane Ahrens (alternate)
Kathryn DeSpiegelaere (staff).

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY
Originating Department

K DeSpiegelaere 12/27/91
Authorized Signature Date

Board Action Requested

Regional Transit Facilities Plan

DISCUSSION ONLY

Request Justification

See attached: 1) Memorandum from K. DeSpiegelaere
2) Regional Transit Facilities Plan

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney Dan Mac Mahon
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: January 7, 1992	Signature: F. L. Glendenning	Date: 1/2/92
Board Date	Signature	Date

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Regional Transit Facilities Plan

DATE: December 26, 1991

On December 19, the Metropolitan Council adopted a Regional Transit Facilities Plan for purposes of public review. A public hearing will be held on the plan on January 21 at 4 PM. A copy of the plan is attached. It contains a strategy for transit improvements of varying scope and cost.

A letter will be prepared for signature by the Chairman of Ramsey County Regional Railroad Authority addressing the following areas:

1. COOPERATIVE PROCESS

   Ramsey County Regional Railroad Authority is supportive of the cooperative/coordinated way in which the plan was prepared. Representatives from the Regional Transit Board and Minnesota Department of Transportation made major contributions to the report. Counties, cities and regional railroad authorities were included in the process, particularly after concerns were expressed in regard to the process of preparation of the plan.

2. IMPORTANCE OF TRANSIT TO RAMSEY COUNTY

   Ramsey County contains a core developed area, has citizens aging more rapidly than in other parts of the metro region, and has a high percentage of households in St. Paul which are dependent on transit services. Transit needs in the County are high.

Printed on Recycled Paper

3. TRENDS

Ramsey County agrees with the statements in the Regional Transit Facilities Plan that increased reliance on single-occupant autos has come at a high price. The declining transit use in the region must be addressed.

4. LIFE STYLE CHANGES

The report should address how increased transit use can be achieved in ways in addition to merely providing facilities. Education is one component of the change. Incentives to encourage transit use are another component. Metro area citizens need to be given choices in selection of transportation services.

5. RIGHT OF WAY PRESERVATION

The report should include information on the importance of preserving right of way in the public domain when opportunities for acquisition are available.

6. RANGE OF IMPROVEMENTS RECOMMENDED

The integrated approach to transit, with a range of improvements depending on need, is supported.

7. RANKING OF CORRIDOR NEEDS/PROBLEMS

Table 4.1 of the plan includes a ranking of corridor needs and problems. How were the transit needs determined? For example, TH 36 and St. Paul Northeast/35E have a high ranking in "highway congestion" and medium ranking in "transit needs."

8. HOV RECOMMENDATION

The St. Paul I-94 East corridor from downtown St. Paul to Washington County is recommended for a high occupancy vehicle lane. The recent Peirce Report, St. Paul and Beyond, included this statement,

"The highway link between the villages obviously would be I-94. But the region should think more expansively: Why not experiment here with a light-rail line, running out from St. Paul and along the interstate right-of-way? Advocates have long said that light rail would draw development along its spine. The Twin Cities have been terribly slow to allow as much as an experiment with that theory. The I-94 corridor, with compact villages, could be a good way to start, presumably extending a line that links downtown Minneapolis to downtown St. Paul as well."

9. LRT STAGING RECOMMENDATIONS

Ramsey County Regional Railroad Authority concurs with the recommendation that the Central Corridor and I-35W/South should be the first LRT lines constructed, with Central as the first priority.

10. FUNDING RECOMMENDATIONS

We will continue to work with the Metropolitan Council, Minnesota Department of Transportation, Regional Transit Board and others on the funding issues for transit projects.

Ramsey County Regional Railroad Authority prefers broad-based funding for transit projects, such as sales tax, fuel tax or motor vehicle excise tax. Property tax is not the preferred method of funding.

On the recommendation to seek federal funding for the Central Corridor, we would like additional information on the implications of seeking federal funding. We recognize that the process is complex and lengthy. Obtaining answers to questions before initiating the process may help in a decision about whether or not to follow the federal process, how to maximize the potential of the process and how to streamline it to meet the area's transit needs more efficiently.

Hennepin and Ramsey Counties would be appropriate agencies to conduct an alternatives analysis, if one is required for the Central Corridor, in cooperation with other agencies. The two counties have a history of LRT work in the Central Corridor and are currently cooperating on preliminary engineering studies in that corridor.

11. GOVERNANCE

We support the joint powers approach to governance for light rail transit. Ramsey has joined the other metro counties in a joint powers board, pursuant to state legislation. We believe that the joint powers board can incorporate the Metropolitan Council, Regional Transit Board, Metropolitan Transit Commission and Minnesota Department of Transportation in a workable framework that can responsibly construct light rail transit.

The joint powers board would build upon the existing governance framework and would incorporate elected and appointed officials.

KD/blk

METROPOLITAN COUNCIL
Mears Park Centre, 230 E. Fifth St., St. Paul, Minnesota 55101

DATE: December 13, 1991

TO: Metropolitan Systems Committee

FROM: Natalio Diaz

SUBJECT: Regional Transit Facilities Plan

Attached for your consideration is a draft of the Regional Transit Facilities Plan. This plan reflects several months of work and policy discussions by the Metropolitan Systems Committee. It includes chapters describing the region and transportation trends, a new vision for transit, and new service concepts. It also contains recommendations for service improvements, associated low capital improvements and major capital improvements needed to implement the new transit vision. Finally there is a chapter describing how these transit improvements should be implemented.

RECOMMENDATIONS

That the Metropolitan Council adopt the attached report for public comment and set a public meeting date for January 21, 1992 at 4 p.m. to hear comments

DRAFT

REGIONAL TRANSIT FACILITIES PLAN

Draft for Public Meeting on
January 21, 1991, 4 p.m.

Metropolitan Council
Mears Park Centre
230 E. Fifth St.
St. Paul, Minnesota 55101
291-6359 TDD 291-0904

Publication No. 550-91-160

INTRODUCTION

A Strategy

- This is an overall transit strategy for the Twin Cities Area for the next several decades--a picture of what transit should be in the region and first steps to bring that picture to life.

- It's a guide for making the best choice of transit improvements and highway facilities that favor vehicles carrying more people than a lone driver--"multioccupant vehicles" or MOVs.

Why It's Needed

- The key to moving many people around the Twin Cities in the future is to offer different kinds of transit that are well coordinated to carry short or long trips to wide-ranging destinations. This transit facilities plan is the organizing framework to do that.

- The region needs to take a fresh look at all its transit needs--to step back from the current light rail transit debate and consider what areas may need which transit choices.

The Problem

- More traffic congestion, air pollution and other problems are in store for the Twin Cities Area if it continues to rely on one-occupant cars to move hundreds of thousands of people every day.

- Transit needs to be invigorated and reorganized to make it go where people want to go.

The Approach

- Many strategies are needed. No one approach is sufficient alone. The plan looks at many kinds of improvements, from low-cost to major ones.

- The plan looks at transit needs in the entire region, from the sparsely settled suburbs to the highly traveled routes in the urban core. It also fills gaps in transit service and provides transit where it should support development.

- It underscores the relationship between transit and land use development.

- It draws on extensive data already available, including new data on travel behavior in region.

Prepared by...

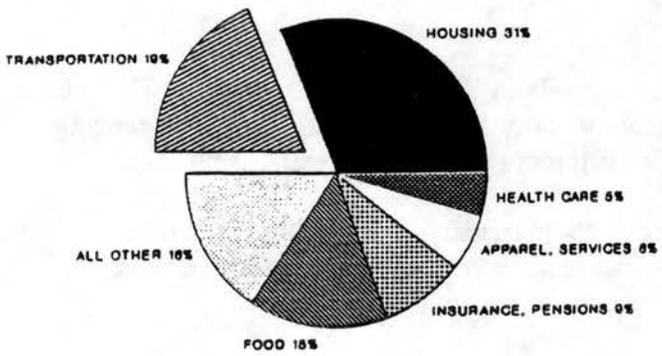
- The plan represents the best thinking of all transportation-related agencies in region: the Metropolitan Council, Regional Transit Board and the Minnesota Department of Transportation. It's a product of the cooperative transportation planning effort that includes the intergovernmental Transportation Advisory Board and its Technical Advisory Committee. The plan draws on the expertise of the Metropolitan Transit Commission, the "opt out" transit providers, county regional rail authorities, the University of Minnesota's Center for Transportation Studies and the Citizens League.

CHAPTER 1

THE REGION

THE IMPORTANCE OF THE TRANSPORTATION SYSTEM

AVERAGE ANNUAL U.S. HOUSEHOLD EXPENDITURES[1]



- **TRANSPORTATION IS CRITICAL FOR THE REGION'S ECONOMIC AND SOCIAL HEALTH**
- Twenty percent of the average American household's income ($1 of every $5) is spent on transportation products and services.
- Transportation and transportation-related businesses employ one-tenth of the U.S. workforce.

*Regionally, 8.4 million trips are made each day by residents of the Twin Cities Metropolitan Area, providing access to homes, work, shopping, school, business, recreation and health care.







[1]*Moving America: New Directions, New Opportunities. "Building the National Transportation Policy," U.S. Department of Transportation, July 1989.*

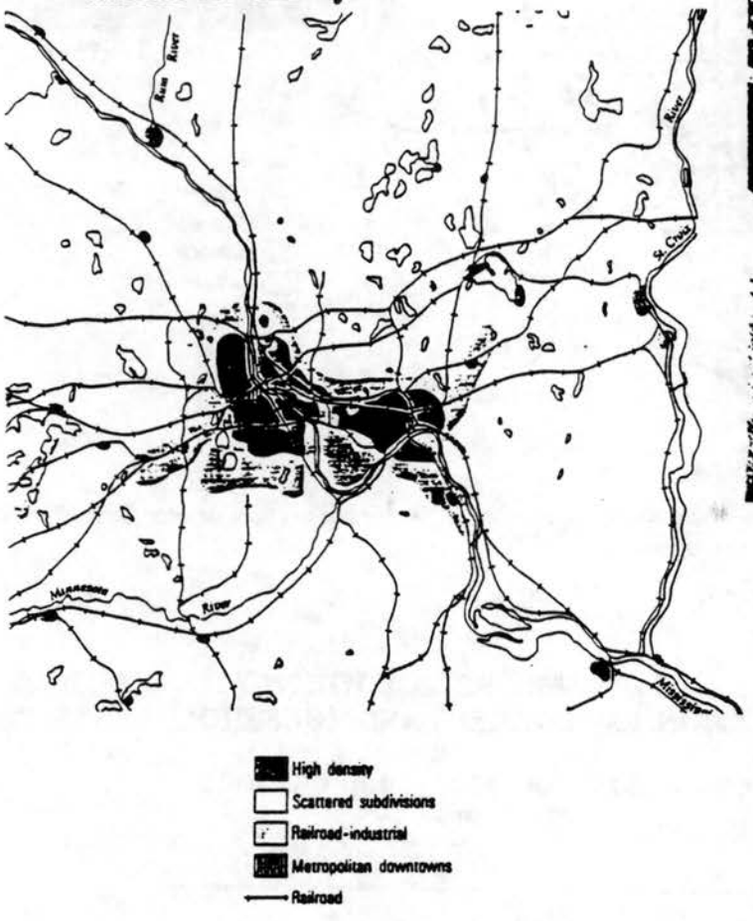
- **TRANSPORTATION IS A DEVELOPMENT SHAPER**

- TRANSPORTATION SYSTEMS HAVE HAD PRIMARY IMPACT ON THE GEOGRAPHIC LAYOUT OF THE TWIN CITIES METRO AREA.

.....First the Rivers.....



.....Then the Railways.....



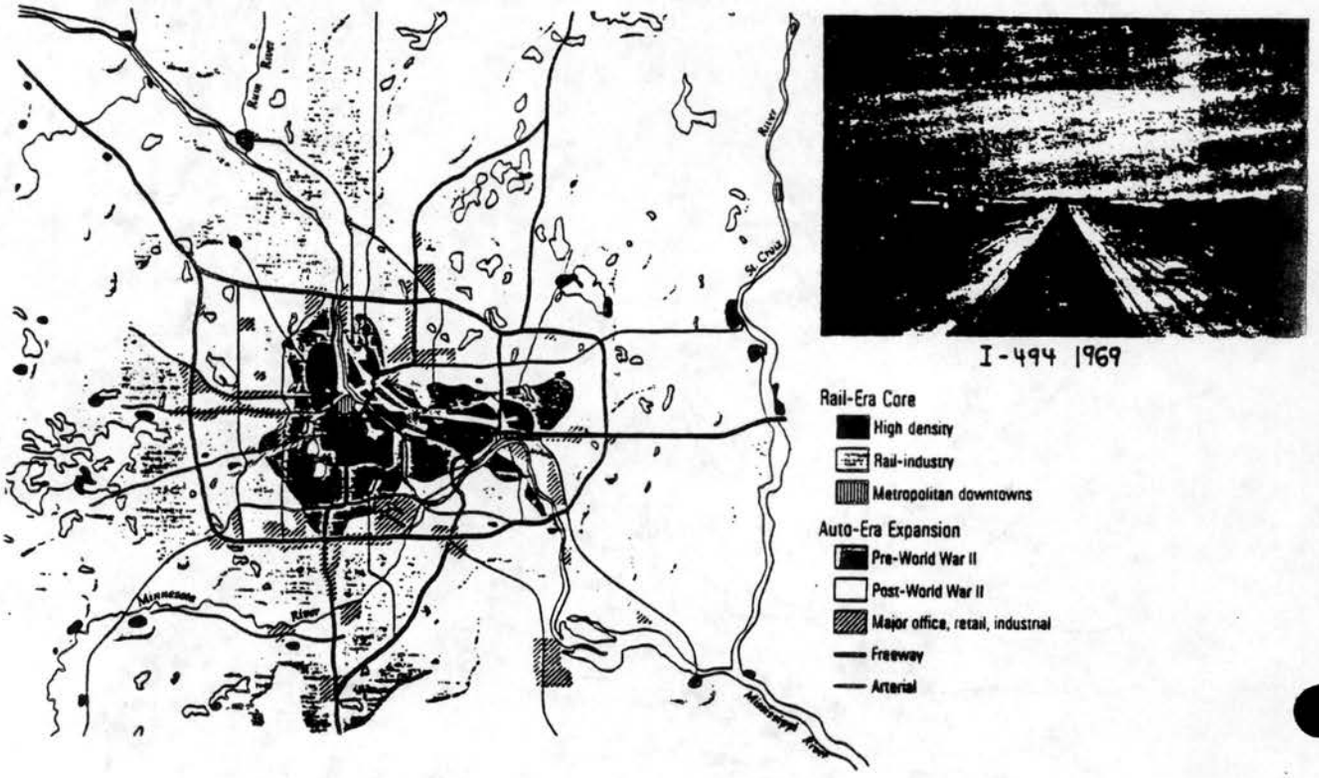




•The Twin Cities in the 1920s was a compact rail/streetcar city, Most of its 670,000 people lived within about 80 square miles, focused on jobs in the main railway corridor from North Minneapolis to South St. Paul. The lower density settlements on the outskirts reflect the beginnings of automobile commuting.[2]

2Borchert, John, America's Northern Heartland, 1987.
Photos courtesy Minnesota Historical Society.

.....Then the Highways

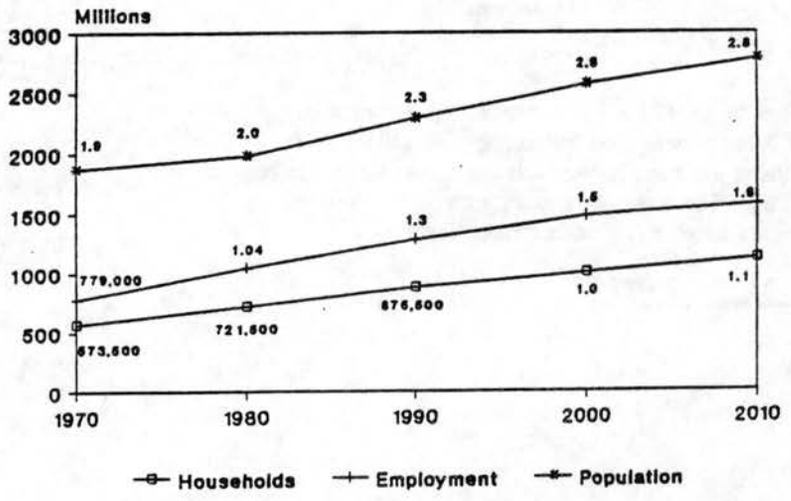


• The Twin Cities in the 1980s, encompassing 800+ square miles and reflecting auto-era development. The highway system made possible this spread of development.

SOCIOECONOMIC TRENDS

THE TWIN CITIES IS A VITAL AND DYNAMIC REGION WHICH WILL CONTINUE TO GROW STEADILY IN POPULATION, EMPLOYMENT AND HOUSEHOLDS OVER THE NEXT 20 YEARS.

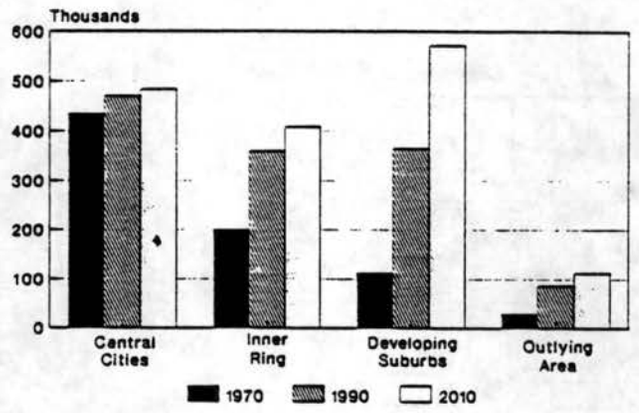
DEMOGRAPHIC & SOCIOECONOMIC CHANGES
1970-2010



THE TWIN CITIES AREA HAS BECOME MORE DECENTRALIZED

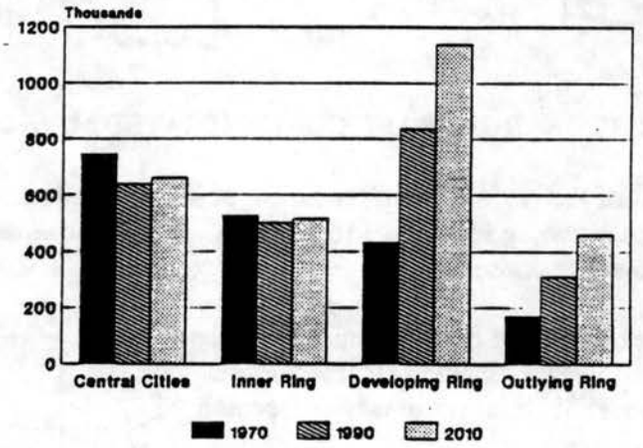
- In 1970, about 56 percent of the region's jobs were located in the central cities. By 1990, the central cities share had declined to 40 percent. During the same period, the share of jobs in the inner and developing rings grew from 40 percent to 56 percent of the region's employment.
- The central cities' employment, however, has remained strong over the last 20 years and is expected to be maintained through 2010.
- Decentralization of population has also occurred, and is expected to continue. The developing ring has and will continue to account for a large share of the population growth in the region. The central cities and inner ring, however, will continue to remain strong.

Employment 1970-2010
Twin Cities Metropolitan Area



Metropolitan Council unofficial forecast

POPULATION 1970-2010

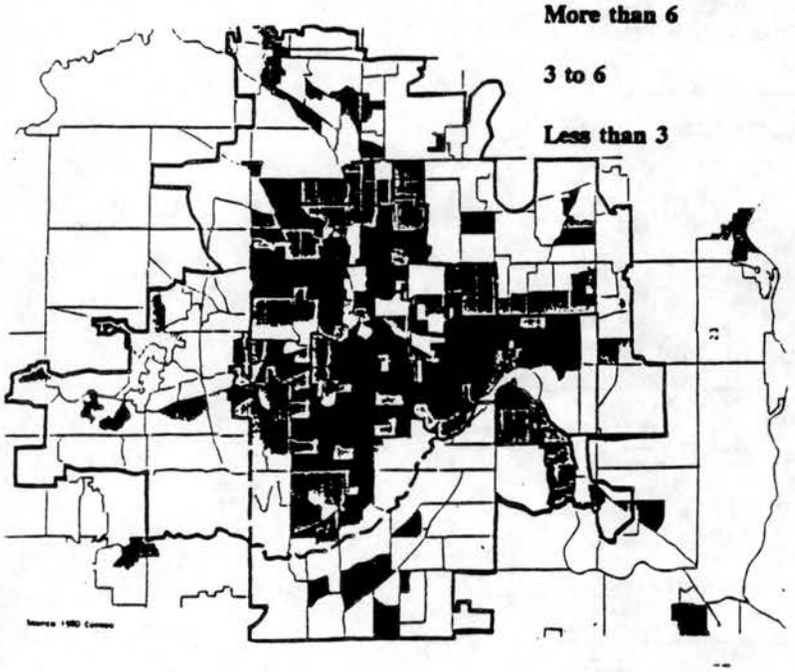


POPULATION AND DEVELOPMENT CONCENTRATIONS

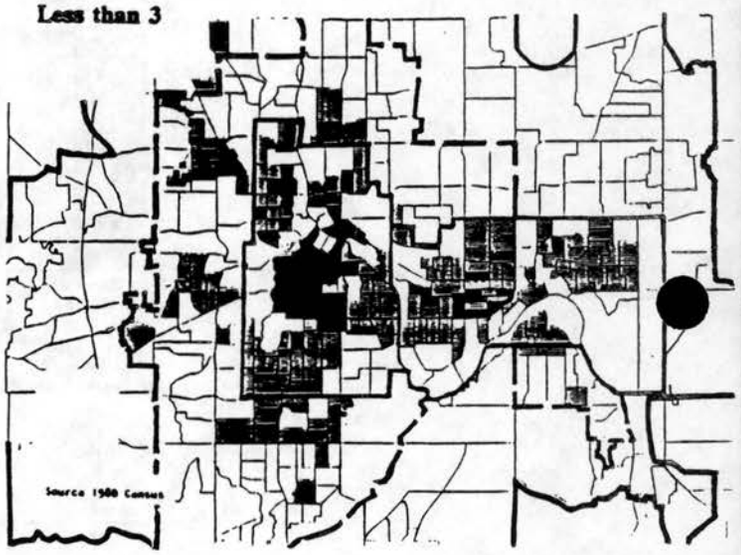
POPULATION AND HOUSEHOLD CONCENTRATIONS ARE STRONGEST IN THE INNER AREA

- Population and household densities indicate potential for higher transit use where the transit service is anchored by higher-density development. Transit ridership potential is highest where households exceed six dwelling units per acre.

Population Density (Persons Per Acre)



Household Density (Units Per Acre)



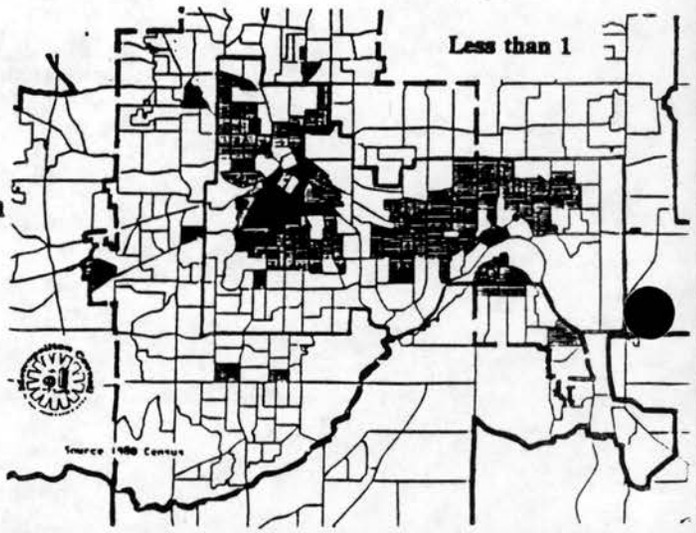
LOWER-INCOME HOUSEHOLDS ARE CONCENTRATED MAINLY IN THE CENTRAL CITIES

- About 20 percent of the region's households are of low income (defined as between less than $10,000 and up to $20,000, based on household size).

- Large concentrations of low-income households are located in Minneapolis and St. Paul. A few pockets of low-income household concentrations are located in the first-ring suburbs.

- Lower-income households have a greater reliance on transit to meet their travel needs.

Low-Income Household Concentrations



Areas:

Metropolitan Urban Service Area

Fully Developed Suburban Area

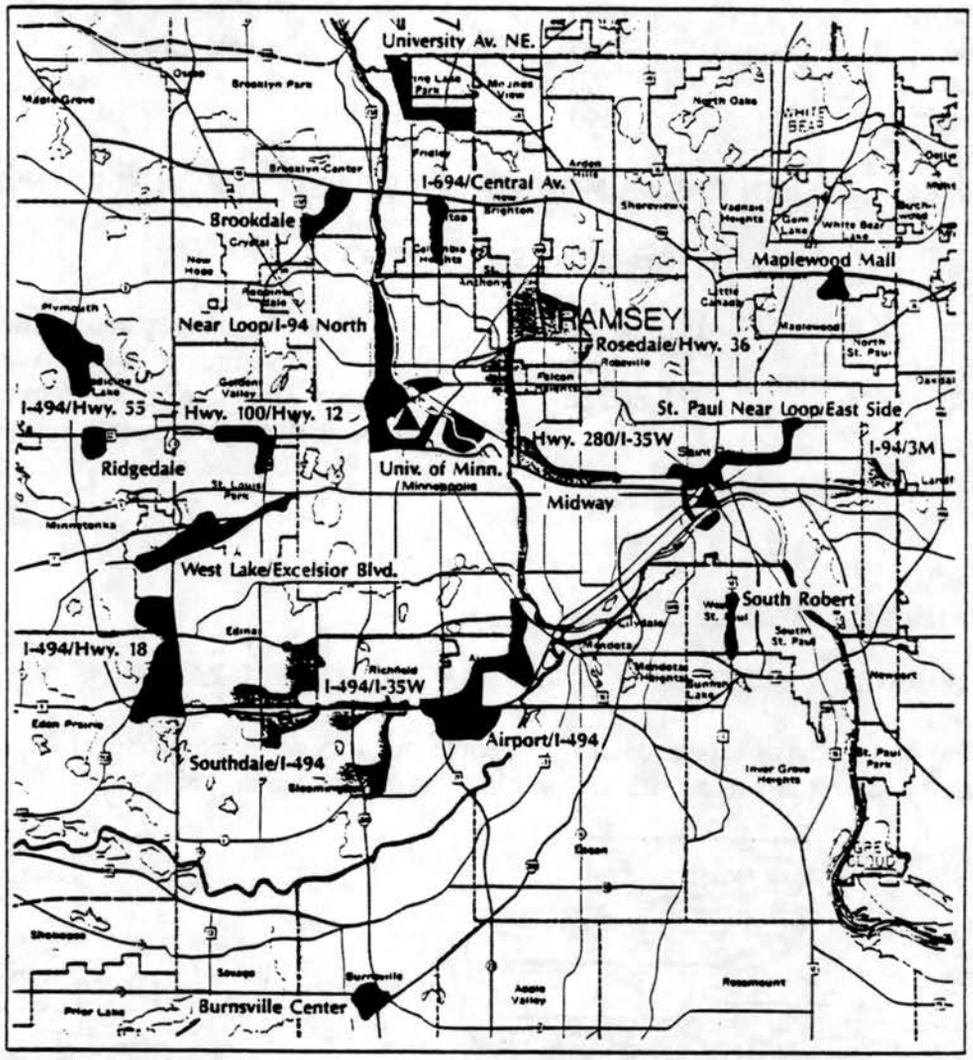
Central Cities

THE REGION'S JOBS ARE SPREAD THROUGHOUT THE REGION, MANY IN CLUSTERS

- Regional business concentrations, with 10,000 or more jobs, are located mainly in central cities and first-ring suburbs, with a few pockets appearing in second-ring suburbs.

- Higher-density employment centers have a tendency towards higher transit use.

REGIONAL BUSINESS CONCENTRATIONS



- Concentrations with employment of 10,000 or more
- Concentrations with employment of 10,000 or more and retail sales of $100 million or more
- Concentrations with retail sales of $100 million or more
- Metropolitan Centers

TRANSPORTATION TRENDS

THERE HAS BEEN A MASSIVE HIGHWAY BUILD-UP

Year	Miles of Freeways and Expressways (cumulative)
1950	5
1960	100
1970	350
1980	460
1990	525
2000	560
2010	590

- Between 1950 and 1990, over 500 miles of new major metropolitan highways have been built in the Twin Cities Metropolitan Area.
- This level of highway infrastructure investment is not likely to be repeated in the next 20 years.

THERE HAS BEEN ONLY A MODEST INVESTMENT IN PUBLIC TRANSPORTATION

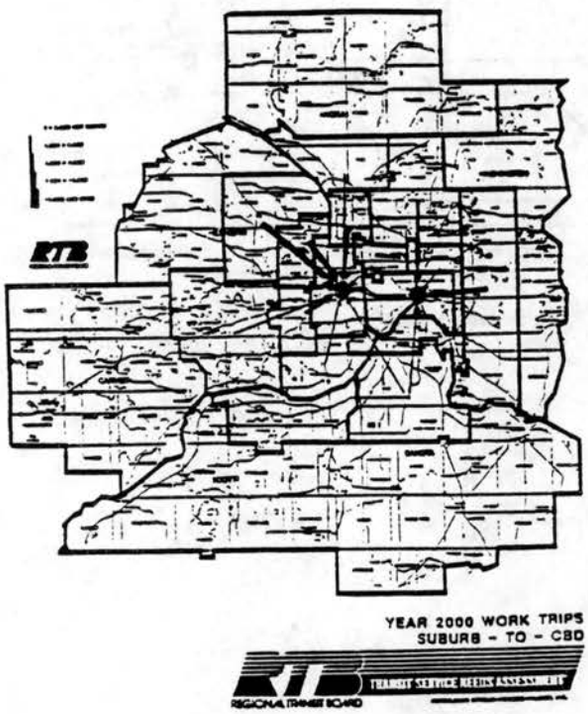
Year	Annual Miles of Bus Service (MTC)
1970	18.5 million
1980	30.3 million
1990	27.8 million

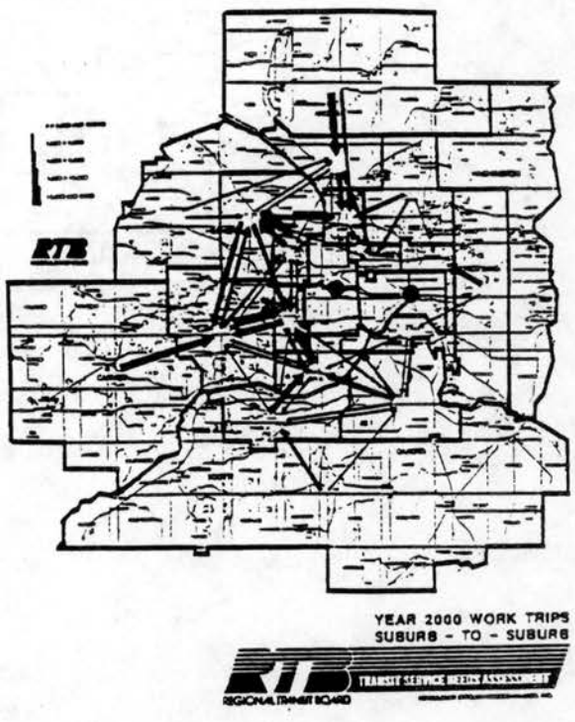
- When compared to the highway system, investments in transit are modest.
- Commitment to transit, while enhanced during the energy crisis of the mid- and late 70's, has not lasted over time.

REGIONAL IMPACTS

THE REGION IS EXPERIENCING CHANGING TRAVEL PATTERNS

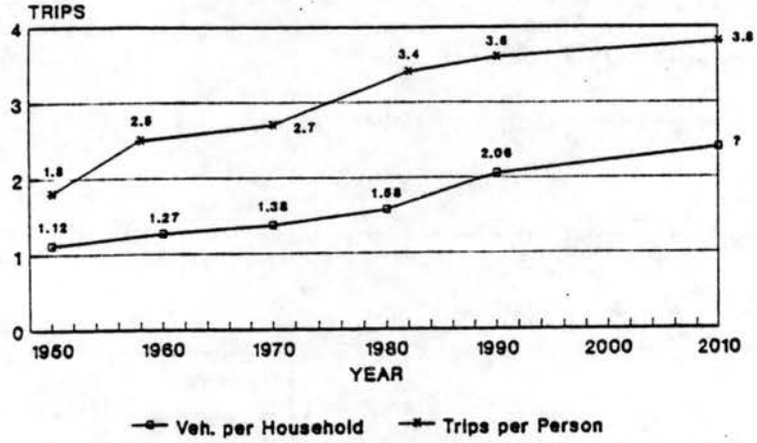
*Trip-making has become complex. People need to move from central city to suburb, suburb to suburb, central city to suburb and within their own communities.





THE REGION IS MORE MOTORIZED AND MOBILE THAN EVER

METRO TWIN CITIES PER CAPITA PERSON TRIP RATE AND VEHICLES PER HOUSEHOLD 1950-2010

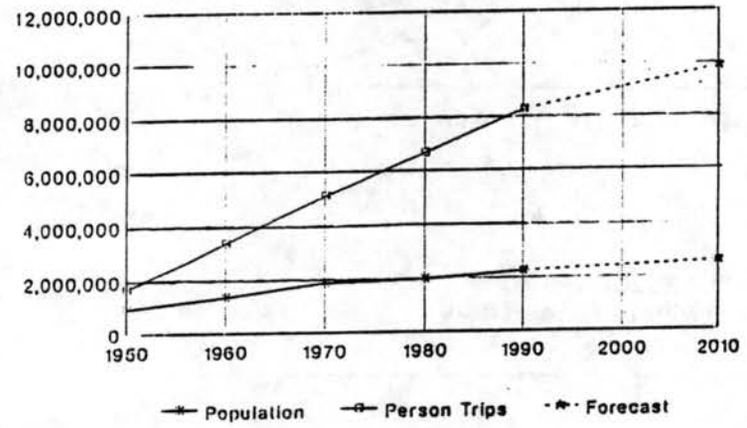


VEHICLES AND TRIP-MAKING HAVE REACHED UNPRECEDENTED LEVELS

- The number of vehicles per household reached an unprecedented number in 1990--over 2 vehicles per household. In 1970, the region's households owned 792,000 vehicles, compared with 1.8 million in 1990.

- Trips per person have continued to increase, and are now averaging almost 4 trips per day for each person living in this region, up from 2 trips per person in the 1950s.

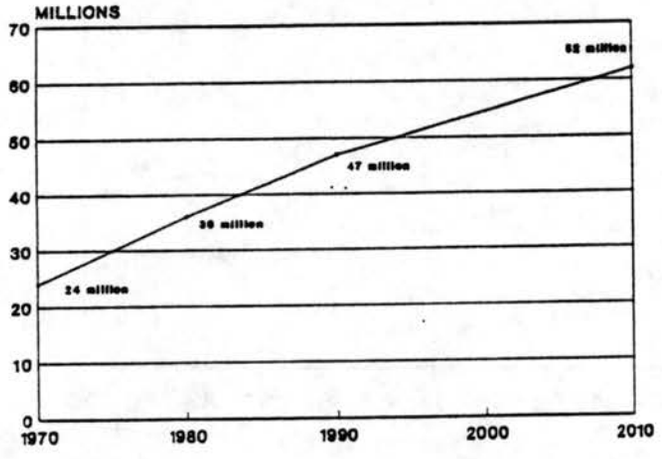
METRO TWIN CITIES
REGIONAL POPULATION AND PERSON TRIPS
(Compared to 2010-F Forecast)



TRIP-MAKING HAS INCREASED PHENOMENALLY

- While trips can be expected to increase with a growing population, what is phenomenal is the trend in the number of daily vehicle trips made in this region, anticipated to rise from 8 million trips per day in 1990 to 10 million in 1990.

DAILY VEHICLE MILES TRAVELED



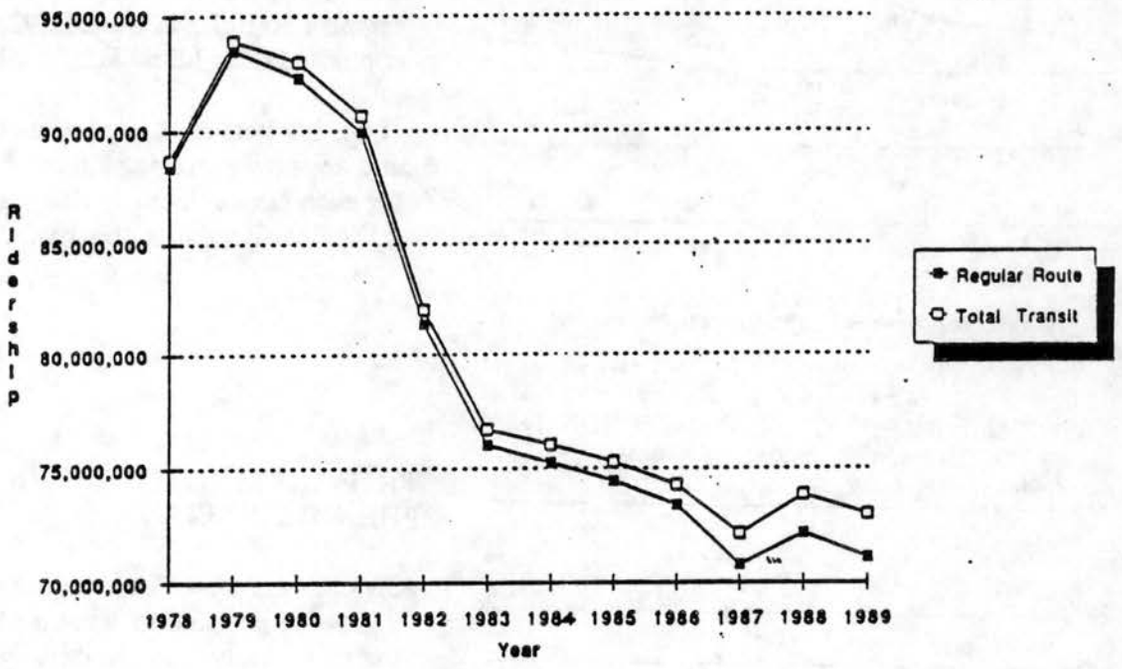
THE NUMBER OF MILES TRAVELED HAS GROWN TREMENDOUSLY

- The total daily vehicle miles traveled by Twin Cities residents will increase 250 percent, from 24 million miles in 1970 to 62 million miles in 2010.

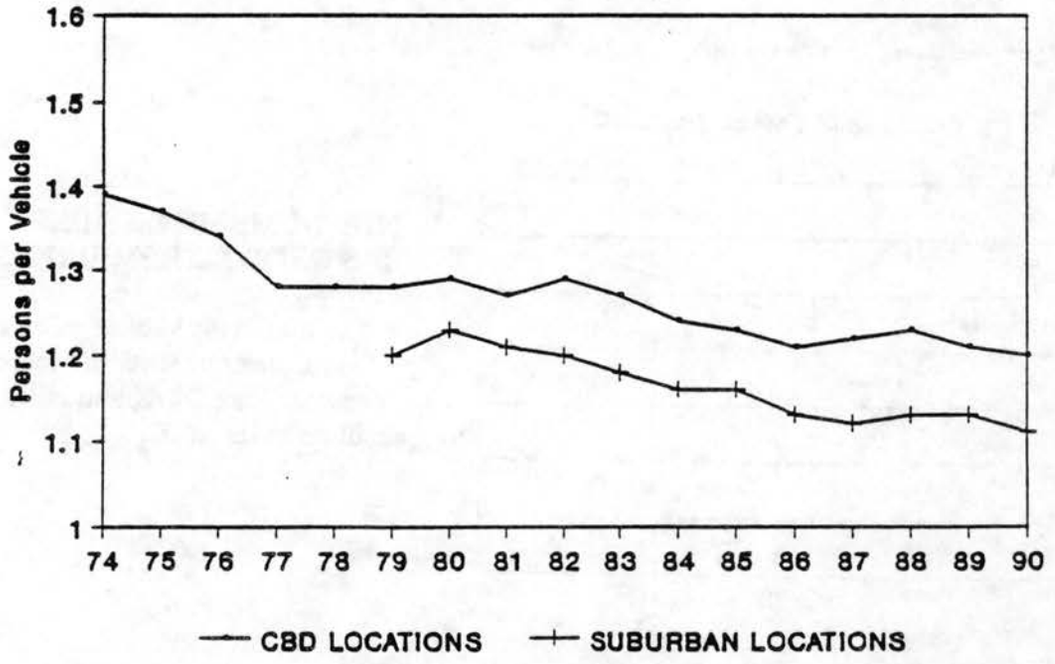
THE REGION IS LESS TRANSIT-ORIENTED THAN EVER BEFORE

*People have been riding buses less, and have been less likely to carpool or vanpool.

TRANSIT RIDERSHIP 1978-1989



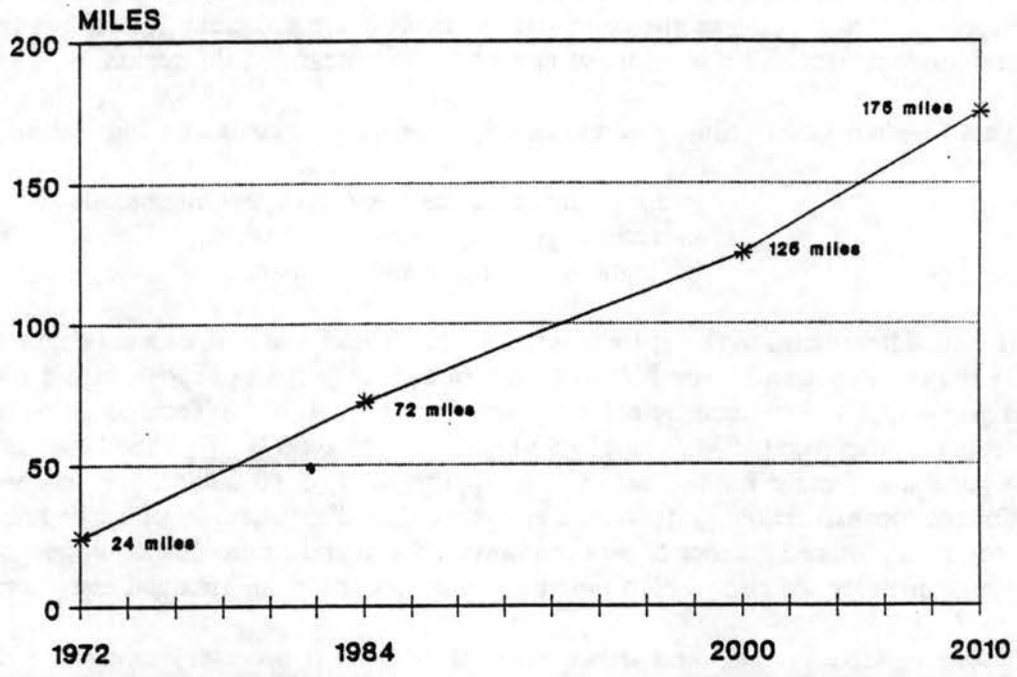
VEHICLE OCCUPANCY
DURING MORNING PEAK PERIOD

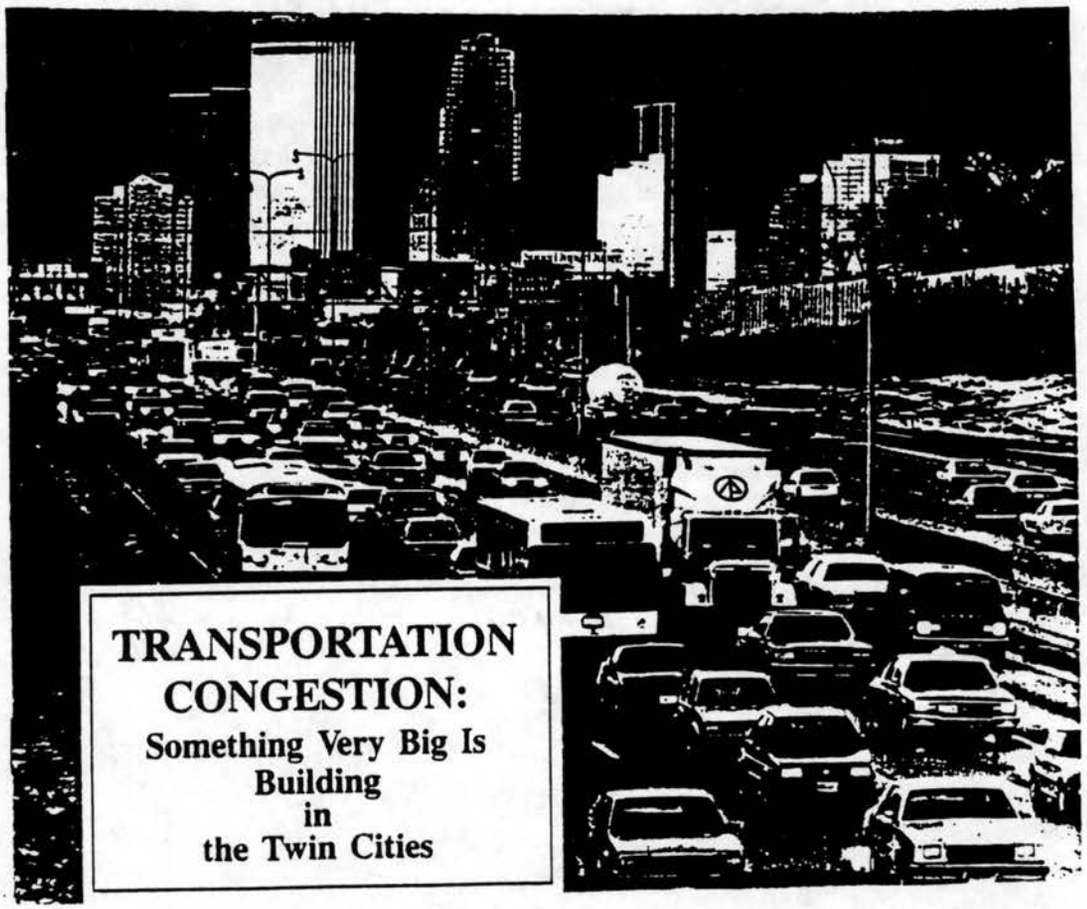


TRAFFIC CONGESTION ON THE REGION'S HIGHWAY SYSTEM IS GROWING RAPIDLY

- Miles of freeways and expressways with major and severe congestion tripled between 1972 and 1984, and are expected to double again by the year 2010.

MILES OF MAJOR / SEVERE CONGESTION ON REGIONAL FREEWAYS / EXPRESSWAYS





SUMMARY

Over the past 20 to 40 years, the Twin Cities Metropolitan Area has experienced major changes:

*substantial demographic and economic growth
*extensive suburbanization and decentralization of activities
*a massive highway build-up
*vast increases in vehicle ownership and trip-making.

As a result, the region's residents have tremendous freedom and flexibility. They have come to expect an almost congestion-free trip while driving alone and great flexibility in their choice of home and job locations. This freedom of movement has integrated the region, tying places together.

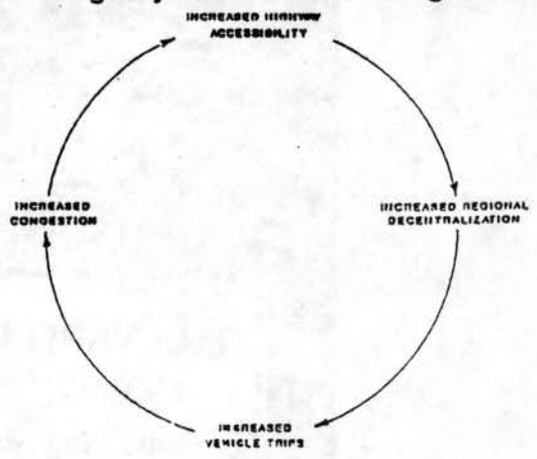
This freedom and flexibility of movement, however, have come at a high price:

*greater reliance on the single-occupant automobile
*an increasingly congested highway system
*declining use of transit and ridesharing

It is also important to recognize severe financial, social and environmental constraints experienced in the construction of new highways and in adding general purpose, mixed use lanes to existing highways. Financial constraints were well documented in the Transportation Study Board's 1991 report on the Study of Minnesota's Surface Transportation Needs. The Study Board estimated that a federal and state funding increase of approximately $400 million per year would be needed to finance reconstruction, preservation, bridge repair and replacement of existing roadways in the state, plus a very limited number of new roadways. Social and environmental concerns over major public works projects are also well documented in this metropolitan area and elsewhere in the country.

These negative impacts and severe constraints make it necessary to create a new transportation vision for the next 20 to 50 years. The region cannot build its way out of congestion. Additional lane capacity, without provisions for multioccupant vehicles, feeds into the very problem it tries to solve. While adding lanes would reduce congestion in the short term, higher levels of vehicle use and greater urban sprawl would result in the long-term, which would eventually result in even more severe highway congestion problems. This cyclical problem has been experienced in other major metropolitan areas developed almost exclusively around the single-occupant automobile and highway-related accessibility. It is, therefore, necessary to reverse declining transit ridership and car occupancy levels.

More Highways Lead to More Congestion



Building additional mixed use highway lanes would only encourage greater automobile use and promote increased decentralization, adding more vehicle trips, and increasing traffic congestion, and leading to demand for more lanes, a vicious cycle. What is needed is to boost transit ridership and car-occupancy levels.

CHAPTER 2

THE VISION

Clearly, the region needs a transportation solution that goes beyond providing a major infusion of capital investments for additional highway capacity. The region cannot build its way out of congestion because of well documented financial, environmental and social constraints. Declining transit and car occupancy levels need to be reversed. Transportation and land use/development strategies need to be better integrated.

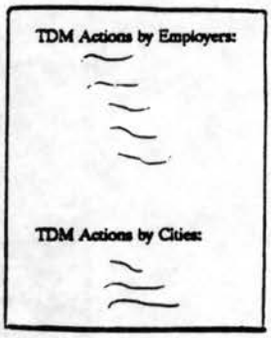
THE TRANSPORTATION SOLUTION MUST INVOLVE FOUR CRITICAL ELEMENTS:

Strong Transportation System Management (TSM)

Carefully managing both the supply of and demand for transportation will make the existing highway and transit systems work more efficiently and will slow the rate of traffic congestion growth, particularly during rush hours. TSM actions include, among others:







•**Freeway Metering** increases travel speeds and reduces vehicles on the mainline by discouraging shorter trips, smooths traffic flow and improves safety.

•**Advance Traffic, Travel Information and Incident Management Systems** can warn drivers ahead of time of congestion or accidents on travel routes or to transit alternatives. Also includes Intelligent Vehicle Highway System (IVHS) technology.

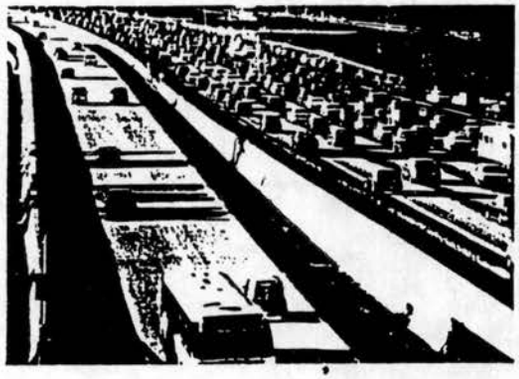
•**Travel Demand Management** requires employer & community involvement to encourage use of alternative modes, ultimately increasing vehicle vehicle occupancy and transit use.

Such strategies can reduce the need to build additional freeway lanes but will not be enough by themselves. Additional capacity will still be necessary to address future transportation needs, but it should include special provisions for multioccupancy vehicles.

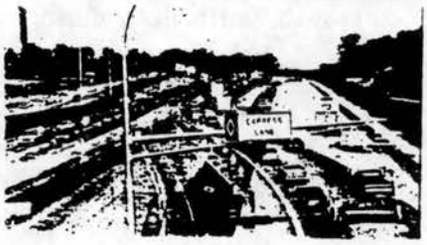
Incentives for Multioccupancy Vehicle Use

Priority should be given to multioccupancy vehicle users over solo drivers and incentives provided to encourage ridesharing and transit use. Incentives for those who carpool, vanpool, or use the bus might involve:

●Shorter and more reliable travel times (for example, lanes reserved for high occupancy vehicles)







•Queue bypasses at congestion points





•Parking location and pricing incentives





Strengthened Transit Services

Transit services in the region should be improved and reorganized to better meet the changing needs and demands of the region's residents and encourage trnasit usage. Special attention should be given not only to the needs of people who are dependent on transit because of economic, physical or age-related limitations, but also to those who have other transportation choices.

While there is still a huge radial transit market oriented toward the two downtowns that must be maintained and enhanced, suburban-to-suburban and reverse-commute transit opportunities should be expanded. The improvements and reorientation might include:



•Timed Transfer/Transit Hubs at bus, LRT and HOV lane stations



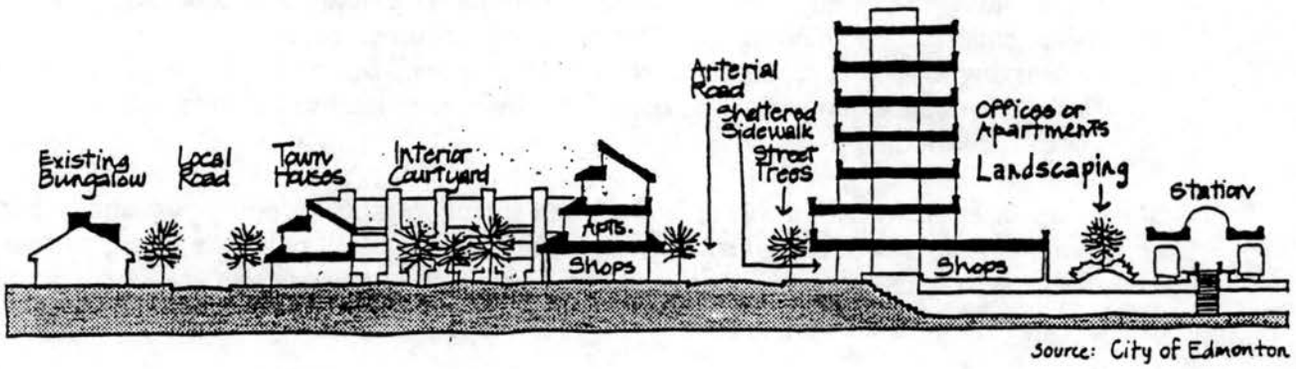
•Local Suburban Circulators connecting to hubs and radial express services



• New Technologies, such as Light Rail Transit (LRT) where proven to be most cost-effective

More Efficient and "Transit-Friendly" Land Uses:

Along transportation corridors where multioccupant vehicles have priority, more efficient and transit- and pedestrian-oriented environments should be encouraged. As a very long-term policy, a portion of the region's future development growth should be guided along those transportation corridors. This should be reinforced by encouraging transit-and pedestrian-oriented development through adoption of land use policies and urban design practices, such as higher density and mixed land use zoning. Examples:



Source: City of Edmonton

• What an LRT or HOV Lane Station Might Look Like

A COORDINATED TRANSIT/DEVELOPMENT STRATEGY WOULD BENEFIT THE ENTIRE REGION

Coordinating transit-oriented investments with land use and development would preserve the Twin Cities Metropolitan Area's ability to function as a single economic and social entity and would result in a number of regional benefits, including:

- **Less Consumption of Land:** More growth would be encouraged to focus around medium- and higher-density, people-friendly developments rather than out into the urban fringe.
- **Less Traffic Generation:** Transit-oriented development generates fewer trips.
- **Less Need for and Less Costly Urban Services:** Higher development densities could make more efficient use of sewer facilities and other public services.
- **Less Air Pollution:** A higher percentage of travel in heavy-traffic corridors would be using transit or carpools instead of the single-occupant auto.
- **Less Energy Consumption:** The "productivity" of energy would increase because it would move more people via transit and ridesharing, and the region would have greater protection against unforeseen energy shortages.
- **More Human-Scale Urban and Suburban Environments:** Hub development would be an attractive destination. Hub residents, workers and shoppers would have a broad range of opportunities available without having to use an automobile to access them.

IT WOULD BENEFIT BOTH OLDER URBAN AREAS AND FAST-GROWING SUBURBS

A coordinated strategy could benefit developing suburban communities by providing potential solutions to severe traffic congestion problems. The strategy would benefit older developed portions of the regions by offering potential solutions to social and economic challenges. The problems in the urban core are beginning to be experienced in the first ring suburbs and will spread to developing areas as they mature. This coordinated strategy can have a positive impact on the continued attractiveness, vitality and strength of all parts of the Metropolitan Area.

Growth along major transportation corridors should focus on three major objectives:

- Maintaining the vitality of major urban and surburban employment concentrations
- Maintaining and revitalizing the older urban and suburban core
- Permitting long-term urban and suburban development around major transit centers (i.e., stations/hubs and park/ride areas) to become more intense and transit- and pedestrian-oriented

Local municipalities play a critical role in land use and zoning controls. A policy of guiding a portion of the region's future growth along major transportation corridors will require a strong partnership between those local units of government and the transportation implementing agencies.

CHAPTER 3

THE NEW TRANSIT CONCEPT

The concepts described in this chapter form the foundation of a re-invigorated, restructured and higher-performance regional transit system, enhanced with transportation system management (TSM), multioccupancy vehicle (MOV), and supportive land use strategies. TSM strategies benefit transit because they help move traffic efficiently on roadways also used by transit vehicles. MOV strategies support transit by giving advantages to people who share rides. Land use strategies benefit transit by helping to create high-demand destinations that are easily accessible by transit, thereby boosting transit ridership.

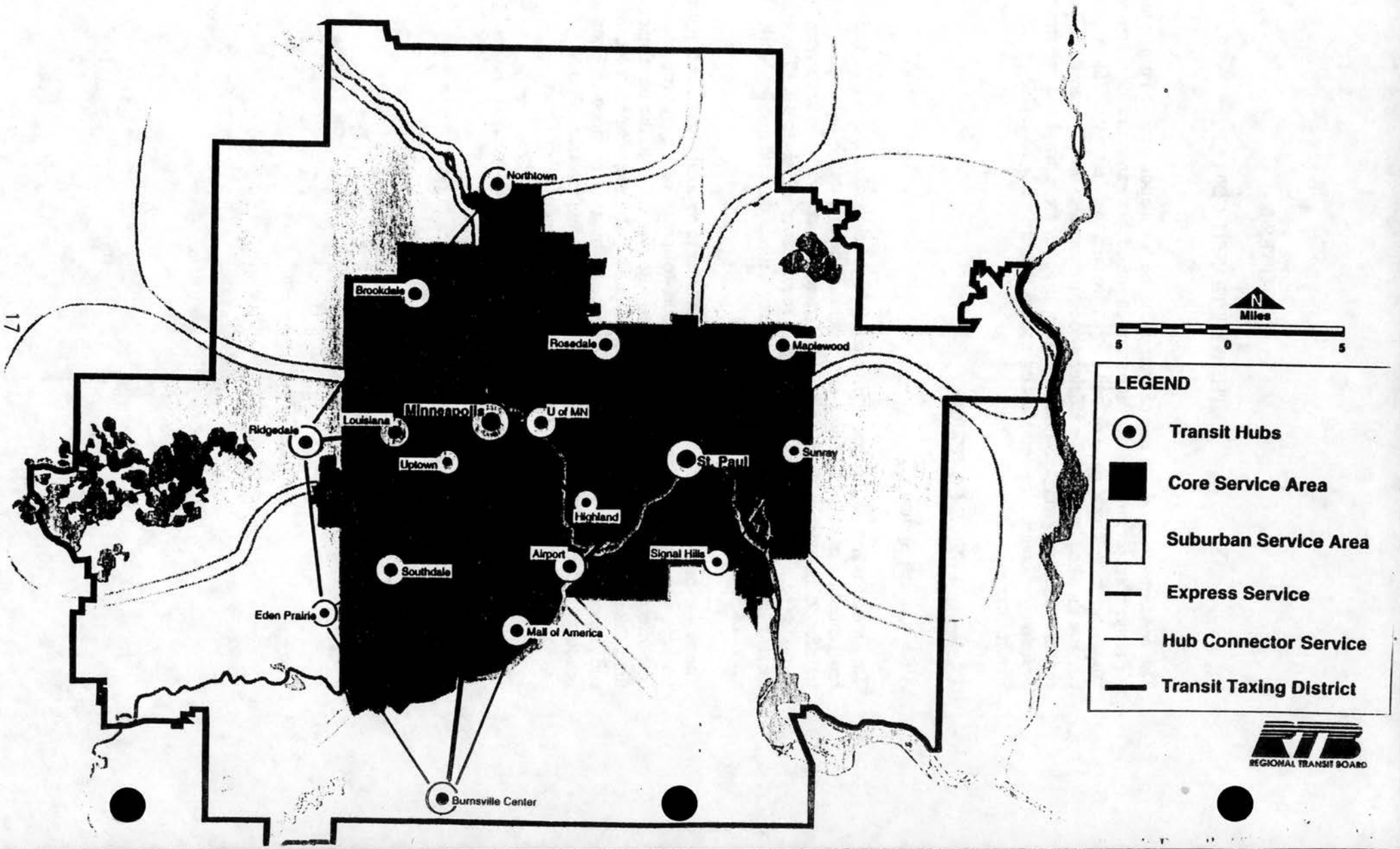
TRANSIT SERVICE CONCEPT

A Reorganized System

The underpinning of the new transit concept, developed in the RTB's *Vision for Transit,* is the reorganization of transit services into a constellation of transit hubs and spokes. Hubs would be transfer points for passengers, linking local transit services with express services, suburban circulators, carpools, paratransit for people who may require specialized transit. The transit hubs would be located in commercial and residential areas, desired destinations for work, shopping and other activities.

The new transit concept is being developed in order to respond better to changing travel patterns and markets, with a new emphasis on serving suburb-to-suburb and reverse commute trips, as well as more cost-effectively serving the needs of persons with disabilities in the developing area. At the same time, this concept still benefits the well-established, cost-effective services located in the central cities and fully developed suburbs. Increased access would be provided to both urban and suburban residents to destinations throughout the entire metropolitan area. Finally, it is applicable to either ridesharing, bus or rail technology, or to a combination of all of these.

The basic components of the transit service concept are shown in the following graphic:


Northtown
Brookdale
Rosedale
Maplewood
Minneapolis
U of MN
Louisiana
Ridgedale
Uptown
St. Paul
Sunray
Highland
Airport
Signal Hills
Southdale
Eden Prairie
Mall of America
Burnsville Center
N
Miles
5
0
5
LEGEND
Transit Hubs
Core Service Area
Suburban Service Area
Express Service
Hub Connector Service
Transit Taxing District
REGIONAL TRANSIT BOARD

Improvements Needed to Implement Concept

Three basic types of transit service improvements would need to be added to the existing transit system:

- Service Improvements: These would include service additions (increasing number of routes, increasing service frequency, adding more express/limited-stop services and increasing hours of operation) and service reorganization (running feeder services into transit hubs and consolidating route branches).
- Low-Capital Improvements: These involve relatively low-cost capital improvements such as transit hubs, park/ride and park/pool lots, bus turn-arounds, signage, shelters
, layover
facilities, bus bypasses of bottlenecks and downtown bus lanes.
- Major Capital Improvements: These include light rail transit (LRT), and two kinds of high-occupancy vehicle (HOV) lanes on freeways and expressways: HOV lanes added to existing highways, and converting existing mixed-use lanes to HOV lanes. HOV lanes can be completely barrier separated, like the I-394 "Sane Lane" from downtown Minneaposis to T.H. 100, or separated only by a paint-stripe buffer, called a "diamond lane" like the one on I-394 west of T.H. 100.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND MULTIOCCUPANCY VEHICLE CONCEPT

Implementation of the new transit concept for the region calls for a new emphasis on making the best possible use of existing highway and transit services and facilities by implementing TSM strategies and providing improvements that manage traffic demand and encourage multioccupancy vehicle use, like buses and carpools. This concept, described more fully under Chapter 2, is based on the following premises:

- It is important to increase the people-carrying capacity, rather than the vehicle-carrying capacity of congested roadways
- Ridesharing and transit incentives should focus on better travel times, more convenience and less cost for people who are willing to share rides.
- With more people riding instead of driving, the result would be to slow the growth of congestion---or even reduce it---during peak travel periods.

Improvements Needed to Implement Concept

- Meters and high-occupancy vehicle (HOV) bypasses of meters at freeway entrance ramps.
- Preferential parking (in terms of location and pricing) for poolers
- Employer and community involvement in requiring trip reduction at work sites.
- Addition traffic information and incident management systems, including expansion of Intelligent Vehicle Highway System (IVHS) technology

TRANSIT/DEVELOPMENT CONCEPT

The transit/development concept encourages cities to promote development and redevelopment near transit hubs, transit stations, or intermodal transit facilities. These areas could be developed or redeveloped into higher-density housing or mixed-use developments that are people-friendly neighborhood spaces, scaled to people on foot. Transit access to these desirable destinations would be increased.

Proactive land use planning around transit facilties can offer cities opportunities to:

- Upgrade areas through redevelopment of underutilized or rundown properties, revitalizing that portion of a community.
- Increase a community's property tax base.
- Provide businesses and residents with high-quality transportation alternatives.
- Enhance and buffer existing neighborhoods through sensitive design and landscaping.

Actions Needed to Implement Concept

City land use planning around transit facilities would involve comprehensive land use planning, zoning, urban design planning, and other land use controls that encourage more efficient use of urban land and support multioccupant vehicle use.

For ideas, see *LRT/Land Use Coordination: The Land Use Element of the Regional Transit Board's Light Rail Transit Coordination Plan.*

CHAPTER 4

THE EVALUATION

This chapter looks at how the concepts in Chapter 3 can be translated into facilities that meet travel needs in the region's transportation corridors. The major findings and conclusions of this evaluation chapter are the basis for the plan recommendations contained in Chapter 5.

Many options have been considered in preparing the Transit Capital Facilities Plan, ranging from service improvements to major transit capital investments. These options have been evaluated using the following steps:

- Identifying the needs and problems along major regional transportation corridors. This analysis is used to recommend transit service improvements as well as capital improvements.

- Identifying what kinds of major capital improvements (HOV lanes, LRT or both) are most promising for meeting the transportation needs and problems in the corridors. This analysis also includes looking at opportunities available in the next few years for reserving HOV lane capacity for long-term future needs.

- For corridors where both HOV and LRT are options, identifying which mode or combination of modes is the best transit improvement.

The second and third steps have been used only for major capital improvements of the Transit Capital Facilities Plan. Special attention has been given in the plan ensuring a balance between need and opportunities in the region for implementing transit alternatives. This check ensures that the recommended plan is affordable, provides equity across the region, can be implemented immediately, is flexible, and is cost-effective.

Corridor Needs and Problems

Corridor needs and problems have been determined based on highway congestion, transit needs and economic impacts. Highway congestion has been estimated at two points in time, 1986 and 2010, and a composite ranking has been developed. The transit needs indicator is a composite measure of daily transit ridership, carpool/vanpool volumes and transit-dependent population. The economic impact indicator reflects levels of employment in each corridor.

The level of needs and problems has been categorized as very high, high, medium and low for each of the indicators and for the overall corridor ranking. The results of the analysis are shown in Table 4.1 and a more detailed description is included in a technical appendix available upon request.

Table 4.1 Ranking of Corridor Needs/Problems

Corridors	Highway Congestion	Transit Needs	Economic Impacts	Overall Rating
Mpls. South/I-35W	Very High	Very High	Very High	Very High
Central	High	Very High	Very High	Very High
Mpls. N.W./I-94 North	High	High	High	High
I-494 (Airport)	Very High	Medium	High	High
T.H. 36	High	Medium	High	High
Mpls N.E.	Medium	Medium	High	Medium
Mpls I-35W North	Medium	Medium	High	Medium
Mpls. S.W.	Medium	Medium	High	Medium
St Paul N.E./I-35E North	High	Medium	Medium	Medium
Mpls. Hiawatha	Low	High	High	Medium
St Paul I-35E South	Medium	Medium	Medium	Medium
St Paul I-94 East	Low	Medium	Medium	Medium
St Paul South	Low	Medium	Medium	Medium
I-694 (I-35E/I-94N)	High	Low	Low	Medium
I-494 (Minn. River/I-94)	Low	Low	Medium	Low
I-494 (I-94/I-394)	Medium	Low	Low	Low
I-694 (I-94N/I-35E)	Low	Low	Low	Low

Evaluation of Modes and Priorities Within Modes

The purpose of this evaluation is to identify the most promising capital improvements for high-occupancy vehicle (HOV) lanes and light rail transit (LRT). Two major planning activities have been used for this evaluation: 1) the HOV Study conducted by the Metropolitan Council in cooperation with Mn/DOT and RTB and 2) the reevaluation of LRT priorities conducted by the RTB at the request of the Metropolitan Council in its review of the RTB's Five-Year Transit Plan. This information has been supplemented with an Alternative Regional Transit Improvement Costs Study conducted by Mn/DOT for the Regional Transit Facilities Plan effort. All three documents are available upon request.

The major recommendations of the HOV Study and the RTB's LRT reevaluation have been used as the starting point of this evaluation. This section also includes further discussion on cost-effectiveness as well as opportunity and readiness for implementation of the proposed improvements.

HOV Lane Conversion

- St. Paul I-94 East

The St. Paul I-94 East ranks in the medium category in terms of needs/problems. It has, however, a unique opportunity in terms of HOV lane conversion. The HOV Study recommended an HOV diamond lane from the St Paul CBD to the Wisconsin border, including the addition of lanes (one in each direction) between McKnight Rd. and T.H. 120.

This project would provide a 15-mile-long HOV (diamond lane) facility for about $18 million. The vast majority of this cost is attributable to the addition of lanes in the McKnight Rd./T.H. 120 segment that would be needed anyway to remove an existing bottleneck. Therefore, the actual cost of the HOV conversion is practically negligible.

Once the conversion is implemented, 500-700 carpools and 12-15 peak hour buses (equivalent to 2,000 users per hour per lane) are expected to use the facility during peak hours. This level of usage coupled with the very low cost of the lane conversion portion of the improvement makes this HOV lane conversion extremely cost-effective.

Special HOV access is needed, to the greatest extent possible, at the two major traffic generators along the corridor: downtown St. Paul and the 3M Center. This special access would potentially increase the number of HOV users but would also increase the cost of the project.

- Minneapolis I-94 North

This corridor ranks high in the needs/problem evaluation in terms of highway congestion, transit needs/opportunities and economic impacts. The HOV Study recommended a feasibility analysis of HOV diamond lane conversion/addition on I-94 between downtown Minneapolis and Rogers.

The window of opportunity for an HOV lane conversion in this corridor is narrowing because of the rapidly increasing traffic volumes. In the not-too-distant future (2-5 years) lane conversion might be precluded because severe traffic congestion would make it difficult to take a lane away.

HOV use in the I-94 North corridor during peak periods, once the lane conversion/addition is carried out is expected to include 800 - 1,000 carpools and 35 buses per hour (equivalent to about 3,000 users per hour). It would provide travel-time savings of 3-5 minutes, more reliable travel times as traffic congestion worsens in the corridor for multioccupancy vehicle users and therefore the potential for increased future HOV use.

The cost of lane conversion between downtown Minneapolis and the I-94/I-694 interchange (approximately five miles) is estimated at $0.2 million and therefore has the potential to being very cost-effective. The cost of providing exclusive HOV facilities in the rest of the corridor would add about $110 million to the reconstruction project currently envisioned by Mn/DOT.

Mn/DOT intends to implement several "Team Transit" type projects during 1992. Those projects are described in the low-capital improvement section in Chapter 5, and will facilitate the movement of buses in the corridor, particularly in the vicinity of downtown Minneapolis and north of the I-694 interchange. The 1992 Team Transit improvements will constitute the first phase of a process to improve the performance of transit vehicles in this corridor.

Mn/DOT has determined that operational issues regarding HOV access and merging at major interchanges along the corridor would need careful assessment prior to the actual lane conversion between downtown Minneapolis and the I-694 interchange. This assessment should be carried out during 1992. If the operational issues are resolved at a reasonable cost, the HOV lane conversion from downtown Minneapolis to I-694 should be implemented as the second phase of the overall project.

The reconstruction of the segment west of I-694, including the addition of HOV lanes should be based upon the outcome of the first two phases.

HOV Lane Additions

- Minneapolis I-35W South

This corridor ranks in the very high category, with the Central Corridor, in terms of needs/problems. It shows very high congestion problems, very high transit needs/opportunities and very high economic impacts. It also has, in its present configuration, significant design and safety problems.

An Environmental Impact Statement (EIS) process for this corridor is currently in progress. Once the Draft EIS is completed, the Commissioner of Transportation will select a preferred alternative for which the Final EIS will be completed.

The HOV Study recommended that if a "build" alternative is selected in the reconstruction of I-35W from Minneapolis downtown to I-35E, any lane additions should include an HOV lane. The RTB has recommended that an LRT line be built on I-35W as part of a two-LRT-line system.

These recommendations of the HOV study and the RTB's LRT reevaluation cannot be analyzed in isolation. They must be assessed in relationship to all the build alternatives under consideration in the Environmental Impact Statement (EIS) process currently under way. Such an evaluation is carried out in the following section, "Corridor Alternative Selection."

- I-494 (from near the Airport to I-394)

This corridor ranks in the high category in terms of needs/problems. It shows very serious current congestion problems and extreme problems in the future. Additional transportation capacity is needed in this corridor.

An EIS process is also under way for the I-494 corridor, but only two build alternatives are being considered: additional mixed-use lanes and additional HOV lanes.

The recommendation of the HOV Study was that if a build alternative is chosen for the reconstruction of I-494 between 34th Ave. in the vicinity of MSP International Airport and I-394, it should include an HOV lane. The HOV use expected in the corridor is about 2,000 users per hour. This level of usage meets the minimum thresholds defined in the HOV Study to justify an HOV lane.

The cost of the facility is expected to be $540-605 million (excluding right-of-way). The cost differential between the two alternatives under consideration (i.e., mixed use vs. HOV lanes) is not significant and therefore further justifies an HOV lane as cost-effective.

- I-94 (Central Corridor)

The HOV Study recommended that the feasibility of an HOV lane from downtown Minneapolis to downtown St. Paul along I-94 be evaluated. This analysis has been conducted in the Alternative Regional Transit Improvement Costs Study conducted by Mn/DOT in conjunction with the preparation of the Regional Transit Facilities Plan. The major conclusion is that the I-94 (Central Corridor) is not a viable candidate for an HOV lane addition because of severe constraints in the section west of T.H. 280 and near the two downtowns. Those constraints could not be removed without extremely severe right-of-way, environmental and visual impacts.

- Other Corridors

The HOV Study also recommended that in the long-term, Mn/DOT should evaluate additional capacity needs on I-694 (from I-94 to I-35E) and on I-35W and T.H. 36 from downtown Minneapolis to I-694. If additional capacity were needed, it should done in the form of HOV lanes.

The corridor needs/problems analysis conducted for the Regional Transit Facilities Plan places the T.H. 36 corridor in the high needs category, primarily because of severe congestion problems. This finding suggests that Mn/DOT should complete an assessment of additional capacity needs on T.H. 36 by 1996.

Light Rail Transit

The RTB has proposed a two-phase LRT system: a Central Corridor and an I-35W/South Corridor. These two lines, according to the analysis conducted by the RTB, have the highest performance characteristics of all the nine LRT lines considered by the RTB in the reevaluation of LRT priorities. Table 4.2 summarizes those main characteristics for all the lines evaluated.

The proposed two-phased LRT system constitutes a significant downsizing of the previous "maximum 10-year LRT plan" (adopted in 1990 by the RTB), which included nine lines and two line extensions. The new proposal also introduces cost-reduction measures, particularly as they relate to surface vs. tunnel alignments.

The Central Corridor is expected to carry 32,400 riders/day (2010 forecast) and the I-35W corridor, 31,000 riders/day. These ridership numbers are significantly higher than those predicted for other

LRT CORRIDOR COMPARISON

RTB - 11/21/91

Table 4.2 Individual Corridor Costs with Potential Cost Reduction Measures[1] Applied

Corridor	2010 Ridership[2]	Passenger Miles[3]	Capital Cost with Mpls. At-Grade Alignment[4]	Annual Capital Cost	Estimated LRT Operating & Maintenance Cost[5]	Annualized Ridership (306 Days)	Cost per Passenger	New Transit Riders
Group 'A'								
• ***Central*** CBD to CBD-11.4 miles (Soo Line/I-94 Alignment Alternative)	32,400	159,000	$469 m	$42 m	$10.7 m	9.9 m	$5.50	2,900
Group 'B'								
• ***I-35 W*** to 96th Street-8.8 miles	31,000	208,000	$350 m	$32 m	$12.1 m	9.5 m	$4.50	6,600
to 66th Street-5.1 miles	21,500	N/A	$316 m	$28 m	$9.7 m	6.6 m	N/A	4,600
• ***Hiawatha*** to GSA-7.4 miles	17,500	82,000	$340 m	$31 m	$8.9 m	5.4 m	$7.50	2,400
• ***Mpls. Northeast*** to Northtown-10.7 miles	18,300	128,000	$329-333 m	$30 m	$9.3 m	5.6 m	$7.00	4,500
to I-694-6.6 miles	14,100	N/A	$268	$24 m	$7.5 m	4.3 m	N/A	3,500
• ***Mpls. Northwest*** to 63rd Avenue-10.2 miles	21,900	N/A	$345 m	$31 m	$9.2 m	6.7 m	$6.00	5,600
• ***St. Paul South*** to Upper 55th-6.7 miles	11,300	55,000	$238 m	$21 m	$6.6 m	3.5 m	$8.00	3,900
Group 'C'								
• ***Mpls. Southwest*** to T.H. 169-9 miles	18,500	94,000	$360 m	$32 m	$9.3 m	5.7 m	$7.50	3,100
• ***St. Paul Northeast*** to I-694-8 miles	10,400-10,900	N/A	N/A	N/A	$6.8 m	3.2-3.3 m	N/A	N/A
• ***St. Paul Northwest*** (to Co. Rd. C)	13,500[6]	N/A	$113 m[6]	N/A	N/A	N/A	N/A	N/A
• ***Hiawatha Extension*** (to Airport)	800[6]	N/A	$70 m[6]	N/A	N/A	N/A	N/A	N/A
• ***I-35 W Extension*** (to T.H. 13)	900	7,300	$57 m	$5 m	N/A	.3 m	N/A	N/A
(to Burnsville Center)	1,000	8,200	$29 m	$3 m	$3 m	.3 m	N/A	N/A
• ***I-35 W*** - Downtown Mpls. to Burnsville Center	32,900	270,000	$436 m	$39 m	$15.1 m	10.1 m	$5.50	9,600

[1] **An at-grade alternative to replace the downtown tunnel in Minneapolis was conceptually developed by HCRRA staff at the request of the RTB. Although briefly discussed with Minneapolis, this alternative has not been reviewed or approved by Rail Authority members or the City of Minneapolis. Alignment and cost calculations are very preliminary, and do not represent a level of analysis comparable to other portions of the HCRRA Stage I system. Connections to corridors at both ends in particular will require additional analysis. For shortened I-35W and Minneapolis Northeast Corridors, estimates are also very preliminary and will require additional analysis.**

[2] As modeled for tunnel system. Individual corridor alone. With Central Corridor built, each other corridor increases 400-900. The Central Corridor also picks up additional riders with each additional corridor built (see Ridership chart). Source: Metropolitan Council.

[3] Source: Metropolitan Council (passenger miles/trip).

[4] Excludes right-of-way; includes light rail vehicles except on I-35W. See also Note 1.

[5] LRT portion only; stand-alone basis.

[6] Amount reported in Development and Financial Plan in 1991 $. No additional work has occurred.

possible lines in the region. They also compare favorably with highly successful LRT lines currently in operation elsewhere in North America. The I-35W Corridor generates a higher number of new transit riders (6,600 riders/day) than the Central Corridor (2,900 new riders).

The capital costs of the proposed lines--$469 million (Central Corridor) and $350 million (I-35W Corridor)--assume a surface alignment (no tunnels). The cost per passenger carried, including capital and operating costs, $5.30 and $4.65, respectively, are the lowest of all the corridors initially considered by RTB.

The RTB recommendation indicates that "corridor segments will be constructed as funding becomes available."

The RTB's Joint LRT Advisory Committee, made up of representatives of the county regional railroad authorities, MTC and Mn/DOT, supported the corridor staging (Central Corridor and I-35W South Corridor in a two-phase system, with Central first and I-35W second). It did not concur with the surface alignment and recommended a "tunnel in the Minneapolis CBD and other places where appropriate, i.e., the University of Minnesota and the airport."

The Transportation Advisory Board (TAB) also has commented on the RTB's recommendations. The TAB supports the corridor staging recommendation ("Central Corridor and I-35W South Corridor in a two-phased system, as funding becomes available, plans are completed, and necessary approvals are in place"). The TAB did not support a prohibition of a tunnel because of the need for additional information. Similar comments were made by the TAB's Technical Advisory Committee (TAC).

All of the above recommendations acknowledge that additional corridors have attractive performance characteristics for possible future implementation.

Both of the corridors recommended for LRT implementation by RTB rank at the top of the needs/problems evaluation conducted for the Regional Transit Facilities Plan. Therefore, both corridors will eventually require major capital investments.

The I-35W Corridor ranks particularly high in terms of highway congestion both at the present time and in the future. The Central Corridor shows very high congestion problems in the future (2010) and medium problems at the present time. Both also rank very high in terms of transit needs/opportunities and in terms of economic impacts (i.e., employment levels in the corridors).

The following section analyzes the two proposed LRT lines in relationship to the other possible options for each corridor.

Corridor Alternative Selection

Central Corridor

Mn/DOT has begun the reconstruction of I-94 between the two downtowns (I-94 REMAP) because the facility, built well over 20 years ago, is approaching the end of its useful life. This project was envisioned primarily as a pavement and bridge replacement project that would not widen the roadway. The project has been put on hold, however, because of the uncertainty surrounding the possible construction of LRT, at least in portions of the corridor. Mn/DOT has also indicated that a federal

Environmental Impact Statement (EIS) would be needed because of the potential impacts caused by the introduction of an LRT line into the corridor.

As previously mentioned, the addition of HOV lanes in this corridor has been discarded as a viable alternative because of the extremely severe impacts that it would have near the two downtowns and west of TH 280. Therefore the only viable alternatives would be the proposed LRT line or a bus solution either on mixed traffic or following an alignment similar to the LRT proposal.

A bus solution without separation from other vehicular traffic would create the same severe congestion anticipated for the general traffic. As a matter of fact, buses on I-94 are already experiencing serious delays at the present time, particularly at entrance ramps and at selected segments along the corridor.

Some preliminary analysis has been conducted for a separated or exclusive busway that would follow essentially the same alignment that the LRT line. The exclusive busway would start in downtown St. Paul, follow I-94 to Fairview Avenue and then switch to the Soo Line alignment up to the University of Minnesota near Oak Street. From there on, buses would operate in mixed traffic across the Washington Avenue bridge and into downtown Minneapolis, whereas the LRT line is assumed to be fully separated from the general traffic. Bus time performance on that segment would be worse since buses are somewhat slower than LRT vehicles because of lower acceleration and deceleration rate even when fully separated from the rest of the traffic.

The preliminary cost estimate for this bus facility has been estimated at $164 million, excluding buses. Even though this capital improvement is significantly lower than the proposed LRT cost, it would also result in a lower transit usage because of the travel time performance, particularly west of Oak Street. A more detailed analysis of trade-offs could be conducted if an federal EIS were completed for the corridor.

The main reasons to justify an LRT line in the Central Corridor as a cost-effective improvement are:

- It would constitute the "spine" or "backbone" of the regional transit system. It connects the three major transit hubs in the region (i.e., the two downtowns and the University of Minnesota).
- It would provide a needed high-performance transit solution in a corridor identified as one of the two high needs/problems category in the region and where an HOV lane solution is not viable.
- It would provide much needed future transportation capacity in a corridor where additional highway capacity cannot be provided west of T.H. 280.
- It would serve a very high number of transit riders.
- It would serve a very high number of transit-dependent people.
- It would have the potential to help focus development/redevelopment along the corridor.

<u>I-35W South</u>

The draft EIS currently under way includes a no-build alternative and four build alternatives. The no-build alternative would not add capacity to the existing facility but would require extensive work to remove and replace deteriorated pavement and bridges at a cost of at least $235 million.

The four build alternatives are:

- Lane Conversion, which adds an HOV lane south of 46th St. and converts an existing lane between 46th St. and downtown Minneapolis.
- Lane Conversion + LRT, which adds an LRT line to the previous alternative in the middle of the freeway.
- Diamond lanes, which adds an HOV north of 46th St. and an HOV lane and a mixed-use lane south of 46th St.
- LRT (median or Soo Line), which adds an LRT line for the entire length of the corridor and an additional mixed-use lane south of 46th St.

Mn/DOT has programmed construction of a temporary third-lane project from Dakota County to I-494 for 1994. This project will provide much needed immediate congestion relief across the Minnesota River and will not require a new bridge.

All four build alternatives have very high capital and right-of-way acquisition costs, ranging from $700 million for the lane conversion to over $1 billion for the LRT and LRT-plus-lane conversion options.

The lane conversion alternative produces the lowest right-of-way acquisition impacts (about 750 housing units), but it also has the lowest carrying capacity. Conversely, the diamond lane alternative has the largest carrying capacity but also has the largest right-of-way acquisition requirements.

Because of its larger carrying capacity, the diamond lane alternative produces the smallest impacts on local streets because of traffic diversion from the freeway. It generates, however, more downtown traffic (both cars and buses) than the other alternatives.

In terms of overall cost-effectiveness, all build alternatives have a relatively similar cost per trip (from $2.35 to $2.55). This unit cost is obtained by amortizing the total construction cost of the alternative over its useful life and over all its users.

The cost per transit user, however, varies significantly among alternatives. This unit cost is obtained by amortizing the capital and operating cost of the transit portion of the facility over its useful life and over all its transit users, including carpoolers. The LRT alternative has the highest cost per transit user, $3.90. The LRT-plus-lane conversion alternative is in the middle, with $3.10 per transit user. These costs assume the LRT line terminates at 96th St. The diamond lanes alternative and the lane conversion alternative have the lowest cost per transit user, at $2.25 and $2.00, respectively.

Another major difference among alternatives is the reserve capacity provided to satisfy future needs beyond the forecast year (2010). This indicator is particularly important because the reconstruction of I-35W could take up to 20 years and because one any of the build alternatives were implemented, additional improvements are highly unlikely. The lane conversion option offers the lowest future reserve capacity. It would barely satisfy the corridor travel demand needs on opening date, let alone the needs beyond 2010.

The LRT-plus-lane conversion alternative offers the greatest reserve capacity because of the dual transit component (i.e., an LRT and an HOV lane). It could carry, if needed, 2,000-3,000 more people per hour in each direction than either the diamond lanes or the LRT options. This assumes LRT frequencies of a train every 5-6 minutes.

Because of the dual transit component of the LRT-plus-lane conversion option, it offers a lot of flexibility in terms of implementation. The first project to be implemented in the corridor, the temporary lane additions between Dakota County and I-494 programmed for 1994, should be done as an HOV lane. Mn/DOT should also pursue the extension of this HOV component north of I-494, as soon as possible. The following phases of the I-35W reconstruction should at least include a right-of-way reservation for a transit "envelope" where an LRT could be built.

CHAPTER 5

PLAN RECOMMENDATIONS

This chapter includes the recommendations of the Regional Transit Facilities Plan. It describes needed improvements to fulfill the vision and service concepts previously explained. These recommendations are organized in three categories:

- Service improvements
- Low-capital improvements
- Major capital improvements.

These three improvement categories should not be viewed as separate but rather as reinforcing and building on each other. For instance, integrating the new proposed services will depend heavily on the transit hubs and park/ride sites recommended in the low-capital improvements category. Furthermore, implementing of the first two categories should be seen as a strategy needed to develop favorable market conditions for the major capital improvements.

Implementation of the first two categories of improvements should start as soon possible in order to move towards a transit system that better meets transit needs. The major capital improvements proposed will require a longer time span to be developed because of their complexity and resource requirements.

Short-Term Service Improvements

This category of improvements proposes an incremental implementation of the hub-and-spoke transit service concept recommended in this plan. Services that respond to the greatest need and therefore have the best chance to be effective should be deployed first.

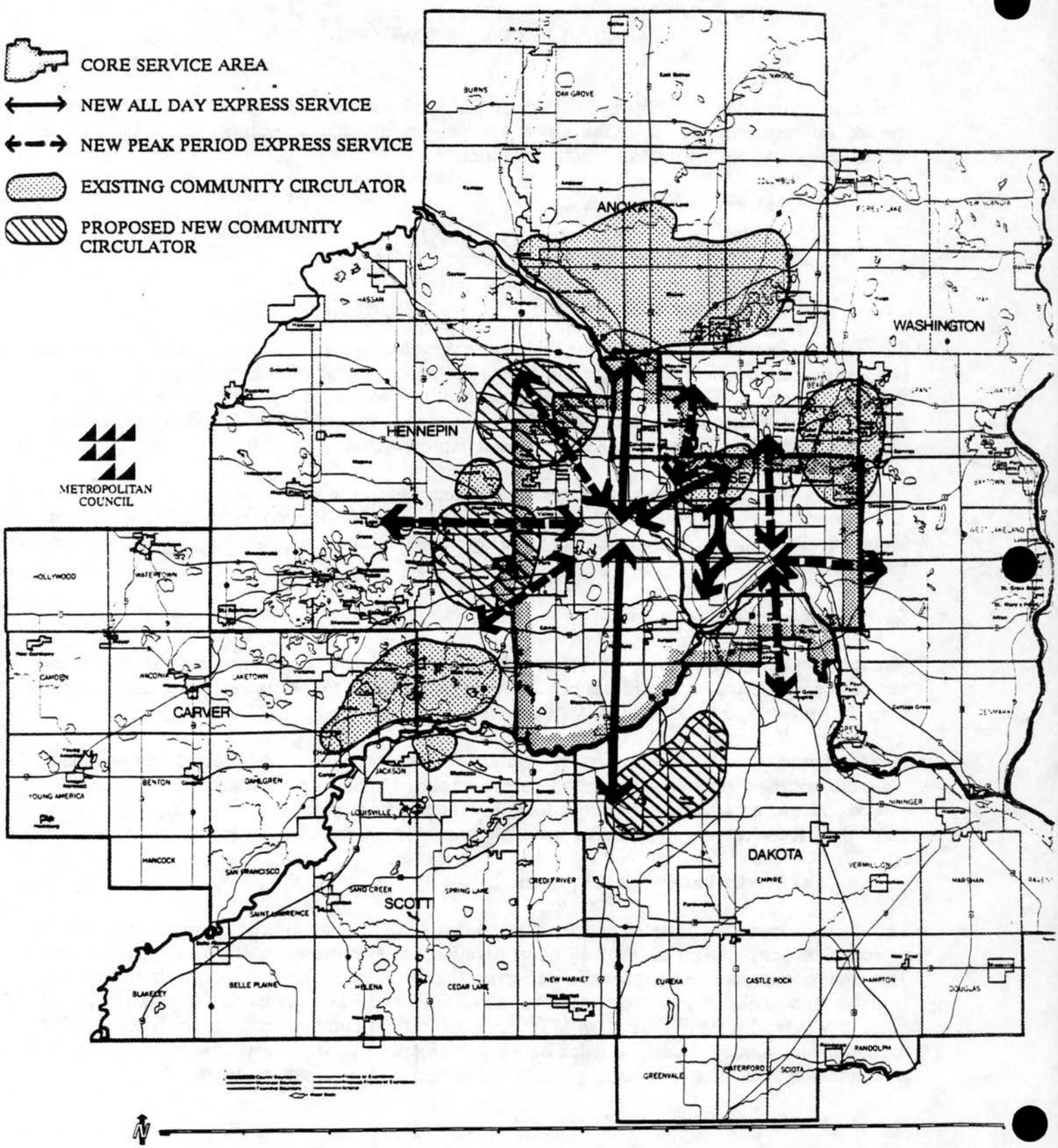
A list of improvements, to be implemented at the earliest possible time, has been developed based upon the existing regional transit needs/problems identified in the previous chapter and the ongoing service planning activities carried out by RTB, MTC and other service providers. Additional needs, particularly those relating to providing accessible service, are currently being identified by the RTB.

Local Service Improvement Program

The ridership losses experienced on transit routes that serve the core area of the region are a major source of concern. About 60,000 daily riders have been lost on those routes over the past decade. This plan recommends an aggressive Local Service Improvement Program to reverse those declining ridership trends. These improvements would be identified based on the marketing research efforts being conducted by the RTB and an MTC route operations audit currently under way. Possible improvements, among others, include: adjusting frequency of service and spacing of bus stops, strengthening security, consolidating route branches and changes in service hours.

Estimated annual operating cost: $1.5 million

Figure 5.1 PROPOSED NEW TRANSIT SERVICES



Corridor Improvement Program

Short-term service improvements along major transportation corridors are categorized into three major groups: all-day express service between hubs, peak-period express service between hubs and community circulation service around hubs(See Figure 5.1). These proposed improvements are to be closely coordinated with the hubs and park/ride construction proposals as well as other low-capital improvements recommended elsewhere in this report. Other mid-term and long-term service improvements, including possible connections among suburban hubs should be identified by the RTB in the next five-year transit plan to be developed in late 1992.

New All-Day Express Service:

- I-394
- Central (I-94)
- I-35W (South)
- Minneapolis Northeast
- I-35W/T.H.36

New Peak-Period Express Service:

- I-394
- St Paul East (I-94)
- St. Paul South
- St Paul North (I-35E)
- Minneapolis Southwest
- Minneapolis Northwest
- I-35W/T.H. 36

New Community Circulation Service:

- Western Dakota County
- Minneapolis Northwest
- I-394

Estimated annual operating cost: $11.4 million

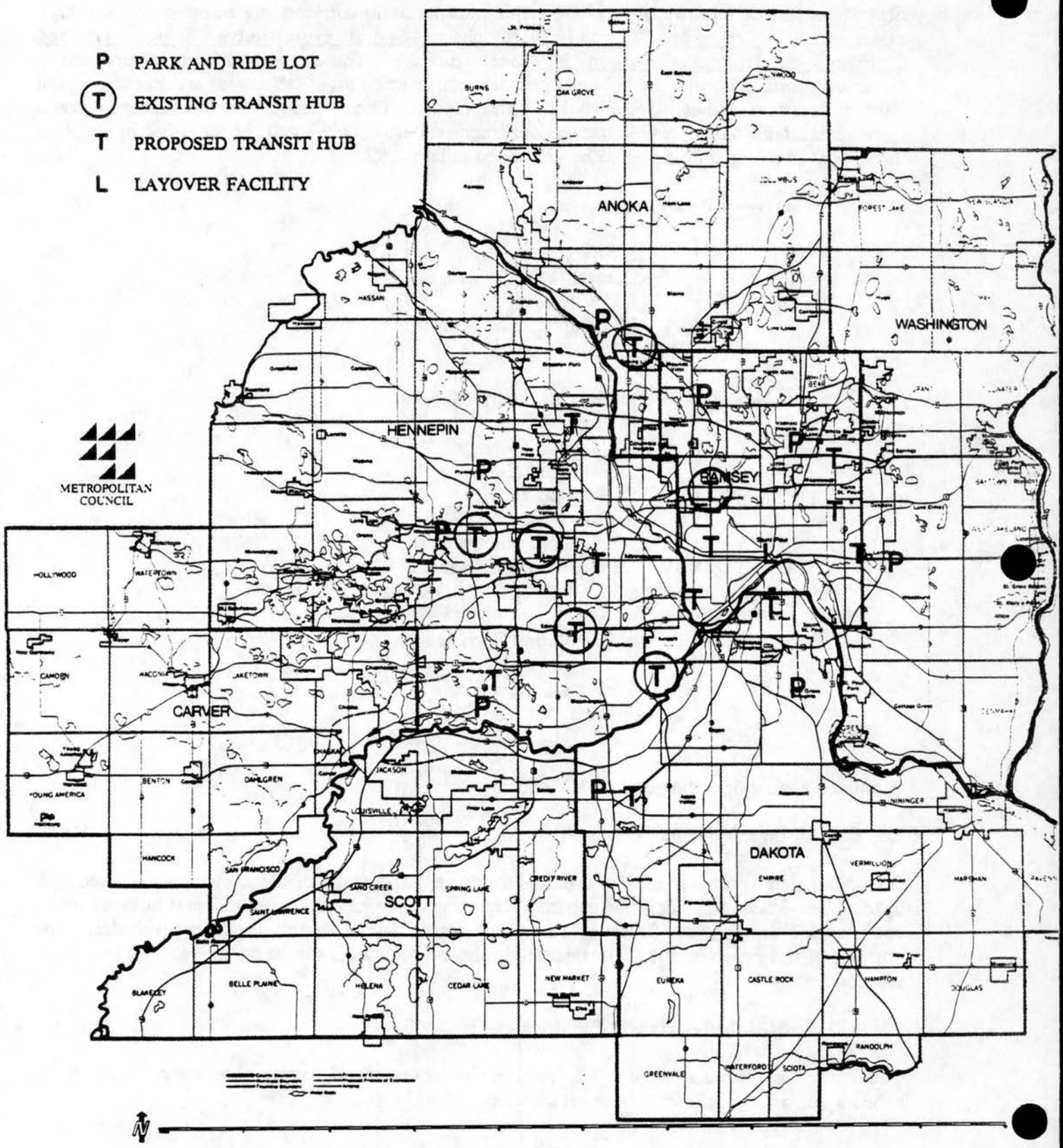
Low-Capital Improvements

Low-capital improvements are also essential to the implementation of the service concepts set forth in this plan. These enhancements can help focus transit services in a more efficient hub-and-spoke configuration and provide faster, more reliable travel times for multi-occupancy vehicles. The portions of this program to be implemented in the next 3-5 years can be structured into five major categories:

Transit Hubs/Intermodal Facilities

These projects, shown in Figure 5.2, help provide coordination among different types of transit vehicles and among different transportation modes:

FIGURE 5.2 TRANSIT HUBS / INTERMODAL FACILITIES



- 12 Transit Hubs
- 9 Large Regional Park/Ride Lots (300-500 spaces)
- 2-3 Bus Layover Facilities

The 12 new and 5 existing transit hubs will become the focal points of the transit system. They will provide climate-controlled, convenient transfer opportunities among the different components of the system.

The large park-ride lots, primarily located on the periphery of the fully developed area (i.e., near the I-494/694 beltway) will provide an opportunity for intercepting vehicles before they reach the most congested portions of the metropolitan highway system.

The bus layover facilities will improve bus operations in the downtowns areas.

Estimated capital cost: $21.0 million

"Team Transit" Projects

This program has been launched recently by the MTC in cooperation with Mn/DOT, RTB and the Metropolitan Council. It consists of small construction projects that can be implemented almost immediately to provide travel time advantage and reliability to transit vehicles. Projects approved for 1992 include:

- Shoulder bus lane at I-94 North/4th Street exit ramp
- Shoulder bus lanes at I-94 North/3rd Street N. and 6th Street So. entrance ramps
- Bus shoulder lanes on T.H. 252 and T.H. 610 in both directions between 66th Ave. N. and the west end of the Mississippi River Bridge
- Bus/carpool meter bypasses on I-94 North at Hemlock Ave., 53rd Ave. N. and Lyndale Ave. So.
- Bus/carpool meter bypass at I-94 North/Weaver Lake Road
- Expansion of Mn/DOT's park/ride lot at I-94 North/Weaver Lake Road
- Bus/carpool meter bypass on I-35W South at 90th Street.
- Facilitate left turns for buses at I-94 North/Dowling Ave. N. and at T.H. 169/36th Ave. N.
- Electronically link Mn/DOT's Traffic Management Center with MTC's Control Center

Other similar projects such as shoulder lanes on portions of I-35W So., T.H. 61, T.H. 47 and T.H. 65, additional ramp meter bypasses, expansion of existing park-ride lots and bus stop improvements are currently under evaluation by Mn/DOT.

Team Transit, in consultation with the City of St Paul, is also planning for creating two pairs of permanent with-flow exclusive bus lanes on 5th and 6th Streets and on Cedar and Minnesota Streets. These projects, of critical importance to bus operations in downtown St. Paul, would be implemented in connection with other several temporary projects to provide preferential treatment to multioccupancy vehicles during 1992 construction activities in the I-94/I-35E commons section.

The Team Transit program is expected to be implemented in a large part by Mn/DOT as part of the ongoing management of the metropolitan highway system. It will include, however, other projects

to be implemented by the MTC in cooperation with local units of governments on the minor arterial and local street systems, where the buses also need to be to be given preferential treatment.

Estimated cost: To be determined based on the scope and timing of the projects actually implemented

Meters and HOV Bypasses

Mn/DOT should continue its aggressive ramp metering and HOV bypass program on the metropolitan highway system. HOV bypass ramps should also be provided when either rebuilding existing interchanges or building new ones.

As of 1991, 213 freeway entrance ramps are metered in the Metropolitan Area. This number should increase to 450 ramps over the next five years. Eventually, all access-controlled highways in the region should be metered by 2010.

At the present time, 15 freeway entrance ramps have bypasses for buses and pools. This number should increase to 50 over the next 3-5 years. Eventually, 100 HOV bypass ramps should exist by 2010.

Cost estimate: To be determined based on the scope and timing of the projects to be implemented

Intelligent Vehicle Highway Systems Projects

Intelligent Vehicle Highway Systems (IVHS) involve integrating electronics, communication, computer and control systems into both vehicles and public roadways. The hope is to develop "high tech" solutions to a wide-range of surface transportation problems. IVHS project can be subdivided into five subareas that reflect the major emphasis of application:

- Advanced Traveler Information System (ATIS)
- Advanced Traffic Management Systems (ATMS)
- Advanced Public Transportation Systems (APTS)
- Automatic Vehicle Control Systems (AVCS)
- Commercial Vehicle Operations (CVO)

The IVHS benefits fall into nine broad categories: reduced traffic congestion, reduced traffic delays, increased traffic capacity, increased road safety, reduced incident-response time, increase efficiency of the commercial trucking industry, reduced fuel consumption, reduced air pollution, easing of driving tasks for people with physical limitations and the older driver.

While Minnesota is a leader in IVHS application, there are only a few programs in place that are benefiting the public today. The most visible and effective program is the metering of on-ramps and the associated traffic management provided by Mn/DOT's Traffic Management Center. Typical benefits of 25-40 percent incident reduction during peak periods, speed increases of about 30 percent and capacity increases of approximately 10 percent have been achieved.

There are projects now being implemented and studied that take advantage of proven IVHS technology and that will test new technologies. The present scope and function of Mn/DOT's Traffic Management Center will be enhanced to integrate use of changeable message signs, ramp control and

closed-circuit TV. The objective will be to more efficiently use our highway system, locate and respond to incidents, and to direct traffic around or away from incidents. An alternative will be to provide direct communication to private vehicles about traffic problems and provide alternate routes to avoid congestion.

Dedicated traffic lanes for buses and carpools, such as those on I-394, require a concerted enforcement effort so the travel time advantages are not eroded. Video cameras and automated vehicle identification technology may be tested in the I-394 corridor to provide a continuous, low cost method of monitoring HOV facility use and identifying of violations.

A recent grant to RTB will demonstrate advantages of using "smart cards" to improve service and management procedures for Metro Mobility. Time needed to process provider bills and complications of fare collection are anticipated to be reduced, and improved information about user travel needs and more equitable allocation of charges to public and private entities will result. Assuming system-wide application, the operating savings will be significant.

A demonstration grant is being prepared that will combine automatic vehicle location and traveler information system to provide "real-time" bus schedules to passengers. The project will allow transit users to access "real time" bus schedules, expected arrival times, and route information from the home, office, or transit station. The demonstration will test out these strategies in the I-394, I-35W and in a nonfreeway, high transit use corridor. The results are expected to be more reliable trip times for passengers, improved service due to reduced waiting and improved operations due to real-time data on location and schedule.

What does the longer-term future hold for IVHS? World-wide, public and private transportation communities are clearly enthusiastic about the concept of IVHS. The new Surface Transportation act dedicates $660 million to IVHS research and application. Given there were virtually no appropriations in the preceding act for IVHS, this illustrates the pace of change occurring in this field.

Miscellaneous

Included in this category are projects intended to facilitate bus operations and provide a more attractive and user-friendly environment for the transit rider. The most significant components to be distributed throughout the region are:

- 10 Bus Turnarounds
- 100 Bus Shelters
- Bus Stop Signage/Information

Estimated capital cost: $4 million

Major Capital Improvements

The following major capital improvements are recommended based on the evaluation described in Chapter 4. All of those improvements place special emphasis on providing preference for multioccupancy vehicles and strengthening transit services, as proposed in the Vision section of this report.

St. Paul I-94 East

An HOV lane conversion should be implemented in this corridor from downtown St. Paul to the Wisconsin border. This conversion is to be done in conjunction with the reconstruction of the freeway between McKnight Road and TH 120 to provide three continuous lanes in each direction, one of which would become an HOV lane.

Special HOV access should be provided, to the greatest extent possible, at the two major traffic generators in the corridor: downtown St. Paul and the 3M Center.

Minneapolis I-94 North

An HOV lane conversion/addition should be implemented in this corridor from downtown Minneapolis to Rogers. This improvement should be carried out in three stages:

- The first stage should include the various 1992 Team Transit projects described in the Low-Capital Improvements section (i.e., shoulder bus lanes at the 3rd/4th Streets ramps and on T.H. 252, north of I-694/I-94 interchange and other minor turning-movement improvements).

- The second stage should include an HOV lane conversion between downtown Minneapolis and the I-694 interchange, provided that Mn/DOT resolves the operational issues identified in Chapter 4.

- The third stage should include the conversion/addition of HOV lanes from the I-694 interchange to Rogers, provided that successful implementation of the first two stages justifies this third phase as a cost-effective investment.

I-494 (from 34th Avenue to I-394)

An HOV lane addition, as described in the draft EIS process currently under way, should be implemented in this corridor. Right-of-way should be reserved in the median for future capacity expansion, if needed.

Central Corridor (from downtown Minneapolis to downtown St. Paul)

A Light Rail Transit (LRT) line, on a surface alignment, should be implemented in this corridor. Issues regarding timing, funding and governance are discussed in Chapter 6.

I-35W South

The LRT-plus-Lane Conversion alternative described in the Draft EIS process under way should be implemented in this corridor. Implementation issues are also discussed in Chapter 6.

T.H. 36

Over the next five years, Mn/DOT should evaluate the future capacity needs in this corridor. If new lanes are to be added, these should be HOV lanes.

CHAPTER 6

PLAN IMPLEMENTATION

A number of implementation issues regarding timing, funding and governance need to be addressed. Some of those issues might require legislative action and therefore might not be resolved until the end of the 1992 legislative session.

Timing/Staging

The transit service improvements recommended in this plan should be implemented as soon as possible, contingent upon additional resources becoming available. This issue is further addressed in the funding section of this chapter.

The low-cost capital improvements recommended in this report should be implemented in the next 3-5 years. Some of those improvements will also require additional resources, although the main emphasis of this category is to take advantage of existing resources. This issue is further discussed in the funding section.

Most of the recommended major capital improvements require a lengthy project development process, including environmental clearances, engineering, design and construction. In addition, these improvements will require high levels of investments. Therefore, a 20-year or even greater implementation time span might be required.

For the two proposed lane conversion projects (i.e., I-94 East and I-94 North), Mn/DOT should follow the project development process currently under way, taking into consideration the recommendations contained in Chapter 5.

The I-35W and I-494 corridors have EIS processes under way. Both are expected to be completed by the end of 1992. Mn/DOT should proceed with the process, taking into consideration the recommendations on alternatives contained in Chapter 5.

The Central Corridor LRT line should be built first. Even though both the I-35W and Central Corridors could be possibly ready for construction at about the same time, the region should have a starting line for the implementation of LRT. Moreover, the I-35W corridor has the potential for delays because of the complexity of right-of-way acquisition, design and construction staging of the facility. Furthermore, the HOV component of I-35W should be started with the construction of the interim third lane from Dakota County to I-494, much in advance of the potential LRT construction in the corridor.

Funding

Funding issues are particularly volatile at the present time because of the passage of the new federal Surface Transportation Act and the uncertainty surrounding the state budget. The implications of this new legislation are not fully understood. Therefore, the following discussion constitutes only a preliminary scoping of funding issues. The Council should continue working on this issue during the public comment period between December 19, 1991, and January 21, 1992. The funding component of this plan could then be finalized prior to submittal to the legislature on February 10, 1992.

The service improvements recommended in this plan will require about an additional $10 million per year in operating funds. This major funding commitment would require legislative action. One possible option would be to increase the RTB's property tax levy authority. Another option would be for the legislature to directly provide additional transit operating assistance in the form of either a direct appropriation or some other dedicated funding source. Several proposals have been recently made regarding the transfer of the Motor Vehicle Excise Tax and the dedication of a portion of it to transit operations.

The low-cost capital improvements proposed in this plan can be in part funded by Mn/DOT as part of their ongoing management of the trunk highway system using federal and state funds. Other projects, however, such as the Transit Hub/Intermodal Facilities component will require additional RTB resources. Traditionally, these types of projects have been funded by the RTB with their property tax levy. This requires, however, legislative bonding authorization.

The major capital improvements recommended in this plan, particularly the LRT component, will also require additional resources. The RTB recommended "a financing goal of 30 percent federal funding, with the remaining 70 percent to be paid by state and local (i.e., RTB bonding). Federal EIS/Alternative Analysis procedures should begin immediately."

Concerns have been expressed with respect to pursuing federal funding from the Urban Mass Transportation Administration (UMTA) for a Central Corridor LRT line. The reasons are that it would delay the project up to two years and that the strict cost-effectiveness criteria used by UMTA might not be met. The availability of federal funding, however, would greatly enhance the chances of putting together a financial package for the Central Corridor LRT line. Furthermore, the financial goal for federal participation established by the RTB should be increased to at least 30-50 percent. (To reduce the need for regional bonding.)

Preliminary Recommendation

- The RTB should seek additional operating funds during the 1992 legislative session to implement the service improvements recommended in this report.
- The RTB should request an additional $24 million bonding authority from the legislature in 1992, in order to order to implement the Transit Hub/Intermodal Facilities and the Miscellaneous components of this Transit Capital Facilities Plan. This bonding authorization would be in addition to the normally requested for ongoing bus fleet replacement.
- A minimum of 30-50 percent federal funding participation from the Urban Mass Transportation Administration for a Central Corridor LRT line should be pursued. The balance of the capital cost for that first line would be paid by RTB bonding.
- The process for completing an UMTA Alternatives Analysis should begin immediately.

Governance

The RTB has recommended that the "final design and construction should be directed by a Joint Powers Board as described in the LRT Regional Coordination Plan."

The 1991 legislature allowed the formation of a joint-powers board to implement light rail transit final design and construction of the corridors funded solely with federal and county funds. The board would include representatives from the seven regional railroad authorities, MTC, RTB, Mn/DOT and the Metropolitan Council, plus an additional voting member from a county regional rail authority with a corridor in which final design has begun. A joint-powers agreement has been negotiated in the past few months and at least two of the potential signatories have adopted it. The Council has not taken a position on this matter yet.

Other organizational structures have also been discussed, ranging from this joint-powers board option to a highly centralized option under which Mn/DOT would develop the LRT project in its entirety. The Council has taken an intermediate position in previous actions regarding this matter.

On November 15, 1990, the Council recommended that "a regional LRT system, part of the regional transit system and funded in large part by regional funds, should be governed within the existing regional transportation decision-making structure (Metropolitan Council, RTB, MTC, Mn/DOT's Metro District) that the legislature has established."

The Council further recommended that a combined RTB/Mn/DOT structure should be developed for LRT planning, design, engineering and construction with the appropriate Council oversight. The Council also recommended a coordination process involve affected cities and counties.

Recommendations

Based upon the above Council actions, the following recommendations are made for the development of the first regional LRT application, the Central Corridor line:

- RTB should immediately initiate an UMTA-sponsored Alternatives Analysis for the Central Corridor.

- Upon completion of the Alternatives Analysis, Mn/DOT should proceed with engineering, design and construction of the Central Corridor LRT line.

- MTC should operate the Central Corridor LRT line.

- The Metropolitan Council should exercise overall oversight in accordance with its statutory authority.

- A Central Corridor Management Committee should be formed including at least the following representation: RTB, Mn/DOT, MTC, Hennepin and Ramsey counties, cities of Minneapolis and St. Paul, the University of Minnesota and the Metropolitan Council. The purpose of this committee will be to provide policy advice throughout the Central Corridor LRT line development process, first to the RTB and later to Mn/DOT. A technical committee with similar representation could also be formed to support the activities of the Management Committee.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY
Originating Department

Kathryn DeSpiegelaere 12/27/91
Authorized Signature Date

Board Action Requested

Update on legislation.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney Dan Mark McGuire
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 7, 1992	T. L. Glendenning	1/2/92
Board Date	Signature	Date

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

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District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Update on Legislative Activities

DATE: December 26, 1991

The 1991 Legislative session begins January 6. Ramsey County has previously indicated support for the following legislative actions related to transit:

1. Increased funding for transit capital and operating needs, including regular route bus service, service to persons with disabilities and light rail transit.

2. Broad-based funding for transit purposes, with decreased reliance on the regressive property tax. Suggested sources of transit funds are: gasoline tax, motor vehicle excise tax, sales tax.

3. A thorough analysis of the potential for federal funds for transit. An analysis of the newly passed Surface Transportation Act needs to be completed before the implications of the law on transit can be fully assessed.

4. Construction of light rail transit in the Central Corridor.

5. The joint powers form of governance for light rail transit which includes counties, Minnesota Department of Transportation, Metropolitan Transit Commission, Metropolitan Council and the Regional Transit Board.

A legislative committee met on Thursday, December 19. Commissioners Finley and Hunt presented these positions on transit at the meeting.

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COALITIONS

The Metro Transit Leadership Group is building coalitions with other groups with transit-related interests. At a recent meeting, legislative support for transit was discussed with representatives of Sierra Club, Minnesota Transportation Alliance, Minnesota Public Transit Association, League of Women Voters, Minnesotans for LRT, Minnesotans for an Energy Efficient Economy, Southwest Transit Coalition and Regional Transit Board. Continuing contact will occur.

SURFACE TRANSPORTATION ACT

The Surface Transportation Act recently signed by President Bush will provide more funds for transit and will offer states increased flexibility in shifting funds from highway to transit. The Minnesota Department of Transportation and others are continuing to sort through the nuances of the Act. Recommendations that LRT for the Central Corridor seek federal funding have been made by the Regional Transit Board and the Metropolitan Council.

SENATOR DECRAMER'S MEETINGS

For the past six months, Senator Gary DeCramer, chair of the Senate Transportation Committee, has convened monthly meetings of key leaders to attempt to reach a unified position on light rail transit. He will continue those meetings during the legislative session. Ramsey County has participated at every meeting.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY
Originating Department

K DeSpiegelaere — 12/27/91
Authorized Signature — Date

Board Action Requested

Progress on Midway Corridor.

DISCUSSION ONLY

Request Justification

See memorandum from K. DeSpiegelaere and attachments

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: January 7, 1992	Signature: J. L. Glendenning	Date: 1/2/92
Board Date	Signature	Date

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Midway Corridor Progress

DATE: December 26, 1991

The Midway Corridor LRT engineering work is proceeding. Some of the items which have been better defined in recent weeks are:

TH 280/I-94/WESTGATE STATION

Alternative alignments to serve the Westgate vicinity have been developed by BRW and presented to the community. At this time, two alignment alternatives appear to have the most support:

(1) LRT along Soo line tracks between TH 280, connecting in the vicinity of Oak/Washington to Hennepin County's preferred alignment. A station is located at Franklin Avenue. Another could be located near TH 280 and I-94.

(2) LRT deviating from the Soo Line tracks just west of TH 280. The alignment would be north/south between I-94 and Territorial Road and would be located parallel to the U of M transitway. A station is located west of Court International, near University Avenue and TH 280. This alignment is referred to as Option D.

A comparison of some of the characteristics of the alignments is attached (Attachment 1).

Two meetings with community representatives were held. At this time, we have received written correspondence from District 12, the City of St. Paul, the St. Paul Port Authority and Merriam Park Community Council in support of Option D. Prospect Park neighborhood is continuing to discuss the options. Residents of that neighborhood have previously indicated that they have two major concerns about LRT unrelated to the alignment options under consideration: (1) They want bus service on University Avenue that doesn't require them to transfer to get to downtown Minneapolis; and (2) They want LRT alignment through the University of Minnesota that provides good service to the campus.

Printed on Recycled Paper

Ridership forecasts are being prepared by the Metropolitan Council for an alignment that has been developed by Hennepin County for the University of Minnesota area. The previously approved alignment was a tunnel near Washington Avenue on the East Bank of the campus. The new alignment under discussion is north of the campus.

Staff of Minneapolis, St. Paul, Hennepin and Ramsey Counties are continuing discussions about the alignment options. Minneapolis and Hennepin County staff have expressed serious reservations about Option D.

CAPITOL AREA

Recent discussions with the Capitol Area Architectural and Planning Board (CAAPB) have elicited support for a new alignment in the Capitol area. This alignment is on the surface, not in a tunnel.

The alignment, illustrated in Attachment 2, would serve the Capitol area by placing a station directly south of the Capitol building. We anticipate that a recommendation in favor of this alignment will be made by CAAPB board members at a meeting on January 16.

DOWNTOWN ST. PAUL

At the request of the City of St. Paul, analysis has been completed of three issues relating to LRT service in downtown St. Paul:

(1) Terminate alignment at Cedar Street, rather than continuing along Fourth Street.

(2) Eliminate a station on Fourth Street at Kellogg Square.

(3) Assess the location of the Union Depot station on Fourth Street. Should it be moved a block east or west?

Recommendations on these subjects will be made to the Downtown LRT Task Force, which will resume meetings on January 30. Robert Bach has agreed to continue to chair the task force.

FINAL ENVIRONMENTAL IMPACT STATEMENT

Completion of the final Environmental Impact Statement for the Midway Corridor will occur once these matters have been resolved and addressed in the report.

Recommendation:

For your information.

KD/blk

Attachment 1-1

WESTGATE/TH 280 LRT SERVICE COMPARISON SUMMARY OF ALTERNATIVES A AND D

INTRODUCTION

This addendum to Technical Memorandum #1, Westgate/TH 280 LRT Service is prepared to focus the comparison of Alternative A (Soo Line right-of-way - Preliminary Design alignment) and Alternative D (through the Westgate/TH 280 area and along the University Transitway). These alignments are assumed to have identical end points at Oak and Beacon at the University of Minnesota and Pelham Boulevard on the east end.

COMPARISON

ITEM	DESCRIPTION	A Soo Line	D Transitway
1.	Right-of-Way		
	- Land Acquisition Cost	$6,300,000	$4,000,000
	- Issues	Single Property Owner, well understood	Cost could vary upward signifi-cantly depending upon final "take" requirements and negotiations with property owners (particularly Hartzell Manufacturing Facility) Assumes no cost for right-of-way for U of M property
		Known soil pollution pro-blems near the Franklin Station and Gopher Oil Site, program in place to clean up sites by others	Unknown
2.	Capital Cost	$21,900,000 (higher confidence in cost estimate)	$30,600,000 (costs likely to rise as design refinements made)

ITEM	DESCRIPTION	A Soo Line	D Transitway
3.	Travel Time (from Union Depot to 25th Avenue SE)	19.5 minutes (Baseline)	20.6 minutes (+ 1.1 minutes)
	Length	(Baseline)	+ 450 feet
4.	LRT Patronage (for the Year 2010)	--- (Baseline)	+ 500 to 1,000 (not modelled)
5.	Access to LRT Stations		
	- Metropolitan Council is currently modelling the Dinkytown Alternate patronage forecast		
	- Number of Stations	2	2
		Cleveland to Franklin - 1.7 mi. Franklin to 25th Ave. - 0.6 mi	Cleveland to Westgate - 1.3 mi. Westgate to 25th Ave. - 1.1 mi.
	- Prospect Park	Reasonably Good	Bus Transfer likely for westerly and southerly areas
	- Seward Neighborhood	Reasonably Good	Not as Close
	- Westgate/TH 280 Area	Bus Transfer Likely	Very Good
	- University of Minnesota	First Station is at Motley/ Washington	First station is 2 1/2 to 3 blocks farther north

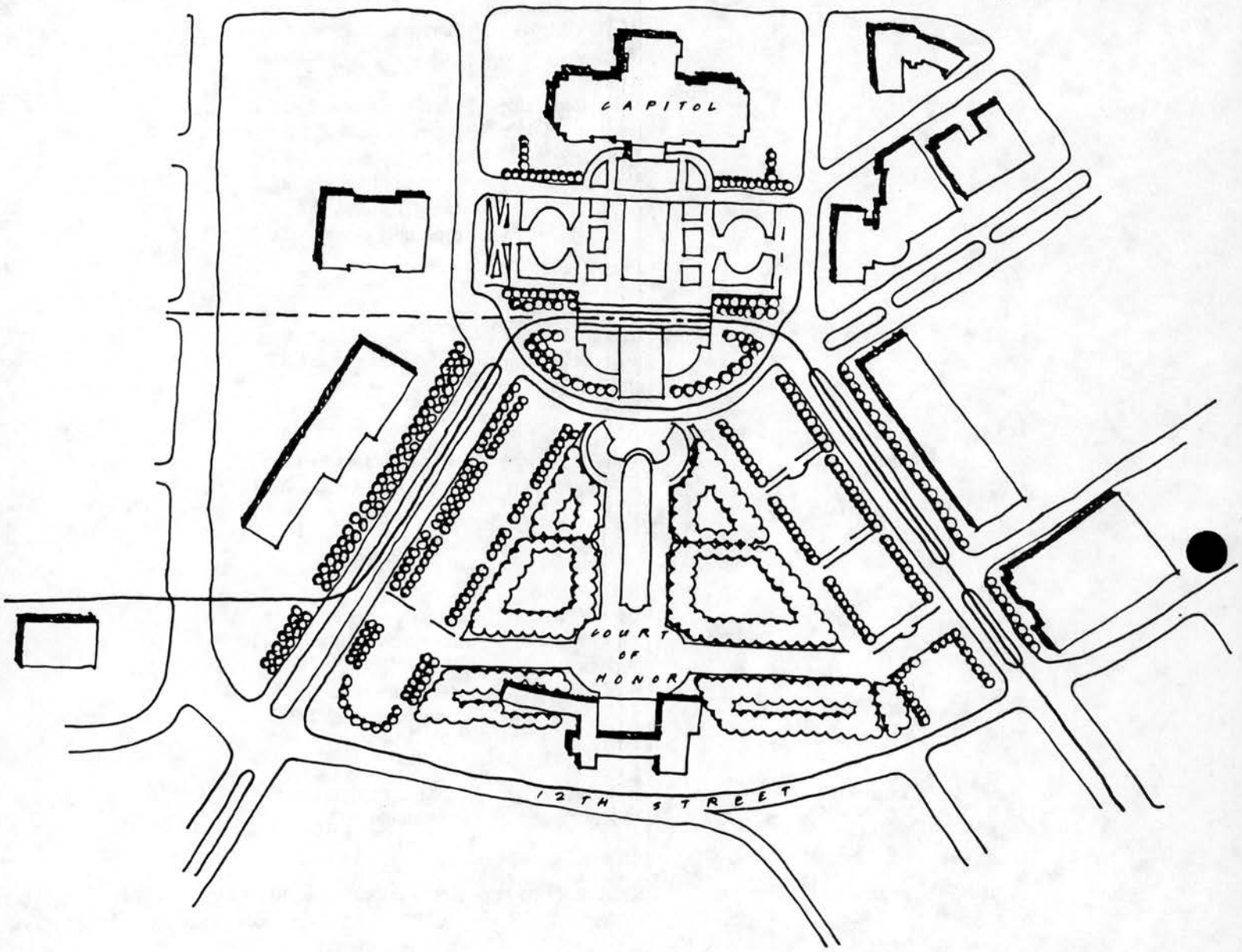
ITEM	DESCRIPTION	A Soo Line	D Transitway
6.	Land Use Impacts	Neighborhood Adjacency at Franklin Station	Housing removal along Curfew Street
			Removal of Parking west of Court International
		Some Redevelopment at Franklin and "Arby's Stations	Likely redevelopment potential west of Curfew along alignment and redevelopment potential along Transitway especially close to the U of M
7.	Railroad Operations	Can grade separate Soo Line and LRT	Requires grade crossing of Soo Line with LRT
8.	Other Issues	Noise/Vibration in Prospect Park	At-grade crossing of University Avenue (twice with University Connector baseline alignment)
		Easier Connection to Baseline through the U of M	Easier connection to the alternate alignment at the U of M (requires reconstruction of the Transitway with LRT)
9.	Constructability	on Railroad right-of-way	Runs through urban development
10.	Feeder Bus Connections	Reasonably good connections	Could relocate selected feeder buses to Westgate for timed transfer
11.	Dinkytown (University Connector) Alternate Alignment Impacts		

Attachment 2

Capitol Area Arch. & Planning Board

DEC 05 1991

FILED:



PUBLIC SQUARE ALTERNATIVE (2)

0 100 200 400 600

ZCF 12.5.91

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

K DeSpiegelaere 12/26/91

Authorized Signature — Date

Board Action Requested

Ratify Partial Payment No. 9 to BRW, Inc. in the total amount of $3,448.80 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 $3,448.80 for the period ending August, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for ratification in compliance with the latter.

Attachments are:
1) Proposed resolution ratifying payment
2) Accounts Payable form and Partial Payment No. 9
3) BRW, Inc. Invoice No. 64094

Budgeting and Accounting Ed Glaubitz 12/27/91

County Attorney Dick MacKenzie

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date — Signature — Date

Committee / Meeting Date — Signature — Date

January 7, 1992 — F. L. Glendenning — 1/2/92

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 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 August 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. 64094, Partial Payment No. 9, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $3,448.80 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1991, is hereby ratified.

1

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: 11/26/91

2 APPROPRIATION ITEM: Consulting Services Warrant No. _____
(ASSIGNED BY B&A ONLY)

For Accounting Use Only

	Claim No.		Date Paid
CA	PA075	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"
1-2	3-7	8	9-14

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59108	020102	$3,448.80
				$
				$
				$
				$
15-17	18-20	21-25	26-31	32-41

$3,448.80 TOTAL

4 PAY TO: (2, 8) 02207
First Name & Initial (NO PUNCTUATION) 9-22

BRW
Last Name or Company Name 23-52

(Name - Continued) 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, 8) Partial Pymt 9; Inv. 64094; So Corr. Align/Scoping Study 9-60

(5, 8) Agreement PA075; Acct. 59108-020102; 8/31/91 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 Item 4

Address _____

7 List in this space and 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 DeSpiegelaere

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 Statute 15.165, but we will not be able to process this claim without it.

BA - 354 (3/90) mac

2

NOV 26 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 9

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: 22 NOV 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	100.0%
TOTAL VALUE OF WORK CERTIFIED - 31 AUG 91		$169,045.00
LESS 5% RETAINAGE		$8,452.21
AMOUNT DUE		$160,592.79
LESS PREVIOUSLY APPROVED PAYMENTS:		$148,275.64
ALLOWABLE PAYMENT FOR THIS PARTIAL:		$12,317.15

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.

12/3/91 K Dalspiegelaere
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/3/91 Anthony Fazzolari
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	$3,448.80	$8,868.35	$12,317.15
PARTIAL PAYMENT NO.10	$0.00	$0.00	$0.00
PARTIAL PAYMENT TOTAL:	$44,965.99	$115,626.80	$160,592.79

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	$169,045.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	$160,592.79
AMOUNT REMAINING ON AGREEMENT	$8,452.21

BRW

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
San Diego
Seattle
Orlando

BRW INC.

INVOICE
64094

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: August 31, 1991

JOB NO: 1033

PROJECT: St. Paul South Corridor

INVOICE PERIOD: August 1-31, 1991

For professional services rendered during this invoice period.

AGENCY	BILL THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
Dakota County RRA	$ 9,335.10	$ 112,377.30	$ 121,712.40
- Less 5% Retainage	466.~~7675~~	5,618.~~6785~~	6,085.~~4360~~
- Due This Billing*	$ 8,868.~~3435~~	$ 106,758.~~6345~~	$ 115,626.~~9780~~
Ramsey County RRA	$ 3,630.31	$ 43,702.29	$ 47,332.60
- Less 5% Retainage	181.~~5251~~	2,185.~~1710~~	2,366.~~6961~~
- Due This Billing*	$ 3,448.~~7980~~	$ 41,517.~~1219~~	$ 44,965.~~8199~~

**Due This Billing Amount reflects the maximum billable for this contract.
See next page for breakdown.

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

BRW, INC.

Anthony Heppelmann

COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA
INVIOCE PERIOD : AUGUST 1, 1990 – AUGUST 31, 1991

JOB#	LABOR	DIRECT EXPENSES	SUBCONTRACTOR RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	DCRRA	%	RCRRA
1033-B-01	$467.00			$467.00	$23.35	$443.65	72%	$319.43	28%	$124.22
1033-B-02				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-03				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-04				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-05				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-06				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-07				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-08				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-09				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-10				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-11				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-12	$1,998.25	811.96		$2,810.21	$140.51	$2,669.70	72%	$1,922.18	28%	$747.52
1033-B-13	$902.50	68.00		$970.50	$48.53	$921.97	72%	$663.82	28%	$258.15
1033-B-14	$595.00	7,125.00	$375.00	$5,051.20	$252.56	$4,798.64	72%	$3,455.02	28%	$1,343.62
1033-B-15	$3,546.00	35.50		$3,581.50	$179.08	$3,402.42	72%	$2,449.74	28%	$952.68
1033-B-16				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-B-17				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
										$0.00
1033-C-01				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-C-02	$85.00			$85.00	$4.25	$80.75	72%	$58.14	28%	$22.61
1033-C-03				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-C-04				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-C-05				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-C-06				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
1033-				$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
TOTAL	$7,593.75	8,040.46	375.00	$12,965.41	$648.27	$12,317.13		$8,868.33		$3,448.80

Memorandum

B R W INC.

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

DATE: October 4, 1991

TO: Allen Moe
Jim Tolaas

FROM: Tony Heppelmann

RE: Billing Adjustments

The bill was figured as follows:

	TOTAL	DCRRA	RCRRA
Contract Maximum	$169,045.00	$121,712.40	$47,332.60
Billed through 7/31/91	156,079.59	112,377.30	43,702.29
Amount Remaining	$ 12,965.41	$ 9,335.10	$ 3,630.31
Incurred in August	16,009.21	11,526.63	4,482.58
Difference	($3,043.80)	($2,191.53)	($852.27)
Amount Billed	$ 12,965.41	$ 9,335.10	$ 3,630.31

Please call if you have any questions regarding this matter.

TH/ch
cc: File 1033B01
#9147

6

ST PAUL SOUTH LRT
COST BREAKDOWN BY WORK TASK FOR DCRRA AND RCRRA
INVIOCE PERIOD : AUGUST 1, 1991 – AUGUST 31, 1991

FILENAME: ST.PAUL.WK1

WORK TASK	JOB NUMBER	BUDGET	8/31/91 63429	TOTAL TO DATE	AMOUNT REMAINING	% SPENT	DCRRA ALLOCATION %	DCRRA ALLOCATION AMOUNT	RCRRA ALLOCATION %	RCRRA ALLOCATION AMOUNT
PROJECT MANAGEMENT	1033-B-01	$15,000.00	$467.00	$24,929.49	($9,929.49)	166%	72%	$17,949.23	28%	$6,980.26
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		$0.00	$3,272.00						
	1033-C-03		$0.00	$0.00						
	TOTAL	$10,000.00	$0.00	$3,844.50	$6,155.50	38%	72%	$2,768.04	28%	$1,076.46
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 EVALUATN	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		$85.00	$2,565.00						
	TOTAL	$5,545.00	$85.00	$4,322.75	$1,222.25	78%	72%	$3,112.38	28%	$1,210.37
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	$2,067.50						
	TOTAL	$8,000.00	$0.00	$3,242.50	$4,757.50	41%	72%	$2,334.60	28%	$907.90
ALIGNMENT REPORT	1033-B-11	$5,000.00	$0.00	$1,544.50	$3,455.50	31%	72%	$1,112.04	28%	$432.46
EAW/SCOPING DECISION/EIS WORK PLA	1033-B-12	$8,000.00	$2,810.21	$10,307.37	($2,307.37)	129%	72%	$7,421.31	28%	$2,886.06
PUBLIC PARTICIPATION	1033-B-13		$970.50	$28,447.62						
	1033-B-16		$0.00	$4,794.11						
	1033-B-17		$0.00	$658.02						
	1033-C-04		$0.00	$1,394.40						
	TOTAL	$20,000.00	$970.50	$35,294.15	($15,294.15)	176%	72%	$25,411.79	28%	$9,882.36
PART I	SUBTOTAL	$110,545.00	$4,332.71	$132,681.58	($22,136.58)			$95,530.74		$37,150.84
CONTINGENCY		$16,000.00			$16,000.00					
TOTAL PART I	TOTAL	$126,545.00	$4,332.71	$132,681.58	($6,136.58)	105%	72%	$95,530.74	28%	$37,150.84
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14		$8,095.00	$9,682.50						
	1033-C-06		$0.00	$12,834.12						
TOTAL PART II	TOTAL	$25,000.00	$8,095.00	$22,516.62	$2,483.38	90%	72%	$16,211.97	28%	$6,304.65
RIDERSHIP FORECASTS – PART III	1033-B-15	$17,500.00	$3,581.50	$16,890.60	$609.40	97%	72%	$12,161.23	28%	$4,729.37
GRAND TOTAL		$169,045.00	$16,009.21	$172,088.80	($3,043.80)	102%		$123,903.94		$48,184.86

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

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	AUGUST TOTAL	DCRRA ALLOCATION %	DCRRA ALLOCATION AMOUNT	RCRRA ALLOCATION %	RCRRA ALLOCATION AMOUNT
PROJECT MANAGEMENT	1033-B-01 B-16,B-17, C-05	$467.00	$0.00	$467.00	72%	$336.24	28%	$130.76
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, C-01	$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
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, C-02	$85.00	$0.00	$85.00	72%	$61.20	28%	$23.80
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	$0.00	$0.00	$0.00	72%	$0.00	28%	$0.00
EAW/SCOPING DECISION/EIS WORK PLAI	1033-B-12	$1,998.25	$811.96	$2,810.21	72%	$2,023.35	28%	$786.86
PUBLIC PARTICIPATION	1033-B-13 1033-C-04	$902.50	$68.00	$970.50	72%	$698.76	28%	$271.74
ECONOMIC DEVELOPMENT ANALYSIS	1033-B-14	$595.00	$7,500.00	$8,095.00	72%	$5,828.40	28%	$2,266.60
RIDERSHIP FORECASTS	1033-B-15	$3,546.00	$35.50	$3,581.50	72%	$2,578.68	28%	$1,002.82
TOTAL		$7,593.75	$8,415.46	$16,009.21		$11,526.63		$4,482.58

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
CONSULTANT I			
THATCHER, JENNIE	3.7	45.00	166.50
STAFF LEVEL III			
HENDERSON, JANE	0.7	35.00	24.50
RONHOVDE, NANCY	0.6	35.00	21.00
SUBTOTALS	1.3		45.50
SR. ASSOCIATE			
HEPPELMANN, TONY	3.0	85.00	255.00
TOTALS	8.0		467.00
		TOTAL LABOR	467.00
		TOTAL THIS JOB $	467.00

ST P S EAW/SCOPING/EIS JOB NO. 10338.12

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1033B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	140.00	210.00
CONSULTANT II			
WITZIG, JEANNE	4.5	55.00	247.50
CONSULTANT I			
COLBURN, ELIZABETH	20.0	45.00	900.00
STAFF LEVEL III			
HENDERSON, JANE	0.1	35.00	3.50
ROHNOVDE, NANCY	2.1	35.00	73.50
SUBTOTALS	2.2		77.00
STAFF LEVEL II			
HAWKINSON, TOM	9.5	32.50	308.75
SR. ASSOCIATE			
HEPPELMANN, TONY	3.0	85.00	255.00
TOTALS	40.7		1,998.25

TOTAL LABOR 1,998.25

TOTAL THIS JOB $ 1,998.25

ST P S PUBLIC PARICIPTN JOB NO. 1033B.13

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.0	140.00	420.00
CONSULTANT I			
COLBURN, ELIZABETH	7.5	45.00	337.50
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.0	45.00	90.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1033B.01

STAFF LEVEL I			
BREMSETH, DAWN	1.7	25.00	42.50
ROBERTS, SUSAN	0.5	25.00	12.50
SUBTOTALS	2.2		55.00
TOTALS	14.7		902.50
		TOTAL LABOR	902.50
		TOTAL THIS JOB	$ 902.50

ST P S ECON DEV ANALYSIS JOB NO. 1033B.14

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
HEPPELMANN, TONY	7.0	85.00	595.00
		TOTAL LABOR	595.00
		TOTAL THIS JOB	$ 595.00

ST P S RIDERSHIP FORECST JOB NO. 1033B.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	0.5	75.00	37.50
SR. CONSULTANT			

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10338.01

TROE, WILLIAM	6.0	65.00	390.00
CONSULTANT II			
NOOKALA, MARTHAND	4.0	55.00	220.00
CONSULTANT I			
HINIKER, CHRISTIAN	41.3	45.00	1,858.50
KLEIN, JAMES	1.0	45.00	45.00
SUBTOTALS	42.3		1,903.50
STAFF LEVEL III			
ROWHOVDE, NANCY	0.5	35.00	17.50
STAFF LEVEL II			
ASHLAND, CAROL	0.5	32.50	16.25
HAMRICK, CLAUDIA	0.5	32.50	16.25
SUBTOTALS	1.0		32.50
STAFF LEVEL I			
ROBERTS, SUSAN	0.4	25.00	10.00
SR. ASSOCIATE			
HEPPELMANN, TONY	11.0	85.00	935.00
TOTALS	65.7		3,546.00

TOTAL LABOR 3,546.00

TOTAL THIS JOB $ 3,546.00

ST PAUL SOUTH LRT L.U. JOB NO. 1033C.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	1.0	85.00	85.00

TOTAL LABOR 85.00

TOTAL THIS JOB $ 85.00

PROFESSIONAL PERSL
SR. ASSOCIATE
PAKALNS, ARIUS

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 10336.01

INVOICE TOTALS

TOTAL LABOR	7,593.75
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	
	7,593.75

ST.PAUL SOUTH CORRIDOR

INVOICE PERIOD : 1 AUGUST 1991 – 31 AUGUST 1991
FILENAME: ST.PAUL_B.WK1

OTHER DIRECT NON–SALARY COSTS

BRW GRAPHIC REPRODUCTION	757.96
FREIGHT/MESSENGER	157.50
TOTAL	$915.46

SUBCONTRACTORS

UNIVERSITY OF ST.THOMAS	$7,500.00
TOTAL	$7,500.00

TOTAL EXPENSES	$8,415.46

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY
Originating Department

K. DeSpiegelaere 12/26/91
Authorized Signature Date

Board Action Requested

Approve Partial Payment No. 1 to BRW, Inc. in the amount of $6,574.77 for Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering. Contract No. RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment is due in the amount of $6,574.77 for the period ending September, 1991, and has been issued in accordance with contract provisions. Payment documentation is being submitted for approval. Attachments are:

1) Proposed resolution approving payment
2) Accounts Payable form and Partial Payment No. 1
3) BRW, Inc. Invoice No. 63780 and attachments

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: January 7, 1992 (Board Date)	Signature: J. L. Glendenning	Date: 1/2/92

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 Midway Corridor Phase II Preliminary Engineering; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA/HCRRA-91-001 governs the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 1991; and

WHEREAS, BRW, Inc. Invoice No. 63780, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1991; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves payment to BRW, Inc. in the amount of $6,574.77 for its share of services rendered through September 30, 1991.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: 12/9/91

2 APPROPRIATION ITEM: Consulting Services Warrant No. _____
(ASSIGNED BY B&A ONLY)

For Accounting Use Only

	Claim No.		Date Paid
CA	PA270	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

1-2 3-7 8 9-14

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59105	020102	$ 6,574.77
				$
				$
				$
				$

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

$ 6,574.77 TOTAL

4 PAY TO: 2 (8) 02207
First Name & Initial (NO PUNCTUATION) 9-22
BRW
Last Name or Company Name 23-52
(Name - Continued) 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 (8) Partial Pymt #1; Inv. No. 63780; Midway Corridor Phase II PE 9-60
5 (8) Agreement PA270; Acct. 59105-020102; 9/30/91 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 Item 4
Address _____

7 List in this space and 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 Diedspiegelaere

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 Statute 15.165, but we will not be able to process this claim without it.

BA - 354 (3/90) mac

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 1 — PREPARED BY: BK

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING — ENTERED BY: BK
CONTRACT AGREEMENT NUMBER RCRRA/HCRRA 91-001

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: 03 DEC 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	0.3%
TOTAL VALUE OF WORK CERTIFIED - 30 SEP 91		$7,802.26
LESS 5% RETAINAGE		$390.11
AMOUNT DUE		$7,412.15
LESS PREVIOUSLY APPROVED PAYMENTS:		$0.00
ALLOWABLE PAYMENT FOR THIS PARTIAL:		$7,412.15

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.

12/11/91 — DATE — DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/6/91 — DATE — CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	$6,574.77	$837.38	$7,412.15
PARTIAL PAYMENT NO. 2	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 3	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 4	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 5	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 6	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 7	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 8	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 9	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO.10	$0.00	$0.00	$0.00
PARTIAL PAYMENT TOTAL:	$6,574.77	$837.38	$7,412.15

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	$7,412.15
AMOUNT REMAINING ON AGREEMENT	$2,932,587.85

BRW

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
San Diego
Seattle
Orlando

BRW INC.

INVOICE
63780

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: September 30, 1991

JOB NO: 1362

INVOICE PERIOD: September 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 II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	$ 6,920.81	$ 0.00	$ 6,920.81
o Less 5% Retainage	346.034	0.00	346.034
o Due This Billing**	$ 6,574.787	$ 0.00	$ 6,574.787
Hennepin County RRA	$ 881.45	$ 0.00	$ 881.45
o Less 5% Retainage	44.027	0.00	44.027
o Due This Billing**	$ 837.38	$ 0.00	$ 837.38

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

BRW, INC.

Richard P. Wolsfeld

Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91-001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : SEPTEMBER 1991
FILENAME: 89003_1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	RCRRA ALLOCATION %	RCRRA ALLOCATION AMOUNT	HCRRA ALLOCATION %	HCRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	$1,470.00	$0.00	$1,470.00	85%	$1,249.49	15%	$220.50
2.0 OPERATIONS PLAN	$160.00	$0.00	$160.00	85%	$136.00	15%	$24.00
3.0 SYSTEMS ENGINEERING DESIGN	$0.00	$0.00	$0.00	90%	$0.00	10%	$0.00
4.0 CIVIL ENGINEERING DESIGN	$1,972.52	$0.00	$1,972.52	89%	$1,755.54	11%	$216.98
5.0 FACILITY DESIGN	$2,523.75	$0.00	$2,523.75	90%	$2,271.38	10%	$252.37
6.0 VALUE ENGINEERING	$0.00	$0.00	$0.00	80%	$0.00	20%	$0.00
7.0 SYSTEM COST ESTIMATES	$0.00	$0.00	$0.00	85%	$0.00	15%	$0.00
8.0 ENVIRONMENTAL IMPACT MITIGN	$1,676.00	$0.00	$1,676.00	90%	$1,508.40	10%	$167.60
9.0 IMPLEMENTATION METHOD	$0.00	$0.00	$0.00	80%	$0.00	20%	$0.00
10.0 AGENCY COORDINATION	$0.00	$0.00	$0.00	90%	$0.00	10%	$0.00
11.0 COMMUNITY PARTICIPATION	$0.00	$0.00	$0.00	90%	$0.00	10%	$0.00
TOTAL	$7,802.27	$0.00	$7,802.27		$6,920.81		$881.45

BRW, INC.

SEPTEMBER 30, 1991
INVOICE NO. DRAFT
JOB NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

MIDWAY PE SURVEYS/MAPPNG JOB NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
DAHL, KEITH	3.5	80.00	280.00
STAFF LEVEL IV			
HOLKER, THOMAS	7.0	45.00	315.00
2 PRSN FIELD PTY			
FREERKS, JAMES	1.5	36.25	54.38
HALEY, JEFF	1.5	36.25	54.38
PAVOLA, JON	4.5	36.25	163.13
SCHENK, KURT	4.5	36.25	163.13
SUBTOTALS	12.0		435.02
TOTALS	22.5		1,030.02

TOTAL LABOR 1,030.02

TOTAL THIS JOB $ 1,030.02

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE GUIDEWAY+TRACK JOB NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.5	145.00	942.50
		TOTAL LABOR	942.50
		TOTAL THIS JOB $	942.50

MIDWAY PE PROJECT MGMT JOB NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	5.5	145.00	797.50
CONSULTANT I			
THATCHER, JENNIE	8.4	47.50	399.00
STAFF LEVEL II			
BUCKLEY, SUSAN	0.1	35.00	3.50
SR. ASSOCIATE			
WARNER, DAVID	3.0	90.00	270.00
TOTALS	17.0		1,470.00
		TOTAL LABOR	1,470.00
		TOTAL THIS JOB $	1,470.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

MIDWAY PE RIDERSHIP FCST JOB NO. 13628.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	2.0	80.00	160.00
TOTAL LABOR			160.00
TOTAL THIS JOB $			160.00

MIDWAY PE HOIST VIBRATN JOB NO. 13628.83

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
CRIDER, DEREK	2.1	80.00	168.00
TOTAL LABOR			168.00
TOTAL THIS JOB $			168.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

MIDWAY PE CAP AREA ALIGN JOB NO. 13628.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	6.0	90.00	540.00
		TOTAL LABOR	540.00
		TOTAL THIS JOB $	540.00

MIDWAY PE RAVOUX ST ALGN JOB NO. 13628.85

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
ASSOCIATE			
CRIDER, DEREK	3.1	80.00	248.00
		TOTAL LABOR	248.00
		TOTAL THIS JOB $	248.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE STATION AREAS JOB NO. 1362C.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	7.0	67.50	472.50
CONSULTANT I			
BEHRINGER, CHRIS	1.5	47.50	71.25
STAFF LEVEL III			
WICKLUND, DAVID	3.0	37.50	112.50
SR. ASSOCIATE			
PAKALNS, ARIJS	10.0	90.00	900.00
TOTALS	21.5		1,556.25

TOTAL LABOR 1,556.25

TOTAL THIS JOB $ 1,556.25

MIDWAY PE STATN SITE D D JOB NO. 1362C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
RAMBERG, JEFF	1.5	45.00	67.50
SR. ASSOCIATE			
PAKALNS, ARIJS	10.0	90.00	900.00
TOTALS	11.5		967.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

TOTAL LABOR 967.50

TOTAL THIS JOB $ 967.50

MIDWAY PE WESTGT/280 STD JOB NO. 1362C.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	8.0	90.00	720.00

TOTAL LABOR 720.00

TOTAL THIS JOB $ 720.00

INVOICE TOTALS

TOTAL LABOR	7,802.27
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	
	7,802.27

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

REGIONAL RAILROAD AUTHORITY
Originating Department

K DeSpiegelaere 12/26/91
Authorized Signature Date

Board Action Requested

Authorize Regional Rail staff to process payments to BRW, Inc. for work completed and invoiced in accordance with Agreement No. RCRRA/HCRRA 91-001.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney Dick Mulligan
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
January 7, 1992 Board Date	J. L. Glendenning Signature	1/2/92 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 completing Phase II Preliminary Engineering studies for the Midway Corridor; and

WHEREAS, Contract Agreement No. RCRRA/HCRRA 91-001, in the amount of $2,940,000 governs the performance of services and terms of payment; and

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

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

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

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA/HCRRA 91-001 shall not be issued until approved by resolution of the Rail Authority.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Payments to BRW, Inc. Agreement No. RCRRA/HCRRA 91-001

DATE: December 9, 1991

At the September 24, 1991, Regional Railroad Authority meeting, a contract (Agreement No. RCRRA/HCRRA 91-001) in the amount of $2,940,000 was awarded to BRW, Inc. for the purpose of Phase II Preliminary Engineering studies in the Midway Corridor. Invoices for work completed will be submitted monthly over the project period.

To ensure prompt payment to the consultant, we recommend the Authority consider authorizing staff to process payments to BRW, Inc. for work completed in accordance with agreement requirements upon receipt of correct invoice documentation with the stipulation that the invoice and payment documentation be submitted to the RAil Authority for ratification at the next scheduled meeting following staff approval of invoice documentation.

Recommendation:

Authorize staff to process payments to BRW, Inc. and submit documentation to the Authority for ratification.

KD/blk

2

Printed on Recycled Paper

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

REGIONAL RAILROAD AUTHORITY
Originating Department

K DeSpiegelaere 12/27/91
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 2 to BRW, Inc. in the amount of $79,502.55 for Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of $79,502.55 for the period ending October 31, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R91- . 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. 2
3) BRW, Inc. Invoice No. 64091 and attachments

Budgeting and Accounting Ed Glaubitz 12/27/91
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date January 7, 1992	Signature	Date 1/2/92
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 Midway Corridor Phase II Preliminary Engineering studies; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA/HCRRA 91-001, govern the performance of services of and terms of payment to BRW, Inc.; and

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

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91-) 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 R91- 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. 64091, Partial Payment No. 2, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $79,502.55 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1991, is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: 12/9/91

2 APPROPRIATION ITEM: Consulting Services Warrant No. _____ (ASSIGNED BY B&A ONLY)

For Accounting Use Only

	Claim No.		Date Paid
CA	PA270	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

1-2 3-7 8 9-14

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59105	020102	$ 79,502.55
				$
				$
				$
				$

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

$ 79,502.55 TOTAL

4 PAY TO: (2, 8) 02207
First Name & Initial (NO PUNCTUATION) 9-22
RRW
Last Name or Company Name 23-52
(Name - Continued) 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, 8) Partial Pymt #2; Inv. 64091; Midway Corridor Phase II PE 9-60
(5, 8) Agreement PA270; Acct. 59105-020102; 10/31/91 9-60

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

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

7 List in this space and 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 DeSpiegelaere

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 Statute 15.165, but we will not be able to process this claim without it.

BA - 354 (3/90) mac

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 2

PREPARED BY: BK

ENTERED BY: BK

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING
CONTRACT AGREEMENT NUMBER RCRRA/HCRRA 91-001

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: 03 DEC 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 3.5%
TOTAL VALUE OF WORK CERTIFIED - 31 OCT 91	$101,649.30
LESS 5% RETAINAGE	$5,082.47
AMOUNT DUE	$96,566.83
LESS PREVIOUSLY APPROVED PAYMENTS:	$7,412.15
ALLOWABLE PAYMENT FOR THIS PARTIAL:	$89,154.68

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

12/26/91 K Ide Spiegelaere
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/6/91 David O. Wobbly
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	$6,574.77	$837.38	$7,412.15
PARTIAL PAYMENT NO. 2	$79,502.55	$9,652.13	$89,154.68
PARTIAL PAYMENT NO. 3	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 4	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 5	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 6	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 7	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 8	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO. 9	$0.00	$0.00	$0.00
PARTIAL PAYMENT NO.10	$0.00	$0.00	$0.00
PARTIAL PAYMENT TOTAL:	$86,077.32	$10,489.51	$96,566.83

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	$96,566.83
AMOUNT REMAINING ON AGREEMENT	$2,843,433.17

BRW

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
San Diego
Seattle
Orlando

BRW INC.

INVOICE
64091

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: October 31, 1991

JOB NO: 1362

INVOICE PERIOD: October 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 II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	$ 83,686.89	$ 6,920.81	$ 90,607.70
o Less 5% Retainage	4,184.384	346.084	4,530.4838
o Due This Billing	$ 79,502.545	$ 6,574.787	$ 86,077.2232
Hennepin County RRA	$ 10,160.15	$ 881.45	$ 11,041.60
o Less 5% Retainage	508.02	44.027	552.0409
o Due This Billing	$ 9,652.13	$ 837.4338	$ 10,489.5651

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

BRW, INC.

Richard P. Wolsfeld

Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : OCTOBER 1991
FILENAME: 89003_1

JOB NUMBER	LABOR	DIRECT EXPENSES	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRA
1362-A-01				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-40				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-41	19,528.76			19,528.76	976.44	18,552.32	89%	16,511.57	11%	2,040.76
1362-A-42	2,465.00			2,465.00	123.25	2,341.75	89%	2,084.16	11%	257.59
1362-A-43	1,865.00			1,865.00	93.25	1,771.75	89%	1,576.86	11%	194.89
1362-A-44	180.00			180.00	9.00	171.00	89%	152.19	11%	18.81
1362-A-45	93.00			93.00	4.65	88.35	89%	78.63	11%	9.72
1362-A-46				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-47				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-48	1,667.50			1,667.50	83.38	1,584.13	89%	1,409.87	11%	174.25
1362-A-49				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-A-81	4,622.50			4,622.50	231.13	4,391.38	90%	3,952.24	10%	439.14
1362-A-85	1,020.00			1,020.00	51.00	969.00	90%	872.10	10%	96.90
1362-A-86	3,327.50			3,327.50	166.38	3,161.13	90%	2,845.01	10%	316.11
1362-B-01	435.00		52.25	487.25	24.36	462.89	90%	416.60	10%	46.29
1362-B-05	836.00	173.38	9.13	1,018.51	50.93	967.58	90%	870.83	10%	96.76
1362-B-10	6,624.65	1,281.85		7,906.50	395.33	7,511.18	85%	6,384.50	15%	1,126.68
1362-B-20				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-21	2,406.25			2,406.25	120.31	2,285.94	85%	1,943.05	15%	342.89
1362-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-47	180.00			180.00	9.00	171.00	89%	152.19	11%	18.81
1362-B-50				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-51				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-53				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-54	1,800.00			1,800.00	90.00	1,710.00	90%	1,539.00	10%	171.00
1362-B-55	757.50			757.50	37.88	719.63	90%	647.66	10%	71.96
1362-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-80				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81	3,153.75			3,153.75	157.69	2,996.06	90%	2,696.46	10%	299.61
1362-B-83	2,381.00			2,381.00	119.05	2,261.95	90%	2,035.76	10%	226.19
1362-B-84	1,129.75			1,129.75	56.49	1,073.26	90%	965.94	10%	107.33
1362-B-85	1,890.50			1,890.50	94.53	1,795.98	90%	1,616.38	10%	179.60
1362-B-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-01				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05	270.00			270.00	13.50	256.50	90%	230.85	10%	25.65
1362-C-50	9,143.75			9,143.75	457.19	8,686.56	90%	7,817.91	10%	868.66
1362-C-51	6,418.75			6,418.75	320.94	6,097.81	90%	5,488.03	10%	609.78
1362-C-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-53	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-54	180.00			180.00	9.00	171.00	90%	153.90	10%	17.10
1362-C-55	3,405.00			3,405.00	170.25	3,234.75	90%	2,911.28	10%	323.47
1362-C-56				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-57				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-C-81	11,493.75			11,493.75	574.69	10,919.06	90%	9,827.16	10%	1,091.91
1362-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84	281.25			281.25	14.06	267.19	90%	240.47	10%	26.72
1362-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86	4,054.25			4,054.25	202.71	3,851.54	90%	3,466.38	10%	385.15
1362-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00
TOTAL	92,330.41	1,455.23	61.38	93,847.02	4,692.35	89,154.67		79,502.54		9,652.13

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91-001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : OCTOBER 1991
FILENAME: 89003_1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	RCRRA ALLOCATION %	RCRRA ALLOCATION AMOUNT	HCRRA ALLOCATION %	HCRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	$6,624.65	$1,281.85	$7,906.50	85%	$6,720.52	15%	$1,185.98
2.0 OPERATIONS PLAN	$2,406.25	$0.00	$2,406.25	85%	$2,045.31	15%	$360.94
3.0 SYSTEMS ENGINEERING DESIGN	$0.00	$0.00	$0.00	90%	$0.00	10%	$0.00
4.0 CIVIL ENGINEERING DESIGN	$25,979.26	$0.00	$25,979.26	89%	$23,121.54	11%	$2,857.72
5.0 FACILITY DESIGN	$22,425.00	$0.00	$22,425.00	90%	$20,182.50	10%	$2,242.50
6.0 VALUE ENGINEERING	$0.00	$0.00	$0.00	80%	$0.00	20%	$0.00
7.0 SYSTEM COST ESTIMATES	$0.00	$0.00	$0.00	85%	$0.00	15%	$0.00
8.0 ENVIRONMENTAL IMPACT MITIGN	$33,354.25	$0.00	$33,354.25	90%	$30,018.83	10%	$3,335.43
9.0 IMPLEMENTATION METHOD	$0.00	$0.00	$0.00	80%	$0.00	20%	$0.00
10.0 AGENCY COORDINATION	$435.00	$52.25	$487.25	90%	$438.53	10%	$48.73
11.0 COMMUNITY PARTICIPATION	$1,106.00	$182.51	$1,288.51	90%	$1,159.66	10%	$128.85
TOTAL	$92,330.41	$1,516.61	$93,847.02		$83,686.89		$10,160.15

BRW, INC.

OCTOBER 31, 1991
INVOICE NO. DRAFT
JOB NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.0	145.00	435.00
TOTAL LABOR			435.00
TOTAL THIS JOB $			435.00

MIDWAY PE SURVEYS/MAPPING JOB NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
DAHL, KEITH	11.5	80.00	920.00
SR. CONSULTANT			
APANIAN, STEVEN	8.0	67.50	540.00
CONSULTANT I			
HANNENGA, FREDRICK	22.0	47.50	1,045.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

STAFF LEVEL IV			
HOLKER, THOMAS	46.0	45.00	2,070.00
STAFF LEVEL III			
BECKER, RICHARD	8.5	37.50	318.75
FREERKS, JAMES	1.5	37.50	56.25
HENDERSON, JANE	0.5	37.50	18.75
WHEELER, CHRISTOPHER	30.7	37.50	1,151.25
SUBTOTALS	41.2		1,545.00
STAFF LEVEL II			
SCHENK, KURT	1.0	35.00	35.00
YOTTER, BARBARA JO	2.0	35.00	70.00
SUBTOTALS	3.0		105.00
2 PRSN FIELD PTY			
BECKER, RICHARD	67.0	36.25	2,428.75
FREERKS, JAMES	53.5	36.25	1,939.38
MARKUS, KONSTITINE	46.5	36.25	1,685.63
PAVOLA, JON	71.0	36.25	2,573.75
SCHENK, KURT	64.0	36.25	2,320.00
WHEELER, CHRISTOPHER	65.0	36.25	2,356.25
SUBTOTALS	367.0		13,303.76
TOTALS	498.7		19,528.76

TOTAL LABOR 19,528.76

TOTAL THIS JOB $ 19,528.76

MIDWAY PE GUIDEWAY+TRACK JOB NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	17.0	145.00	2,465.00

TOTAL LABOR 2,465.00

TOTAL THIS JOB $ 2,465.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE UTILITIES JOB NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	4.0	145.00	580.00
ASSOCIATE			
BERTELSEN, JOHN	11.0	80.00	880.00
STAFF LEVEL IV			
SANDERS, TOM	4.0	45.00	180.00
STAFF LEVEL III			
NGUYEN, CUC	6.0	37.50	225.00
TOTALS	25.0		1,865.00

TOTAL LABOR 1,865.00

TOTAL THIS JOB $ 1,865.00

MIDWAY PE DRAINAGE JOB NO. 1362A.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
SANDERS, TOM	4.0	45.00	180.00

TOTAL LABOR 180.00

TOTAL THIS JOB $ 180.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE GUIDEWAY STRUC JOB NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL II			
JOHNSRUD, LARRY	0.3	35.00	10.50
STAFF LEVEL V			
VINCENT, DAVID	1.5	55.00	82.50
TOTALS	1.8		93.00
		TOTAL LABOR	93.00
		TOTAL THIS JOB $	93.00

MIDWAY PE MNDOT/FHWA MTG JOB NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	11.5	145.00	1,667.50
		TOTAL LABOR	1,667.50
		TOTAL THIS JOB $	1,667.50

B&W, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE WESTST/280 STD JOB NO. 1362A.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	8.5	145.00	1,232.50
SR. CONSULTANT			
APANIAN, STEVEN	33.0	67.50	2,227.50
STAFF LEVEL IV			
SANDERS, TOM	22.5	45.00	1,012.50
STAFF LEVEL III			
NGUYEN, CUC	4.0	37.50	150.00
TOTALS	68.0		4,622.50

TOTAL LABOR 4,622.50

TOTAL THIS JOB $ 4,622.50

MIDWAY PE RAVOUX ST ALGN JOB NO. 1362A.85

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
APANIAN, STEVEN	13.0	67.50	877.50
CONSULTANT I			
HANNENGA, FREDRICK	3.0	47.50	142.50
TOTALS	16.0		1,020.00

GRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

TOTAL LABOR 1,020.00

TOTAL THIS JOB $ 1,020.00

MIDWAY PE MERRIAM PARK JOB NO. 1362A.86

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	8.0	145.00	1,160.00
SR. CONSULTANT			
APANIAN, STEVEN	18.0	67.50	1,215.00
STAFF LEVEL IV			
SANDERS, TOM	12.0	45.00	540.00
STAFF LEVEL III			
NGUYEN, CUC	11.0	37.50	412.50
TOTALS	49.0		3,327.50

TOTAL LABOR 3,327.50

TOTAL THIS JOB $ 3,327.50

MIDWAY PE COMMTTY PARTIC JOB NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13626.01

CONSULTANT II			
COLBURN, ELIZABETH	13.0	57.50	747.50
CONSULTANT I			
MOLITOR, LINDA	0.8	47.50	38.00
STAFF LEVEL III			
HENDERSON, JANE	0.6	37.50	22.50
STAFF LEVEL II			
HAWKINSON, TOM	0.8	35.00	28.00
TOTALS	15.2		836.00
		TOTAL LABOR	836.00
		TOTAL THIS JOB $	836.00

MIDWAY PE PROJECT MGMT JOB NO. 13626.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	29.0	145.00	4,205.00
CONSULTANT I			
LAYER, JULIE	20.2	47.50	959.50
MOLITOR, LINDA	4.4	47.50	209.00
THATCHER, JENNIE	18.9	47.50	897.75
SUBTOTALS	43.5		2,066.25
STAFF LEVEL III			
HENDERSON, JANE	5.0	37.50	187.50
STAFF LEVEL II			
BUCKLEY, SUSAN	2.2	35.00	77.00
HAMRICK, CLAUDIA	1.1	35.00	38.50
HAWKINSON, TOM	0.9	35.00	31.50
SUBTOTALS	4.2		147.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

STAFF LEVEL I			
ROBERTS, SUSAN	0.7	27.00	18.90
TOTALS	82.4		6,624.65
		TOTAL LABOR	6,624.65
		TOTAL THIS JOB $	6,624.65

MIDWAY PE RIDERSHIP FCST JOB NO. 13628.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	28.0	80.00	2,240.00
CONSULTANT I			
HINIKER, CHRISTIAN	3.5	47.50	166.25
TOTALS	31.5		2,406.25
		TOTAL LABOR	2,406.25
		TOTAL THIS JOB $	2,406.25

MIDWAY PE STREET/SIGNAL JOB NO. 13628.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

PRESTON, HOWARD	2.0	90.00	180.00
		TOTAL LABOR	180.00
		TOTAL THIS JOB $	180.00

MIDWAY PE CAP AREA PHL D — JOB NO. 1362B.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SHOLUCHOWSKI, PETER	20.0	90.00	1,800.00
		TOTAL LABOR	1,800.00
		TOTAL THIS JOB $	1,800.00

MIDWAY PE DWNT STP MALL — JOB NO. 1362B.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	145.00	217.50
SR. ASSOCIATE			
SHOLUCHOWSKI, PETER	6.0	90.00	540.00
TOTALS	7.5		757.50
		TOTAL LABOR	757.50
		TOTAL THIS JOB $	757.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13626.01

MIDWAY PE WESTST/280 STD JOB NO. 13626.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.5	145.00	1,087.50
CONSULTANT II			
WITZIG, JEANNE	2.5	57.50	143.75
CONSULTANT I			
MINIKER, CHRISTIAN	3.5	47.50	166.25
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	18.5	45.00	832.50
STAFF LEVEL III			
ELLINGSON, RITCH	9.5	37.50	356.25
SR. ASSOCIATE			
WARNER, DAVID	6.0	90.00	540.00
STAFF LEVEL V			
BARTEL, DAVID	0.5	55.00	27.50
TOTALS	48.0		3,153.75

TOTAL LABOR 3,153.75

TOTAL THIS JOB $ 3,153.75

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

MIDWAY PE HOIST VIBRATN JOB NO. 13628.83

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
CRIDER, DEREK	28.8	80.00	2,304.00
SR. CONSULTANT			
TROE, WILLIAM	1.0	67.50	67.50
CONSULTANT I			
MOLITOR, LINDA	0.2	47.50	9.50
TOTALS	30.0		2,381.00
		TOTAL LABOR	2,381.00
		TOTAL THIS JOB $	2,381.00

MIDWAY PE CAP AREA ALIGN JOB NO. 13628.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	145.00	217.50
CONSULTANT I			
MOLITOR, LINDA	0.1	47.50	4.75
STAFF LEVEL III			
RONHOVDE, NANCY	0.2	37.50	7.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	10.0	90.00	900.00
TOTALS	11.8		1,129.75
		TOTAL LABOR	1,129.75
		TOTAL THIS JOB $	1,129.75

MIDWAY PE RAYOUX ST ALGN JOB NO. 13628.86

PROFFSSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
CRIDER, DEREK	20.3	80.00	1,624.00
SR. CONSULTANT			
TROE, WILLIAM	2.0	67.50	135.00
CONSULTANT I			
MOLITOR, LINDA	0.4	47.50	19.00
STAFF LEVEL III			
HENDERSON, JANE	1.0	37.50	37.50
NAGAN, CAROL	2.0	37.50	75.00
SUBTOTALS	3.0		112.50
TOTALS	25.7		1,890.50
		TOTAL LABOR	1,890.50
		TOTAL THIS JOB $	1,890.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE COMMTY PARTIC JOB NO. 1362C.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	3.0	90.00	270.00
TOTAL LABOR			270.00
TOTAL THIS JOB $			270.00

MIDWAY PE STATION AREAS JOB NO. 1362C.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
APANIAN, STEVEN	20.0	67.50	1,350.00
MALLOY, STEPHEN	58.5	67.50	3,948.75
SUBTOTALS	78.5		5,298.75
CONSULTANT I			
BEHRINGER, CHRIS	29.0	47.50	1,377.50
STAFF LEVEL III			
WICKLUND, DAVID	36.0	37.50	1,350.00
STAFF LEVEL II			
BEYER, GINA	0.5	35.00	17.50
SR. ASSOCIATE			
PAKALNS, ARIJS	11.0	90.00	990.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	2.0	55.00	110.00
TOTALS	157.0		9,143.75
		TOTAL LABOR	9,143.75
		TOTAL THIS JOB $	9,143.75

MIDWAY FE STATN SITE D D JOB NO. 1362C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	19.0	67.50	1,282.50
CONSULTANT I			
BEHRINGER, CHRIS	29.5	47.50	1,401.25
STAFF LEVEL IV			
RAMBERG, JEFF	63.0	45.00	2,835.00
SR. ASSOCIATE			
PAKALNS, ARIJS	10.0	90.00	900.00
TOTALS	121.5		6,418.75
		TOTAL LABOR	6,418.75
		TOTAL THIS JOB $	6,418.75

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE STATN STRUCTRS JOB NO. 1362C.53

PROFFSSIONAL SFRVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	8.0	90.00	720.00
		TOTAL LABOR	720.00
		TOTAL THIS JOB $	720.00

MIDWAY PE CAP AREA FNL D JOB NO. 1362C.54

PROFFSSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	2.0	90.00	180.00
		TOTAL LABOR	180.00
		TOTAL THIS JOB $	180.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE DWNTN STP MALL JOB NO. 1362C.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	8.5	67.50	573.75
STAFF LEVEL IV			
RAMBERG, JEFF	30.0	45.00	1,350.00
STAFF LEVEL III			
WICKLUND, DAVID	3.5	37.50	131.25
SR. ASSOCIATE			
PAKALNS, ARIJS	15.0	90.00	1,350.00
TOTALS	57.0		3,405.00
		TOTAL LABOR	3,405.00
		TOTAL THIS JOB $	3,405.00

MIDWAY PE WESTST/280 STD JOB NO. 1362C.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	5.5	45.00	247.50
STAFF LEVEL III			
WICKLUND, DAVID	75.5	37.50	2,831.25

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 13626.01

ZIMMERMAN, MARK	6.0	37.50	225.00
SUBTOTALS	81.5		3,056.25
STAFF LEVEL II			
BEYER, GINA	3.5	35.00	122.50
HAWKINSON, TOM	0.5	35.00	17.50
SUBTOTALS	4.0		140.00
SR. ASSOCIATE			
PAKALNS, ARIJS	87.0	90.00	7,830.00
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	4.0	55.00	220.00
TOTALS	182.0		11,493.75

TOTAL LABOR 11,493.75

TOTAL THIS JOB $ 11,493.75

MIDWAY PE CAP AREA ALIGN JOB NO. 13620.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
WICKLUND, DAVID	7.5	37.50	281.25

TOTAL LABOR 281.25

TOTAL THIS JOB $ 281.25

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE MERRIAM PARK JOB NO. 1362C.86

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
MOLITOR, LINDA	0.8	47.50	38.00
STAFF LEVEL III			
WICKLUND, DAVID	1.5	37.50	56.25
SR. ASSOCIATE			
PAKALNS, ARIJS	44.0	90.00	3,960.00
TOTALS	46.3		4,054.25
		TOTAL LABOR	4,054.25
		TOTAL THIS JOB $	4,054.25

INVOICE TOTALS

TOTAL LABOR	92,330.41
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FFE	
TOTAL INTEREST	
	92,330.41

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	1552.4	29,873.60	1,455.23	

COSTS THIS RUN

TOTAL LABOR	92,330.41
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA-91001
INVOICE PERIOD : 1 OCTOBER 1991 – 31 OCTOBER 1991
FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	$33.24
AUTO/MILEAGE	139.97
FREIGHT/DELIVERY	99.00
OUTSIDE REPRODUCTION/PHOTO	16.89
TOTAL	$289.10

SUBCONTRACTORS

BRW ARCHITECTS, INC.	$1,166.13
TOTAL	$1,166.13

TOTAL EXPENSES	$1,455.23

file

Kathy Despiegelaere

Ramsey County Regional Railroad Authority Documentation

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 28, 1992

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

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meetings: A. Budget Hearing December 10, 1991, B. Regular Board Meeting of December 10, 1991

2. * Legislative Update - Action may be taken.

3. Metro LRT Joint Powers Update - Discussion only.

4. Information on Federal Funds for the Central Corridor - Discussion only.

5. Update on Midway Corridor - Discussion only.

6. * 1)Authorize Chairman of Ramsey County Regional Railroad Authority to execute a contract with Hansen, Thorp, Pellinen & Olson, (HTPO) Inc., for survey work and legal descriptions for Northeast Burlington Northern right-of-way at a cost not to exceed $8,000; and 2)Authorize the Director of Budgeting and Accounting to make necessary budget adjustment upon award of the contract.

* Action is requested.

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MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET HEARING

December 10, 1991

Ramsey County Regional Railroad Authority held its Budget Hearing on December 10, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:40 A.M.

MEMBERS PRESENT:	Chairman John Finley Commissioner Diane Ahrens Commissioner Ruby Hunt Commissioner Duane McCarty Commissioner Hal Norgard Commissioner Donald Salverda
MEMBERS ABSENT:	Commissioner Warren Schaber
Also Present:	James Van Houdt, Ed Glaubitz, Karen Tero, Robert Clarkson, Hugh Faville, Gary Simpson, Toni Baker, Bob Bach, James Tolaas, Jill Goski, Terry Schutten, Julian Empson, Ben Sebesta, Kathryn DeSpiegelaere, Frances Glendenning

Chairman Finley opened the Budget Hearing, he informed the Board that the budget is down $618,000, and that Ms. DeSpiegelaere has suggested that the money for the South Corridor which is not going to be matched by Dakota County, as they did not budget for it. This is in the amount of $152,000, which we may wish to cut.

Commissioner Hunt made a motion to delete $152,000 for the South Corridor.

Commissioner Ahrens is concerned in the event that we revise the Midway Corridor to accommodate Westgate would that have any implications for this coming year.

Ms. DeSpiegelaere explained that there would be an increase needed to complete the EIS Statement which would be about $75,000.

Commissioner Ahrens asked if we would have any additional dollars to help us.

Chairman Finley explained that there is a contingent amount of $470,000 which is not specifically allocated to anything. Commissioner Ahrens commented that this helps her comfort level.

Chairman Finley then suggested that the $152,000 could possibly be moved over to the Contingent Account. Ms. DeSpiegelaere said this is an option.

Commissioner Hunt feels as Dakota County did not put in their budget that funding as this issue is far from being resolved in that corridor, and she thinks it would be well to not have an indication that we are going to move forward at this point in time. From the standpoint of the sentiments that were expressed at the public meetings out there, it would be well to have light rail proceed in other corridors, as eventually things could be worked out in that corridor, but it might not be appropriate to do it now.

Commissioner Hunt wondered what other items were forseen that might have to be funded out of that Contingent Account. Ms. DeSpiegelaere said there might be a potential right of way acquisition, should it become available.

Commissioner Salverda asked how much did we spend out of the Contingent Account last year. Mr. Van Houdt said he would check to see what we transferred out, but he did not have the information available.

Mr. Van Houdt informed the Board that out of the $400,000 Contingent Account for 1991 we did not use any of this,

Commissioner Hunt made a motion to delete the $152,000 from the South Corridor for the EIS. Commissioner Salverda seconded this motion.

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

Commissioner Salverda commented that based on the $400,000 which was not used last year, it might be acceptable to cut some more from the Contingent Account.

Ms. DeSpiegelaere mentioned if the Westgate Alternative is proposed, we need to we need to renegotiate a contract with Hennepin. If you reduce your levy substantially, this may impact your ability to levy.

Chairman Finley said the biggest thing is going to be the acquisition of the Northeast Corridor, which we do not have a feel for. This is the biggest ticket item other than the possible renegotiation for Westgate. He understands that if Westgate comes in we might have to renegotiate the entire contract for BRW total work for the 20% engineering as to the allocation of who pays for what.

Commissioner Ahrens hears that the Legislators are very much aware of fund balances in units of government, and some of them are suggesting that they get a hold on the fund balances, so we should be very cautious by keeping as much as possible in allocations.

Chairman Finley asked how much over and above the contract for BRW is the work on Westgate as this was not anticipated. Ms. DeSpiegelaere said that so far we are within the contract.

Commissioner Salverda suggested that we shave off another $70,000 for the contingency account.

Commissioner Salverda made a motion that the contingency be the same as last year, $400,000, as it is hard to justify the increasing the account.

Mr. Van Houdt said what you will see in your 1992 budget is $400,000, the other $400,00 will not show for last year.

Commissioner Salverda moved that there be a reduction in the Contingent Account to reduce Page 23, from $470,000 to $400,000.

Commissioner McCarty seconded this motion.

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

Chairman Finley said that what we have reduced here in addition to the $618,000 is $222,000 so that would be a total reduction from last year's levy of $740,000 which is significant.

Chairman Finley said the resolution should reflect the reduction of $740,000 in the Whereas clauses, the tax levy itself will have to be reduced accordingly. This would change the proposed resolution, the approved budget will be $1,047,496. The reduction should be reflected in the resolution.

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

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

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

R91-74

WHEREAS, The 1991 tax levy was $1,913,449, and the 1992 tax levy is $1,068,446, a reduction of $845,003 or 44%; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1992 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1992 Tax Levy Statement
Countywide Levy

1992 Approved Budget	$1,047,496
FINANCING	
Current Taxes Receivable (Tax Levy)	$1,047,496
Plus Estimated Tax Delinquency	20,950
Total Tax Levy:	$1,068,446

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

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1992 a tax rate percentum necessary to raise a Total Tax Levy of $1,068,446.

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

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 10, 1991

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, December 10, 1991, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 11:10 A.M.

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

MEMBERS ABESENT: Commissioner Warren Schaber

Also Present: James Van Houdt, Ed Glaubitz, Karen Tero, Robert Clarkson, Hugh Faville, Gary Simpson, Toni Baker, Bob Bach, James Tolaas, Jill Goski, Terry Schutten, Julian Empson, Ben Sebesta, Kathryn DeSpiegelaere, Frances Glendenning

Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of October 22, 1991.

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the regular meeting held on October 22, 1991, as written.

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

Chairman Finley at this time suggested that Item 3 on the agenda be moved ahead as Bob Bach is here. However, the minutes will appear in the normal agenda order. Chairman Finley will hold comments until the end of the meeting.

2. Update on the Metro Transit Facilities Plan

Chairman Finley said this Metro Transit Facilities Plan is being looked at at by the Metropolitan Council under a mandate from the Legislature which was to look at all forms of transit and transportation in the Twin City metropolitan area. The Light Rail part of it was the part that the counties put together through the Joint Light Rail Advisory Committee which Commissioner Ahrens and he sat on. Commissioner Hunt also attended the meetings. This then came through the RTB to be forwarded to the Metropolitan Council.

Chairman Finley continued, last week the Chair of the Metropolitan Council invited John Derus who chaired the Light Rail Advisory Committee to give the counties' input into that facility and to appear at the Board, they also invited the Chairs of the other Regional Rail Authorities to the meeting. Mary Hauser from Washington was there, Bill Koniarski from Scott, as well as John Derus, Paul McCarron from Anoka County was unable to , but he sent a letter to the Chair, and addressed one issue which was the issue that we raised, the issue regarding whether or not Federal Funds should be sought for the Midway Corridor, which would cause a delay in the process because of the redoing of the EIS to meet the Federal guidelines, and the Alternative Analysis associated with it. As Chairman Finley was a strong advocate for not including that at the Joint Light Rail and at the RTB, Commissioner McCarron addressed that in his letter to Mary Anderson saying that we should look very seriously at that as we should not delay the process, and we should move on with the quickest way possible. If it is forgoing Federal funds for the Central Corridor, we should do that because the benefits certainly are outweighed by proceeding now rather than later on that corridor.

Chairman Finley thought this was a tremendous step in the right direction from our standpoint that the person who was not always in agreement with our position to use that position to come and promote it. He thought it was very good. The RTB has it in their proposal that it be included in the Federal process, and that is why it was addressed.

Mary Anderson had asked Chairman Finley to speak to it, and he addressed this to the Metropolitan Council members,and Ms. DeSpiegelaere has informed him that Nacho Diaz took it serious.

Ms. DeSpiegelaere said in a meeting on Wednesday, Nacho Diaz had indicated that Federal funding for the Midway Corridor issue will remain open for a period

Commissioner Hunt commented that it is interesting to see the behaviour of various staff people at Met Council, and at the RTB as on the whole matter of the Midway Corridor and the Federal EIS because Mike Ehrlichmann seemed to imply very strongly because of his analysis and the staff working with the Met Council staff it appeared that that was the only kind of approach that was going to be acceptable to the Met Council, but now it appears that is not the case.

Ms. DeSpiegelaere informed the Board that the Transportation Advisory Board met in November and took action, and will probably be taking action again in January, Commissioner McLaughlin said that the Central Corridor is not designated as the priority corridor, but that I-35W would be the highest priority.

Chairman Finley commented the problem is they start pragmenting, and start seeking funds for something that physically cannot be done. This creates the illusion of non-concensus when you run off to try to get funds for something that you could not spend it for if you were handed a blank check as it is not ready to be done - that is I-35W, there would be hundreds of homes to purchase, etc.

3. Update on Metro Transit Leadership Group

Bob Bach, Chairman of the Metro Transit Leadership Group addressed the Board. Last week they had their final fall meeting of the Metro Transit Leadership Group, which is a group of volunteers, both public and private, who have gotten together to help promote transit in the metropolitan area. It is their firm belief that there are transit issues that need to be addressed, and we need to have a citizens' voice that can speak up for this at the Legislature if we are going to make a meaningful achievement here in Light Rail. As a means of addressing that, he broke the group into three sub-groups, a committeeon incentives, one on outreach and issues, and a committee on finance.

These three subgroups have met during the fall, last week there was a meeting of the three groups, they presented their written work for discussion by the entire group. The objective was not to get up or down vote by the group on each and every one of the proposals, but to get some debate on some things that may not have everyone's approval. They did not want to create undue negative reaction by some of these issues, but that it is a broad-based coalition, they wanted to get the topic out there to be discussed, to have something that would be acceptable by the Legislature. Copies of the written work is in the documentation.

Mr. Bach said there were some items that did promote a fair amount of discussion, one of them had to do with the Finance Committee's report, this had to do with whether it would be dedicated funding - this was recommended as a topic for debate. They did not leave that meeting endorsing one particular approach as that is not what they wanted to do. There needs to be public debate over this, but most importantly, they wanted to be able to speak to the Legislature to let them know that there are citizens who do support transit alternatives in this metropolitan area. Sometimes the Legislature does not see public support for issues, and it gets to the bottom of the pile. So, to help promote this, they intend to meet with Legislators at the beginning of the session, and to work with Sandy Pappas who will introduce some legislation, they want to be heard, and additionally, they want to try to form coalitions which is important in order to get anywhere on these particular issues. Some of the people in his committee come from lots of different groups, one is a member of the Sierra Group, and conservation groups and environmentalist groups, so this issue is very important to them.

Mr. Bach thinks that they are making headway, they feel they are getting this issue out to where it is going to get more public debate which is what it really needs.

Chairman Finley, on behalf of the Ramsey County Board, thanked Mr. Bach for his leadership on this Committee, much like the tremendous leadership that he portrayed in handling the downtown issues that we had earlier in the year. It is great to see Mr. Bach continuing his interest, and be able to pull this Transit Group together. Some of us felt that after the first meeting, they saw the broad base that was there of citizen volunteers, we were all somewhat surprised. Chairman Finley for one tried to intentionally stay out of not trying to direct the sub-committees, and sort of made ourselves invisible in a way so that it could really be a citizens group that is coming

together on its own initiative, and it did not have the semblance that Commissioners Finley, Ahrens, Hunt and Senator Pappas were stacking this group with a number of light rail advocates. By doing that, the people felt freer to speak too without thinking that they were going to offend, or getting at anybody, or falling in line, but rather, this is what I think. It certainly was not a lack of interest, but rather an intention staying away to let the process, and let the citizens have their input. This worked out extremely well. The way the sub committees and selection of members was a reflection of new people that are interested in the issue. He thinks this is great. Chairman Finley thinks it is wonderful that Mr. Bach took the time to do this, all the time, with all the other people who participated.

Mr. Bach thanked Chairman Finley for the comments, they hope to have an impact at this session of the Legislature

Commissioner Norgard said that Mr. Bach expresses himself very well, in representing the Committee, this is very important.

Commissioner Salverda added that many times the Legislature will pass the laws, and the big question is what is the need, and you handle that very effectively up front, that a needs assessment and identification of problems is necessary before you put any kind of legislative package together. That is one of the reasons taxpayers are sometimes turned off with government so often as we do not get the needs up front. This Committee has done a very effective job. Commissioner Salverda thanked Mr. Bach and his Committees very much - this is an excellent report.

4. Approve Joint Powers Agreement for Light Rail Transit

Chairman Finley said that in regard to this Joint Powers Agreement there is one provision which has been a concern of Commissioner Ahrens and himself, this has to do with Section 11. The resolution was passed by the Hennepin County Board which gave them, they had to pass a resolution transferring a corridor from the County to the Joint Powers Board. We raised the issue because we felt that it could be used as a negotiating tool for things that we may not know what they are now, but we did not want them to leave that, we did not feel that that should be an option. Dave MacMillan and the staff calmed it down somewhat in Paragraph 11 by putting in there that it was not the intent for them to continue with final design because one of the points that Chairman Finley was bringing out was that they could actually keep the final design, and not put the corridor in, so it is not as strong in the contract as it was in the resolution. He feels that this is probably the best we will get.

David MacMillan added that it was a very important issue for Hennepin County, and this probably about the softest language that we get into the agreement itself as Hennepin County was quite insistent that one of their concerns addressed their preliminary design on a number of corridors, and were afraid that they would automatically have to turn those over right now. So, this language was a key for them.

Chairman Finley can understand that standpoint that part of it, but the way it was worded, at least now we have in there that it is not their intent to keep at the final design.

Mr. MacMillan said they want the authority to decide when to turn a corridor over, it is not they want the authority to go ahead and design and construct their own system.

Chairman Finley said in fact the last section does say that the final design shall be the responsibility of the Joint Project. He thinks that what was negotiated was probably the best we can get, and it is his feeling that we should approve it, and not be an obstacle since the Statutes requires the Joint Powers Agreement, and we should not be one of the parties to oppose the Joint Powers since we are the ones who have always been saying we do have cooperation, we are cooperative, we do get along, so if we do not approve it, it might not look very nice.

Chairman Finley added there is a question as to what happens if some counties don't do it, and we have some counties who were not going to participate, but he believes they may reconsider their positions to some extent.

Commissioner Ahrens informed the Board that she and Commissioner Hunt are meeting with two of the Commissioners from Washington and Carver County tomorrow to talk about this. Carver County was concerned about their dues. She feels very strongly that we need Washington County, and she is hopeful that we can get their participation. Chairman Finley said he would try to be at that meeting tomorrow also. We need them for the East Metro area, and it shows the solidarity over here to have them in.

Commissioner Hunt had asked Kathy DeSpiegelaere about the other agencies such as RTB, Met Council, and she would like to know the present status. Ms. DeSpiegelaere said the RTB is checking this with their attorney, Mn/DOT has not taken a position, Met Council has not taken a position, and MTC is interested in joining.

Commissioner Hunt feels that a lot of progress has been made, as two weeks ago some Commissioners had said they were not planning on joining, she feels staff has been working very well to help bring everybody on board.

Ms. DeSpiegelaere said the resolution in your document was prepared in advance, however, it should include authorization for the Chairman to sign it.

Chairman Finley added that the issue with the agencies has to do with the language of the Statute, and it appears to be a very narrow view that is being taken by counsel.

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

WHEREAS, Ramsey County Regional Railroad Authority on September 24, 1991, approved in concept the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; and

WHEREAS, The Joint Light Rail Transit Advisory Committee directed staff to modify the agreement so that it would be acceptable to the majority of the potential participating agencies; and

WHEREAS, The Joint Light Rail Transit Advisory Committee considered the revised agreement and requested its consideration by Regional Railroad Authorities and other prospective participating agencies; Now, Therefore, Be It

R91-75

RESOLVED, That Ramsey County Regional Railroad Authority approves the Joint Powers Agreement as accepted by the Joint Light Rail Transit Advisory Committee; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chairman to execute said agreement.

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

5. a)Approve Amendment #1 to Contract Agreement No. 66617 with the State of Minnesota, Department of Transportation; and b)Authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

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

WHEREAS, State Grant Contract #66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, The existing contract period is 24 months; and

R91-76

WHEREAS, The work will extend beyond existing contract period; and

WHEREAS, Amendment #1 to Contract #66617 extends the contract period from 24 months to 36 months; Now, Therefore, Be It

RESOLVED, That Amendment #1 to Contract #66617 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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

6. a)Approve Amendment #1 to Contract Agreement No. 67831 with the State of Minnesota, b)Authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

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

WHEREAS, State Grant Contract #67831 provides funding for Phase II Preliminary Engineering on the Midway Corridor and 10% Level Preliminary Engineering and Environmental Impact Statement Studies for the St. Paul South Corridor; and

WHEREAS, The existing contract period is 12 months; and

WHEREAS, The work will extend beyond existing contract period; and

WHEREAS, Amendment #1 to Contract #67831 extends the contract period from 12 months to 36 months; Now, Therefore, Be It

R91-77

RESOLVED, That Amendment #1 to Contract #67831 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority

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

7. a)Approve Amendment No. 4 to RCRRA Agreement RCRRA-89-003 with BRW and HCRRA, and b)Authorize the Chairman of the Railroad Authority to execute the Amendment on its behalf.

WHEREAS, The current schedule for completion of Phase I Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor will extend up to 12 months beyond the 24-month period of services provided in Ramsey County Regional Railroad Authority Agreement No. RCRRA-89-003 and Amendments thereto; and

WHEREAS, Amendment No. 4 to Agreement No. RCRRA-90-001 has been prepared to extend the period of services to August 8, 1992 to accommodate the current schedule; and

RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment No. 4 to Agreement No. RCRRA 89-003 and authorizes the Chairman of the Authority to execute the Amendment on its behalf.

Roll Call: Ayes - 6, Nays - 0 R91-78
Motion adopted.

Chairman's Comments

Chairman Finley said that we should talk about Westgate issue.

Commissioner Ahrens said they have had two meetings with all of the interested parties, which have been very well attended. The first meeting they brought in four or five alternatives to address the issue, and there was a lot of discussion. We asked them to take this information back to their groups, and then we would meet again.

At the second meeting Commissioner Ahrens said these groups had pretty much come to a decision about the alternatives, but there were a couple of groups who had not presented their recommendations. They were happy about the information that had been given them, as this was what they wanted. They were asked to send the information into us.

Commissioner Ahrens said that most of the ones she has heard from prefer Alignment which goes north, stop at International Courtand then would swing out and take the busway to University. One thing that was important to her was that the people felt the information was complete.

Commissioner Hunt asked how does this fit in with Hennepin County and the rest of the line. Commissioner Ahrens got the feeling that Prospect Park was not adamantly opposed to what we were talking about. She got very mixed messages from Prospect Park people as they had not come down one way or another, The University may have problems with it. St. Paul has some very good arguments about this.

Chairman Finley said it appears that Joan Campbell is the one that really seems to be opposed to changing this line, as originally the people from Prospect Park sort of liked it.

Commissioner Ahrens feels that we have to service this area as it is the only area that will be available for future development.

Chairman Finley said one of the problems is the fact that the recommendation to the Metropolitan Transit Facilities Plan from the RTB that there be a surface alignment in downtown Minneapolis for light rail transit and not a tunnel, in order to reduce costs. On the one hand, we are saying we have to reduce costs, so will you the City of Minneapolis and Hennepin County, therefore, approve this, we are not approving - this is no longer in the plan. Then, on the other hand, we are increasing costs on the Westgate, this is nowhere near the amount. The savings on the tunnel is ten times or more the increased cost of Westgate Alternative.

Ms. DeSpiegelaere said they had hoped to have this resolved in January. She has heard that Hennepin County is having a ridership forecast done for the line.

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 DeStiegelaere 1/20/92
Authorized Signature **Date**

Board Action Requested

Legislative Update

Action may be taken

Request Justification

The Regional Transit Board has prepared an outline of an Omnibus Transit bill and has requested that RCRRA be provided information on the outline of the bill. The subject will be discussed at the January 28 RCRRA meeting.

Budgeting and Accounting Ed Glanbitz
County Attorney
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date January 28, 1992	Signature F. L. Glendenning	Date 1/20/92
Board Date	Signature	Date

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: S.F. 1750

DATE: January 27, 1992

Senators Langseth, Mehrkens, and DeCramer have introduced S.F. 1750, establishing the Minnesota Mobility Trust Fund.

Key provisions of the bill are:

1. Motor vehicle excise tax to be dedicated to transportation by constitutional amendment.

2. Fuel tax to increase $.05 per gallon, from $.20 to $.25.

Distribution

1. A portion of each funding source is dedicated to the transit assistance fund, primarily operating assistance.

2. A portion of each funding source is dedicated to a surface transportation fund. This may be used for:

   - o driver licensing, motor vehicle registration, state patrol.
   - o junkyard screening, transportation regular board activities, oversize vehicle permits.
   - o repayment of money borrowed for new buildings for Mn/DOT.

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- o transportation study board activities.
- o trunk highways, county state aid highways, municipal state aid streets - improvements and maintenance.
- o bridges on state highways.
- o programs to improve highway safety.
- o capital assistance, planning, and engineering for transit services.

3. The phased program, after five years, would allocate 75% of its funds to the surface transportation fund and 25% to the transit operating fund.

4. The Minnesota Transportation Alliance estimates that in 1998, approximately $270 million would be generated for the Minnesota Mobility Trust Fund.

KD/blk

REGIONAL TRANSIT BOARD

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

DATE: January 7, 1992

TO: John Finley, Commissioner
Ramsey County

FROM: Sherry Munyon, Deputy Chair

SUBJECT: Omnibus Transit Bill Outline Passed by the Legislative Committee Adopted by the Regional Transit Board on January 6, 1992

Attached is a copy of the Omnibus Transit Bill Outline. This proposal was passed by the Regional Transit Board's Legislative Committee, chaired by Tom Workman and adopted by the Regional Transit Board on January 6, 1992.

I greatly appreciate your input and involvement in our legislative drafting process and am pleased to have this opportunity to thank you for your assistance. We will now draft this outline into bill form and obtain authors.

I would appreciate the opportunity to present our legislative package to the Ramsey County Commissioners and solicit your support for this proposal. Please give me a call at 229-2706 to schedule a presentation or I will contact you to schedule a date and time.

I look forward to visiting with you in the near future.

cc: Michael J. Ehrlichmann, Chair Regional Transit Board
Tom Workman, Regional Transit Board member
Mike Robertson, Larkin, Hoffman, Daly & Lindgren
Tom Weaver, Metropolitan Transit Commission
Dave Bieging, Dorsey & Whitney

REGIONAL TRANSIT BOARD

1992 LEGISLATIVE INITIATIVES

REGIONAL TRANSIT BOARD

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

DATE: January 7, 1992 **REVISED**

TO: Tom Workman, Chair Legislative Committee
Doris Caranicas, Vice Chair Legislative Committee
Regional Transit Board Members

FROM: Sherry Munyon, Deputy Chair

SUBJECT: Omnibus Transit Bill Outline Passed by the Legislative Committee and Adopted by the Regional Transit Board on January 6, 1992

BILL TITLE: Metropolitan Traffic Congestion Reduction Act

POLICY: The Regional Transit Board finds that increasing motor vehicle traffic is aggravating traffic congestion in the metropolitan area. This traffic congestion imposes significant costs on businesses, governmental agencies, and individuals in terms of lost working hours and delays in the delivery of goods and services. Traffic congestion worsens automobile-related air pollution, increases the consumption of fuel and degrades the habitability of cities and suburban areas. Decreasing the demand for vehicle trips is a cost-effective way to reduce traffic congestion and its impacts on transportation facilities and energy consumption and the environment.

PURPOSE: Reduce single occupant vehicle commuting by employees to work sites in metropolitan area. Affected employers have 100 or more employees in any work location within a commuter trip reduction zone (a geographic area designated by the board which is considered a highly congested area) during peak periods.

Alternative means of commuting means travel between a person's residence and place of employment or termini near those places, other than a motor vehicle occupied by one person. Alternative means of commuting include, but are not limited to, public transportation, car pools, van pools, bus pools, bicycling, telecommuting, and walking, which may be used in conjunction with such strategies as flextime, staggered work hours, compressed work weeks, and like measures.

COMMUTER TRIP REDUCTION PROGRAM:

The Regional Transit Board shall establish a commuter trip reduction program to reduce the demand for travel on the metropolitan highway system by reducing the number of trips and mileage traveled by vehicles on that system. In developing and implementing the program the board must consult with the Department of Transportation, the Metropolitan Council, the Metropolitan Transit Commission and local units of government in the metropolitan area.

By July 1, 1993, the board shall designate commuter trip reduction zones within the metropolitan area. In establishing the zones, the board shall consider the congestion studies, employment density, population density, level of transit service, parking availability, access to high occupancy vehicles and other factors that are determined to effect the level of single occupant vehicle commuting. The board shall determine the average vehicle occupancy level in the designated zones and set an average vehicle occupancy rate to be achieved in the zones.

The board shall prepare a notice and registration form to be mailed annually to employers with work sites in commuter trip reduction zones. Within 180 days of receipt of the survey form, an affected employer shall prepare and submit to the board a commuter trip reduction plan which conforms to guidelines issued by the board. The board shall review and evaluate each plan for completeness and consistency with the Metropolitan Traffic Congestion Reduction Act and guidelines issued by the board.

Establish a commuter trip reduction advisory council which shall consist of the following members: the Commissioner of Transportation, the Chair of the Metropolitan Council, the Chair of the Metropolitan Transit Commission, the Commissioner of the Pollution Control Agency, the Commissioner of Public Safety, the Commissioner of Trade and Economic Development, and the Commissioner of Administration or their designees, and six representatives of business industry and labor appointed by the Governor. The Chair of the council shall be selected by the members.

It is the duty of the council to provide advice and make recommendations to the board concerning the commuter trip reduction program established under this act. The board shall submit preliminary drafts of the strategy and guidelines for implementation of this act to the council for review and comment.

The board, in cooperation with the Department of Transportation, Metropolitan Council, and Metropolitan Transit Commission shall develop a comprehensive public education program on the benefits of reducing the number of single occupancy commuter trips.

TAX INCENTIVES:

M.S.. 290.01 shall be amended to encourage participation in the Metropolitan Traffic Congestion Reduction Act:

1) Employee Exclusion. For the employee, an exclusion from gross income of the value of commuter transportation benefits provided by the employer to an amount not to exceed $60.00 per month. Transportation benefits include the purchase of transit passes or the cost of transportation by commuter vehicle.

2). Employer Deduction. For the employer, a tax deduction as a business expense for the cost of providing commuter transportation benefits to employees.

3). Employer Credit. For the employer, a tax credit in an amount equal to 10% of the amount spent or reimbursed to employees for commuter transportation benefits, but not to exceed $60.00 multiplied by the number of employees participating in the program.

ENERGY CONSERVATION AND ALLOCATION PLAN:

M.S. 216C.15 shall broaden criteria for allocation of fuels to priority users to include public transit operations under contract with the Department of Transportation or the Regional Transit Board.

SAFETY AND COMPLIANCE ISSUES:

1). Establish a two year demonstration project for high occupancy vehicle lane enforcement.

Traditional enforcement is not an efficient use of Department of Safety Resources and adds to peak hour congestion problems. The Department of Transportation, Department of Public Safety shall conduct a joint demonstration project utilizing electronic technology to detect vehicle violations. There will be a three month transition period during which owners of non-complying vehicles will be issued warnings. Thereafter, citations will be issued and fines assessed. Report to legislature 1/1/94.

2). Increase penalty for interfering with public transit operations from misdemeanor to felony (when threat of bodily harm exists).

3). This proposal prohibits right turns in front of buses stopped at intersections which are loading or unloading passengers.

4). Transit signage with handicapped accessible logo will become a regulatory sign and parking in these zones becomes a traffic offense subject to ticketing and towing.

FUNDING ISSUES:

1). LRT Construction Bond Proposal is being finalized. The Regional Transit Board will seek authority to use debt service levy in the amount of $320 million for Central Corridor construction.

2). MTC fleet replacement and Vision for Transit Hub Construction Bond Proposal is being finalized. It is anticipated that the Regional Transit Board will seek authority to use debt service levy in the amount of $110. million over five years.

3). Metro Mobility Supplemental Request has been submitted to the Department of Finance in the amount of $5,150,000 dollars. This deficit total was determined as follows:

a). $1,500,000 in F.Y. 1992 and F.Y. 1993, due to an equivalent loss of passenger revenue outside the RTB's control;

b). $3,300,000 to cover the shortfall carried over into the current biennium from F.Y. 1991;

c). $250,000 for recertification of 20,000 current riders using new functional assessment criteria;

d). $100,000 for consulting services to implement the coordination phase of the consolidation of Metro Mobility and Medical Assistance transportation services.

4). At the same time as our request for a supplemental budget appropriation for the Metro Mobility program we are directed by the Finance Department to absorb a $2.9 million appropriation cut in F.Y. 1993.

During the last three years, the Regional Transit Board has had appropriation reductions and HACA cuts which have resulted in loss of services.

A dedicated source of transit funding is necessary to provide for consistent transit service delivery and an increase in ridership.

Recommendation is to seek a ballot initiative to create a constitutional amendment dedicating a source of funds for transit. Motor Vehicle Excise Tax appears to have the greatest potential for success and is supported by the Minnesota Transportation Alliance which made a presentation at our last meeting. The ballot question will read: "*Shall the Motor Vehicle Excise Tax be constitutionally dedicated to create a new fund for transportation purposes with not less than 25% for transit operations.*"

A gradual transfer is proposed beginning in 1993. There would be two accounts, a transit account for operating expenses only, and a services account for construction (can include: highways, bridges, LRT).

The transfer schedule will be as follows:

'93	1 cent	$42 million
94-95	2.5 cents	$105 million
96-97	4.5 cents	$191.1 million
98 & subsequent	6.5 cents	$273.6 million

This proposal allows for unity in seeking a dedicated revenue source between all transit and transportation organizations.

However, the Regional Transit Board will be open to any proposal for a dedicated revenue source for transit operations, including an increase in the gas tax.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority
Originating Department

K Desciegelaere 1/20/92
Authorized Signature **Date**

Board Action Requested

Metro LRT Joint Powers Update

DISCUSSION ONLY

Request Justification

The Metro LRT Joint Powers Board, consisting at this time of six counties, held its initial meeting on January 10. Board members approved sending the attached letter to Mary Anderson, Chair of the Metropolitan Council, in response to the Regional Transit Facilities Plan.

Budgeting and Accounting Ed Stanley
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	**Signature**	**Date**
January 28, 1992	J. L. Glendenning	1/20/92
Board Date	**Signature**	**Date**



Metropolitan LRT Joint Powers Board

January 20, 1992

Mary Anderson, Chair
Metropolitan Council
230 East Fifth Street
St. Paul, Minnesota 55101

Dear Chair Anderson:

As the newly formed LRT Joint Powers Board, we are pleased to provide our comments on the draft Regional Transit Facilities Plan. Overall, the Plan provides a much needed comprehensive, integrated approach to the transit needs of the region and presents the strategy in a clear, comprehensible manner. As we have discussed with you, the LRT Joint Powers Board has concerns about the LRT portion of the plan and looks forward to working with you to resolve our differences. The following is a summary of our comments and concerns.

1. Staging

   The Board supports the recommendation that initially limits LRT to the Central and I-35W Corridors, and that construction of the two corridors be staged with the Central Corridor as first priority. Further, the Board supports the proposed surface alignment for the Central Corridor. The Metropolitan Council's proposal is a reasonable approach to planning the system and seems likely to increase the possibility of securing funding sources at the state and federal level.

2. Funding

   The Board is concerned about the Council's proposal to fund LRT in the Central Corridor with a maximum of 30-50% federal funding, with the balance from RTB bonding.

While the Council's goal for federal funding is stronger (30-50%) than the RTB's goal (30%), it is important to maintain flexibility about federal funding goals, in light of the new Surface Transportation Act. The overall goal should be to maximize the use of federal funding and to move as quickly as possible to obtain it. It is very important to take advantage of available federal funding and the flexibility allowed by the new Act and, at the same time, to minimize the use of the property tax as a revenue source. Although RTB bonding and property taxes are a ready revenue source, such taxes are a much strained resource and should only be used as a last resort. Preferred sources of funding are a sales tax on gasoline or motor vehicle excise tax which place a greater responsibility on the source of the problem.

3. Governance

In the discussions with you at the Joint LRT Advisory Committee meeting on January 8, the Joint Powers Board members raised concerns about the governance structure for the implementation of LRT in the Central Corridor as it has been defined by the Metropolitan Council in the Regional Transit Facilities Plan. You requested that a compromise position be developed by the Joint Powers Board members on the subject of governance.

The Board agrees with the Metropolitan Council that a strong regional transportation perspective is necessary in the implementation of LRT. At the same time, involvement of elected officials must occur in a meaningful (not merely advisory) manner. The Metropolitan Council governance proposal does not provide for that involvement in an adequate manner.

In response to your request, the Board developed a compromise that ensures a strong role for the regional and state agencies in development of LRT and meets our interests in accountability and minimizing delays. Thus, we recommend that:

a. As proposed in the Plan, the Metropolitan Council should have oversight of transportation issues, including LRT. Specifically, the Board proposes that oversight consist of the development of the regional transportation plan, including LRT, and that the Council review decisions of the Board for consistency with the Plan.

b. The state enabling legislation for the LRT Joint Powers Board should be amended to clarify the authority for full participation of the Regional Transit Board, Metropolitan Council, Minnesota Department of Transportation, and the Metropolitan Transit Commission. Consistent with the Joint Powers Agreement, the Board proposes that the chair or commissioner (or designee) represent their respective bodies on the Board.

Although six of seven metropolitan counties have joined the Joint Powers Board to date, regional and state agencies have expressed concern that the statute is too narrowly written to allow their participation. Broadening the statute to clarify their authority to fully participate would meet the regional and state concerns that if LRT has state or regional funding, it should be a state or regional responsibility. All affected parties would be able to participate in the Joint Powers Board. Further, the legislation should be amended to provide for Joint Powers Board implementation of LRT regardless of the funding source.

Such legislation should be developed by staff as quickly as possible so that its passage can be accomplished in the 1992 legislative session.

c. The role of the Minnesota Department of Transportation (Mn/DOT) should be more clearly defined, as provided for in the Joint Powers Agreement.

The Agreement does in fact provide for a significant role for Mn/DOT. Section 10 provides that if any portion of an LRT line lies within state highway right of way, Mn/DOT shall be the designer and builder of the civil components of LRT. With the broadened statute, Mn/DOT would be able to join the Joint Powers Board, and would thus have an equal voice in decisions.

Mn/DOT, as a participant on the Joint Powers Board, could be the recipient of LRT funding, could acquire right of way, could prepare final design plans and could manage construction of the civil components within the highway for the Joint Powers Board.

In the Central LRT Corridor, three miles of the 11-mile line are within Mn/DOT right of way along I-94 between Fairview and Western Avenues in St. Paul.

d. The requirements for obtaining federal funding under the new Intermodal Surface Transportation Act for the Central Corridor should be more fully investigated by the RTB, the Metropolitan Council, Hennepin and Ramsey County Regional Rail Authorities.

If an alternative analysis/federal environmental impact statement is required for the Central Corridor, that effort should be completed by Ramsey and Hennepin County Regional Railroad Authorities with full participation by the RTB, Metropolitan Council, Mn/DOT, MTC, University of Minnesota, and the cities of Minneapolis and St. Paul. This approach would build upon previously completed work, including state environmental impact statements completed by the county regional railroad authorities, and would incorporate both regional and local concerns.

At minimum there should be a staff-level project management team consisting of representatives of the previously-listed organizations for the federal Alternatives Analysis if one is required. It would also be possible to have a policy level group consisting of elected and appointed representatives of each of those organizations for the Alternatives Analysis process.

4. Right of Way Preservation

The Board is concerned that the Plan does not acknowledge the opportunity to secure available rights-of-way for future transportation corridors. The Joint Powers Board encourages the Council to recognize, encourage and support opportunities to acquire and preserve linear corridors, such as railroad right-of-way, for future transportation use (i.e. the Metropolitan Council's Right of Way Acquisition Loan Fund).

5. Parking

Finally, the Plan lacks any discussion of parking policies and the resulting impact on transit. The Joint Powers Board strongly encourages a thorough review of such policies and the development of a coordinated regional parking strategy to support the Regional Transit Facilities Plan.

Thank you for the opportunity to comment on the Transit Facilities Plan. We look forward to working with you closely on the implementation of the Regional Transit Facilities Plan.

Very truly yours,

Paul McCarron
Anoka County Commissioner

Don Chapdelaine
Dakota County Commissioner

John Derus
Hennepin County Commissioner

John T. Finley
Ramsey County Commissioner

William Koniarski
Scott County Commissioner

Mary Hauser
Washington County Commissioner



Metropolitan LRT Joint Powers Board

January 22, 1992

Mary Anderson, Chair
Metropolitan Council
230 East Fifth Street
St. Paul, Minnesota 55101

Dear Chair Anderson:

The issue of who will build light rail transit demands greater dialogue and more thorough deliberation. We request that a joint meeting be held within the next week of the Metropolitan Council Committee of the Whole and the Metro LRT Joint Powers Board. The purpose of the meeting is to discuss and resolve our disagreements on the subject of governance.

The Metropolitan Council has issued a Draft Regional Transit Facilities Plan that would usurp the authority of the regional rail authorities and the LRT Joint Powers Board, contradicting state statute. The plan recommends that the Regional Transit Board prepare an Alternatives Analysis for light rail transit in the Central Corridor and that the Minnesota Department of Transportation design, engineer, and construct LRT in the Central Corridor.

We strongly disagree with those recommendations; and we do not find that one public hearing, held on January 21, was sufficient to communicate background information to you and resolve our disagreement. Further, we are very concerned about the activities of Council staff to promote the Plan at Legislature, prior to the closure of the public comment period.

We have held over 500 meetings with citizen and agency representatives on our LRT plans over the last five years. We are alarmed that your proposal ignores our previous work, decisions, and established relationships with citizen, advisory, and community groups.

As described in our comments on the Plan, we recommend, as required by state law, that the Joint Powers Board, including Mn/DOT, Metropolitan Council, RTB, and MTC, be responsible for design, engineering and construction of LRT in the Central Corridor. We further recommend that Hennepin and Ramsey Counties, who have already completed State Environmental Impact Statements for the Central Corridor, lead the Alternatives Analysis/Federal Environmental Impact Statement process for the Central Corridor.

We urge you to contact us to arrange the meeting before the Metropolitan Council votes on the Regional Transit Facilities Plan.

Very truly yours,

Paul McCarron
Anoka County Commissioner

Don Chapdelaine
Dakota County Commissioner

John Derus
Hennepin County Commissioner

John T. Finley
Ramsey County Commissioner

William Koniarski
Scott County Commissioner

Mary Hauser
Washington County Commissioner

cc: Members of the Metropolitan Council
Governor Arne Carlson
Members of the Metropolitan Legislative Delegations
Senator Don Frank
Senator Gary DeCramer
Representative Henry Kalis
Representative Irv Anderson
Metropolitan County Commissioners
RTB Chair
MTC Chair
Mn/DOT Commissioner
Advisory Committee Members

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority
Originating Department

K DeSpiegelaere 1/20/92
Authorized Signature **Date**

Board Action Requested

Information on Federal Funds for the Central Corridor

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Glaubitz
County Attorney [illegible]
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: January 28, 1992 (Board Date)	Signature: J. L. Henderson	Date: 1/20/92
	Signature	Date

Ramsey County Regional Railroad Authority
316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning KD

SUBJECT: Federal funds for Light Rail Transit for the Central Corridor

DATE: January 20, 1992

State law requires the Regional Transit Board, Regional Railroad Authorities and Minnesota Department of Transportation to submit an application for federal funds for light rail transit by July, 1992.

The Regional Transit Board and the Metropolitan Council have recommended that the Central Corridor seek federal funds. Ramsey County Regional Railroad Authority has requested additional information on the requirements of the federal funding process, now that the new Surface Transportation Act presents increased opportunities for federal funding.

On January 14 I participated in a portion of a meeting with staff of the Federal Transit Authority (FTA, formerly UMTA). Staff of the Regional Transit Board, Metropolitan Council and I met with Sam Zimmerman, Joel Ettinger and Ken Mowll of FTA to discuss the prospects for federal funding. The message was promising: more funds are available than before, the Central Corridor is one FTA staff think is a good LRT corridor, the new Act requires that FTA expedite requirements, and they think the Twin Cities has a good basis of transportation planning for an application. In addition, Minnesota is in a good position on the House Appropriations Committee to have funds designated for the Central Corridor.

Matters yet to be decided are: type of federal funding to be requested, percentage of federal funding to be requested, requirements to be followed (depends on type and percentage

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of funding), local match for federal funds, and which agency or agencies will complete the requirements of the federal process. Staff are continuing to discuss these matters.

Recommendation:

For your information.

SUMMARY OF MEETING
January 14, 1992

Purpose: Discuss potential for federal funding for Central LRT Corridor

Participants: Sam Zimmerman, Joel Ettinger, Ken Mowll, (Federal Transit Administration, FTA), Nacho Diaz, Judy Hollander, Howard Blin, Kathryn DeSpiegelaere

Zimmerman: Congress has earmarked $6.1 billion over the next six years. $4.9 million could potentially be available although appropriations are unlikely to reach that amount.

The situation is that there are more projects than funds and that criteria don't apply to 37 of 45 earmarked projects.

Appropriations will earmark. The Twin Cities is still in the running for funds. Those who come forward with good projects will be well-received. The Twin Cities is in a good position on the Appropriations Committee because of Representative Sabo.

Authorized Section 9 funds for rail or bus will increase. Authorized Section 3 funds for bus are oversubscribed.

The federal highway program has two options for transit funding:

1. Surface Transportation program - funds flow through Metro Council - $4 billion.

2. National Transportation system - will be some time before that arrives.

National Environmental Protection Act (NEPA) applies to these two categories but an Alternatives Analysis is <u>not</u> required.

Joel Ettinger: The UMTA Administration sent a letter to Mike Ehrlichmann on January 9, 1991, and there has been no response. Matters are on hold until a response is received.

Judy Hollander: The region has purposely not responded until there was agreement on a corridor to enter the federal process.

FTA: The Twin Cities could revive and revise the previous Alternatives Analysis for the Central Corridor even though the alignment has changed.

Ken Mowll: The new legislation specifies deadlines for FTA's review of Alternatives Analyses.

A busway need not be studied in the Central Corridor. Transportation Systems Management (TSM), no build and LRT could be the alternatives.

The EIS process can be used to nail down alignments.

Joel Ettinger: If the region seeks less than 1/3 federal funding, an Alternative Analysis is not required. The federal EIS would still be required, however.

Sam Zimmerman: Major causes of delays in the federal process are (1) inadequate patronage forecasting models (not a problem in the Twin Cities) and (2) operating and maintenance cost estimates.

We won't make people do work over again that's already been satisfactorily completed. I am concerned about lack of work on downtown Minneapolis surface alignments.

FTA staff has doubled (but is still small). Previous problem of insufficient staff to ensure speedy reviews is still a problem, but steps are being taken in that regard.

I can't promise that in a competition the Twin Cities will get all it wants, but it's worth a try.

Ken Mowll: The $6 per new rider threshold is gone, eliminated. FTA does worry about how good or bad a project is.

Sam Zimmerman: FTA will look at the regional package when deciding funding. The degree of local funds, degree of Surface Transportation Program (STP) funds committed to a project will be persuasive.

FTA:

Process

1) Respond to letter.
2) Establish a work plan for reactivating the AA/DEIS with FTA (review what we have and what we need with FTA).
3) Rescope (hearing required).
4) Draft EIS (hearing required).
5) Select preferred alternative.
6) Proceed with preliminary engineering (PE).

Ken Mowll: PE could begin in November, 1992. A full funding contract could be signed by June, 1993.

Local match for federal funds is not needed now. It would be "wonderful" if the match is available at the end of the EIS. It must be there for the contract. Projects are enhanced in eyes of Congress and FTA if local match is in place.

Additional information:

1. Sam Zimmerman is going to be working less than full time at this position for a period of time.

2. The Governor now must approve the Transportation Improvement Program (TIP) prepared by the Metro Council.

3. The RTB has $2 million in federal funds that could be used for an Alternatives Analysis/Draft EIS.

4. It will be some period of time before the full implications of the Surface Transportation Act (STA) are known.

5. FTA is receptive to the Regional Transit Facilities Plan although they haven't reviewed it yet. Looking at a range of capital improvements is at the heart of the Regional Congestion Management Plan required by the new STA.

6. Percent of federal funds to request - probably between 30 and 60, although FTA won't suggest a number directly.

Recommended additional steps (not necessarily in this order):

1) Validate FTA information with at least two non-FTA sources, particularly need for AA and AA requirements.

2) Keep involved parties informed/participating.

3) Consider what federal request should be (amount, percent, source, combinations of federal sources).

4) Find out when Appropriations bill will be considered.

5) Discuss with Representative Sabo and other Congressmen.

6) Determine appropriate appropriations bill language to ensure expeditious treatment of Central Corridor.

7) Assemble information on Central Corridor for FTA.

8) Prepare letter to FTA.

9) Find dollars to match FTA funds for required work.

10) Research FTA contracting requirements -- RFP needed? How advertised, etc.

11) Develop work program.

12) Prepare and issue RFP.

13) Determine who is lead agency on federal work.

14) Keep momentum going.

15) Reach consensus on governance.

K. DeSpiegelaere
1/92

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Regional Railroad Authority

Originating Department

K. Siegelaere 1/20/92

Authorized Signature **Date**

Board Action Requested

Update on Midway Corridor

DISCUSSION ONLY

Request Justification

A verbal report will be given at the meeting on the Midway Corridor, including downtown St. Paul, Capitol area and Westgate area.

Budgeting and Accounting Ed Klauck

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date January 28, 1992 Board Date	Signature F. L. Glendenning Signature	Date 1/20/92 Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority
Originating Department

K Westpiegelaere 1/22/92
Authorized Signature **Date**

Board Action Requested
Authorize Chairman of Ramsey County Regional Railroad Authority to execute a contract with HTPO for survey work and legal descriptions for Northeast Burlington Northern right of way at a cost not to exceed $8000; authorize the Director of Budgeting and Accounting to make the necessary budget adjustment upon award of the contract. ACTION IS REQUESTED

Request Justification

See attached: 1. Proposed resolution
2. Memorandum from David MacMillan

Funding not required until award of contract.
Budgeting and Accounting Ed Blankfuss 1/22/92
County Attorney David MacMillan
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date: January 28, 1992 (Board Date)	F. L. Glendenning (Signature)	Date: 1/22/92

Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 9, 1991, that authorized executing a contract with Hansen Thorp Pellinen Olson (HTPO) Inc., for survey preparation in the Northeast Burlington Northern right of way from downtown St. Paul to Beam Avenue; and

WHEREAS, HTPO has completed work specified in the contract; and

WHEREAS, Additional survey work and legal descriptions based on the survey are required; Now, Therefore, Be It

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Hansen Thorp Pellinen Olson Inc., for the additional work at a cost not to exceed $8000; and Be It Further

RESOLVED, That the Director of Budgeting and Accounting is authorized to make the necessary budget adjustment upon award of contract.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

OFFICE OF THE COUNTY ATTORNEY
RAMSEY COUNTY
SUITE 400
350 ST. PETER STREET
ST. PAUL, MINNESOTA 55102

TOM FOLEY
COUNTY ATTORNEY

TELEPHONE (612) 298-4421
FAX 298-5316
& 292-7827

MEMORANDUM

TO: Kathy DeSpiegelaere
Regional Railroad Authority
316 Courthouse

FROM: David F. MacMillan
Assistant County Attorney

DATE: January 14, 1992

RE: ADDITIONAL SURVEYOR TASKS
BN ACQUISITION

A review of the survey of the abandoned Burlington Northern corridor has shown the need for the following additional survey work. Since the survey was prepared by Hansen, Thorp, Pelinen & Olson (HTPO), I propose that we should contract with them to do the work. David Claypool has received from HTPO a preliminary quotation of charges for each of the tasks, but we have been advised by HTPO that if they perform more than one task the per task costs will be reduced.

The following tasks need to be completed:

1. Survey a parcel which was omitted from the original survey because it was our understanding that the Railroad did not want to sell it. This parcel, which is excess land, lies between Case and Jessamine. The Railroad now tells us it is available.

2. Additional conveyance documents supplied by the Railroad indicates there is land near Earl Street which we thought was included in the right-of-way but which the Railroad now advises us has previously been conveyed. The survey should be updated to reflect this.

3. A comparison of various deeds indicates that there is or may be a gap between lands previously conveyed by the Railroad and lands in the right-of-way. This may need to be surveyed to insure that there are no gaps in adjacent parcels.

4. There is another small parcel outside of the right-of-way which the Railroad has sold off.

5. We would also like HTPO to prepare legal descriptions based on their survey.

The preliminary cost estimates of these tasks is as follows:

Task 1	$1,800
Task 2	800
Task 3	1,000
Task 4	400
Task 5	4,000
TOTAL	$8,000

I request that you request authority from the Regional Railroad Authority to negotiate and award a contract to HTPO to complete the above survey work and obtain budget authorization in the amount of $8,000 for the same.