

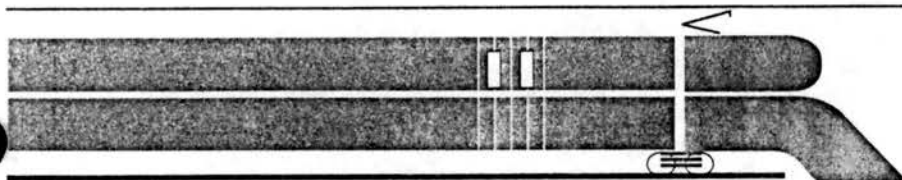


Ramsey County Regional Railroad Authority.
Records.

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file



Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

KUDY HUTH, treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 4, 1992

***3:00 P.M. or immediately following County Board**

***Please note change in time.**

To reconvene the January 28, 1992 Meeting for further
consideration of the following item:

4. * Update on Legislation.

*** Action is requested.**

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

CONTINUATION OF ITEM 4

RRA Agenda 1/28/92

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 1/29/92
Authorized Signature Date

Board Action Requested

Update on legislation

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Regional Transit Board and MTC 1992 Legislative Initiatives
 - 4) Article on earmarking

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 28, 1992 Meeting to be reconvened on February 4, 1992

Board Date

F. L. Glendon
Signature

1/30/92

Date

Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
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Donald Salverda
District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

SUBJECT: RCRRA Meeting Documentation

DATE: February 3, 1992

Please substitute the attached resolution for the resolution that you received on Friday, January 31, in your documentation for the February 4 RCRRA meeting.

This is the only item on the agenda.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority recognizes that good, dependable transportation is essential to the economic vitality and overall quality of life in any community. Ramsey County citizens desire a range of transportation choices and the tax base of this county, coupled with the personal resources and age of many of its citizens, make outside assistance necessary if choices are to be provided; and

WHEREAS, Major trends in Ramsey County are (1) increased demands and needs for services and (2) limited growth or an actual reduction in the tax base; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission have adopted 1992 legislative initiatives that address commuter trip reduction, tax incentives, energy conservation and allocation, safety and compliance, and funding issues for transit; and

WHEREAS, Ramsey County Regional Railroad Authority recognizes that congestion is increasing and that transit can reduce the need for additional highway capacity; and

WHEREAS, Ramsey County Regional Railroad Authority acknowledges that effective mass transit can free people from the need for owning several cars; travel by bus or rail is far more energy efficient than travel in a single-passenger car; transit can provide access to services and jobs to seniors, children, people with disabilities, and those who cannot afford or choose not to drive; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the two agencies support the ballot initiative to create a constitutional amendment dedicating a source of funds for transit from the motor vehicle excise tax and further states, "However, the Regional Transit Board and the Metropolitan Transit Commission will be open to any proposal for a dedicated revenue source for transit operations, including an increase in the gas tax; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has previously adopted positions that the preferred source of funding for transit should be broad based, rather than county property taxes, and has supported a sales tax, gas tax, and motor vehicle excise tax for transit funding; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the Regional Transit Board will seek authority to use debt service levy in the amount of \$320 million for Central Corridor light rail transit construction; and

WHEREAS, Ramsey County Regional Railroad Authority strongly supports construction of light rail transit in the Central Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority has through its members supported a 1989 motion of the Joint LRT Advisory Committee that although regional property tax is not the preferred method of funding LRT, the RTB should seek bonding authority supported by the RTB property tax levy until a new regional revenue source is authorized; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports:

- o A dedicated source of broad-based revenue for transit.
- o Non-property tax funds as the source for transit, with property taxes as the source of last resort.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority recognizes that good, dependable transportation is essential to the economic vitality and overall quality of life in any community. Ramsey County citizens desire a range of transportation choices and the tax base of this county, coupled with the personal resources and age of many of its citizens, make outside assistance necessary if choices are to be provided; and

WHEREAS, Major trends in Ramsey County are (1) increased demands and needs for services and (2) limited growth or an actual reduction in the tax base; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission have adopted 1992 legislative initiatives that address commuter trip reduction, tax incentives, energy conservation and allocation, safety and compliance, and funding issues for transit; and

WHEREAS, Ramsey County Regional Railroad Authority recognizes that congestion is increasing and that transit can reduce the need for additional highway capacity; and

WHEREAS, Ramsey County Regional Railroad Authority acknowledges that effective mass transit can free people from the need for owning several cars; travel by bus or rail is far more energy efficient than travel in a single-passenger car; transit can provide access to services and jobs to seniors, children, people with disabilities, and those who cannot afford or choose not to drive; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the two agencies support the ballot initiative to create a constitutional amendment dedicating a source of funds for transit from the motor vehicle excise tax and further states, "However, the Regional Transit Board and the Metropolitan Transit Commission will be open to any proposal for a dedicated revenue source for transit operations, including an increase in the gas tax; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has previously adopted positions that the preferred source of funding for transit should be broad based, rather than county property taxes, and has supported a gas tax and motor vehicle excise tax for transit funding; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the Regional Transit Board will seek authority to use debt service levy in the amount of \$320 million for Central Corridor light rail transit construction; and

WHEREAS, Ramsey County Regional Railroad Authority strongly supports construction of light rail transit in the Central Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority has previously supported a motion through the Joint LRT Advisory Committee that although regional property tax is not the preferred method of funding LRT, the RTB should seek bonding authority supported by the RTB property tax levy until a new regional revenue source is authorized; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority endorses the Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives, including:

- o A dedicated source of broad-based revenue for transit operations.
- o Regional property tax bonding for light rail transit capital costs in the Central Corridor unless non-property tax funds are available for the project.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5

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District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 25, 1992

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

*PLEASE NOTE: This is to reconvene the January 28, 1992 RRA Meeting as well as the reconvened meeting held on February 4, 1992.

1. * Update on Legislation.

* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Regional Railroad Authority Originating Department <u>K. DeSpiegelaere</u> Authorized Signature <u>2/17/92</u> Date	Board Action Requested Update on Legislation ACTION MAY BE TAKEN
---	--

Request Justification

- See attached:
- (1) Proposed resolution
 - (2) Memorandum from K. DeSpiegelaere of 2/16
 - (3) Star Trib article
 - (4) Information from Regional Transit Facilities Plan
 - (5) Apportionment percentages of transit taxing district
 - (6) Memorandum from K. DeSpiegelaere of 1/29 with attachments

Budgeting and Accounting <u>Ed Blawie</u> <u>2/19/92</u> County Attorney <u>[Signature]</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
---	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date Committee / Meeting Date Reconvening of 1/28/92 Meeting, and Continuance of 2/4/92 Board Date February 25, 1992	Signature Signature Signature <u>F. L. McKeenning</u>	Date Date Date 2/21/92
---	--	---



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority recognizes that good, dependable transportation is essential to the economic vitality and overall quality of life in any community. Ramsey County citizens desire a range of transportation choices and the tax base of this county, coupled with the personal resources and age of many of its citizens, make outside assistance necessary if choices are to be provided; and

WHEREAS, Major trends in Ramsey County are (1) increased demands and needs for services and (2) limited growth or an actual reduction in the tax base; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission have adopted 1992 legislative initiatives that address commuter trip reduction, tax incentives, energy conservation and allocation, safety and compliance, and funding issues for transit; and

WHEREAS, Ramsey County Regional Railroad Authority recognizes that congestion is increasing and that transit can reduce the need for additional highway capacity; and

WHEREAS, Ramsey County Regional Railroad Authority acknowledges that effective mass transit can free people from the need for owning several cars; travel by bus or rail is far more energy efficient than travel in a single-passenger car; transit can provide access to services and jobs to seniors, children, people with disabilities, and those who cannot afford or choose not to drive; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the two agencies support the ballot initiative to create a constitutional amendment dedicating a source of funds for transit from the motor vehicle excise tax and further states, "However, the Regional Transit Board and the Metropolitan Transit Commission will be open to any proposal for a dedicated revenue source for transit operations, including an increase in the gas tax; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has previously adopted positions that the preferred source of funding for transit should be broad based, rather than county property taxes, and has supported a sales tax, gas tax, and motor vehicle excise tax for transit funding; and

WHEREAS, The Regional Transit Board and Metropolitan Transit Commission's 1992 legislative initiatives report states that the Regional Transit Board will seek authority to use debt service levy in the amount of \$320 million for Central Corridor light rail transit construction; and

WHEREAS, Ramsey County Regional Railroad Authority strongly supports construction of light rail transit in the Central Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority has through its members supported a 1989 motion of the Joint LRT Advisory Committee that although regional property tax is not the preferred method of funding LRT, the RTB should seek bonding authority supported by the RTB property tax levy until a new regional revenue source is authorized; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports:

- o A dedicated source of broad-based revenue for transit.
- o Non-property tax funds as the source for transit, with property taxes as the source of last resort.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Regional Transit Board's Legislative Proposal

DATE: February 16, 1992

Michael Ehrlichmann and Sherry Munyon of the Regional Transit Board presented the Regional Transit Board's legislative package to you on January 28. On February 4, you requested additional information on the impacts of a proposed levy for light rail transit for the Central Corridor.

I have attached:

- (1) Proposed resolution.
- (2) Article from the Star Tribune on this topic.
- (3) Information from the Metropolitan Council's Regional Transit Facilities Plan on this topic.
- (4) Information on apportionment percentages for the transit taxing district. Note that Ramsey's percentage for 1991/92 was 20.9636.
- (5) Information from the previous meeting.

Information on the effect on Ramsey County taxpayers is not yet available because the Metropolitan Council staff is making slight modifications to the previous calculations, based on conversations with Ramsey County Taxation and Budgeting and Accounting staff. Metropolitan Council staff assumed a 7% interest rate for 30 year bonds in their calculations.

Mass-transit planners trying to get Twin Cities on the light-rail track

By Laurie Blake
Staff Writer

Mass-transit advocates in the Twin Cities will appeal to the Legislature again this year for permission to build light-rail transit lines.

Without the Legislature's approval, the Twin Cities will not be able to get federal funds for light rail.

Advocates are pointing to Milwaukee as proof that the federal government is willing to spend money on light-rail construction. Under the Intermodal Surface Transportation Efficiency Act of 1991, Milwaukee will get \$250 million for a light-rail system.

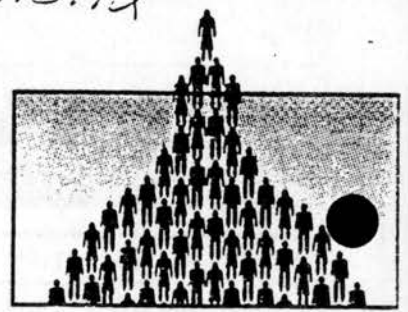
Other cities designated for light-rail funding include Sacramento, San Diego, Honolulu, Chicago, New Or-

leans, Baltimore, Boston, Detroit, Charlotte, N.C.; Portland, Ore.; Pittsburgh, Dallas and Salt Lake City.

"We could be in those ranks and we will be if we could just get a source of local (funding) support," said Michael Ehrlichmann, chairman of the Regional Transit Board.

However, Greg Andrews, the Transit Board's executive director, said those cities will not be able to count on the money until a federal budget is approved. The budget proposed by President Bush contains less for light rail than the transportation bill that Congress approved.

But if the Twin Cities area officials could agree to move ahead and then enlist the help of its congressional delegation, "I think there is a very



Legislature '92

good possibility that we can get earmarked in that appropriation process," Andrews said.

The current proposal calls for a rail line between downtown Minneapolis and downtown St. Paul along Interstate Hwy. 94. That would be followed by one between downtown Minneapolis and Burnsville along Interstate Hwy. 35W. This is a substantially scaled-back version of a \$2 billion light-rail plan that called for nine lines, plus a tunnel into downtown Minneapolis.

Light rail continued on page 6B

Light rail/ I-94 line would cost about \$470 million to construct

Continued from page 1B

Building the I-94 line would cost about \$470 million; the I-35W line would cost about \$300 million.

Ehrlichmann said officials at the Federal Transit Administration have given him assurances that the Twin Cities could get federal funds for 30 percent of the I-94 project.

But getting federal money depends on raising the rest locally, Ehrlichmann said. The Transit Board wants to generate the local share for the I-94 project by issuing \$320 million in bonds, which would be paid off by raising property taxes in the metro area.

The bonds would raise property taxes by \$8.80 a year on a \$75,000 house, \$14.44 a year on a \$100,000 house and \$25.73 a year on a \$150,000 house. The light-rail tax would be on top of existing property taxes paid for public transit.

Until now, the Legislature has refused to give the Transit Board authority to use increased property taxes to pay for light rail. The Legislature also rejected previous proposals to finance light rail with a 1-cent sales tax in the metro area.

Two legislators who will play a key role in transit discussions when the session resumes this month said they don't know how light rail will fare this year.

Its funding has been such a political hot potato that this year's request has been separated from funding requests for bus service improvements proposed by the Transit Board.

Nevertheless, transit advocates are optimistic this year because they are united behind a single plan. In past years, a lack of consensus gave the Legislature a reason not to approve it. Last year, for example, the metro area counties pushed the ambitious nine-line plan, while the Metropolitan Council, the area's chief planning agency, opposed it.

This year the Met Council and the Regional Transit Board reshaped the plan, scaling it back to two lines and making them part of a larger blueprint for transit improvements, which include carpool-bus lanes and better bus service. The counties are supporting that plan.

But a brewing argument is chipping away at that unity: The counties and the Met Council disagree about which government agency should build the light-rail lines.

Met Council Chairwoman Mary Anderson wants the Minnesota Transportation Department to handle it. She said light-rail lines serving the entire metro area will not stop at county lines so, just as the Transportation Department builds metro-area freeways, it should build the light-rail lines.

Hennepin County Commissioner John Derus said the counties should be in charge of light-rail construction because they've pushed it from the beginning and have the greatest interest in seeing it built.

"We have a clear sense of direction, and the counties are all working together," Derus said. The Transportation Department "doesn't build light-rail transit. They have a proclivity to build roads and bridges. That's their priority. That's why we could never get it started in the first place and that's why the counties got into this."

The Met Council is scheduled to vote on the issue Feb. 13.

TABLE 6.1

**POTENTIAL IMPACT OF FEDERALLY FUNDED CENTRAL CORRIDOR
LIGHT RAIL TRANSIT LINE ON LOCAL TAXPAYERS
(EXAMPLE OF LOCAL SHARE RAISED THROUGH REGIONAL BONDING)**

PERCENT FEDERAL FUNDS	REGIONAL BONDING REQUIRED	APPROXIMATE ANNUAL TAX ON AN AVERAGE HOMESTEADED PROPERTY IN THE REGION
0 %	\$ 469,000,000	\$ 29.00
30 %	\$ 328,000,000	\$ 20.00
50 %	\$ 235,000,000	\$ 15.00

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.

Apportionment Percentages - Transit Taxing District

	1987/88	1988/89	1989/90	1990/91	1991/92
Anoka	6.4640	6.4847	6.3444	6.0198	6.2499
Carver	.8178	.7512	.8336	.8527	.9627
Dakota	9.1987	9.8578	9.4218	9.7394	10.4313
Hennepin	55.9969	55.8237	57.1907	56.9236	55.4249
→ Ramsey	21.9603	21.2915	20.1319	20.6321	20.9636 ←
Scott	1.3284	1.4389	1.4381	1.3615	1.4289
Washington	4.2399	4.3522	4.6355	4.4709	4.5387

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

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District 5

Diane Ahrens

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Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Funding Legislation

DATE: January 29, 1992

At the January 28 Regional Railroad Authority meeting, you requested that a resolution be prepared for your consideration on February 4 pertaining to the Regional Transit Board's legislative proposals. A proposed resolution is attached.

BACKGROUND

Ramsey County Regional Railroad Authority has taken previous positions on funding for light rail transit. The positions are:

Goals for Light Rail Transit in Ramsey County, Minnesota, RCRRRA, June, 1988

One of Ramsey County Regional Railroad Authority's goals is, "To promote financing the planning, construction and operation of an LRT system in Ramsey County with broad-based funding to minimize the impact to Ramsey County taxpayers."

The means to accomplish the goal, as listed in the report, are,

1. Examine sources of funding as alternatives to the property tax.
2. Encourage legislation that would provide flexible, alternative sources of revenue to the property tax.

Comprehensive Light Rail Transit Plan for Ramsey County, RCRRA, December, 1989

Page 100 includes a statement relating to funding. In relation to the Regional Railroad Authority's funding goal, it says,

"The Authority proposes to encourage that property taxes, if used for LRT, be levied over a regional, rather than a county, geographic base."

The plan further states that RCRRA has identified six sources of revenue which could serve as alternatives to property tax revenue in funding LRT-related costs. They are:

- Sales tax
- Personal income tax
- Payroll tax
- Motor vehicle fuel tax
- Motor vehicle registration fees
- Motor vehicle excise tax

Light Rail Transit Regional Development and Financial Plan, Regional Transit Board, February, 1990

"The RTB should seek authorization from the Legislature for a regional tax to support the construction of LRT. Priorities are: (1) regional sales tax for broad-based transportation purposes, and (2) RTB debt service levy."

A motion of the Joint LRT Advisory Committee was, "That until a new regional revenue source is authorized, the RTB seek bonding authority supported by the RTB property tax levy."

RCRRA resolution

In November, 1991, in response to draft recommendations from the Regional Transit Board on funding for light rail transit, RCRRA adopted a resolution that stated,

"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."

In materials presented to the Legislature in 1992, Ramsey County Regional Railroad Authority's position on funding for transit was stated as, "Legislative actions that are supported include broad based funding for transit purposes, with decreased reliance on the property tax. Suggested sources of transit funds are: gasoline tax, motor vehicle excise tax, sales tax."

8

RTB PROPOSAL

The Regional Transit Board's (RTB) legislative proposals (Attachment 1) include:

1. RTB bonding request for \$320 million for light rail transit for the Central Corridor. The bonds would be paid with regional property tax.
2. Support for the recently introduced legislation (SF 1750, Langseth) that would increase the gas tax 5 cents per gallon and transfer motor vehicle excise tax by a constitutional amendment to a transportation fund, with not less than 25% dedicated for transit operations.

This legislation is supported by the Minnesota Transportation Alliance.

Metro Transit Leadership Group

An additional attachment (2) is an article on dedicated revenue that was provided to me by Senator Pappas when I was working with the Metro Transit Leadership Group. The Metro Transit Leadership Group's final report recommended that funding for transit should be dedicated and further states that motor vehicle excise tax funds were to have been used for transportation, and the intent of the initial legislation has never been realized.

RECOMMENDATION

A recommendation has been prepared for your consideration on February 4.

KD/blk
Attachments

REGIONAL TRANSIT BOARD
&
METROPOLITAN TRANSIT COMMISSION

1992 LEGISLATIVE INITIATIVES

REGIONAL TRANSIT BOARD

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

DATE: January 17, 1992

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). 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.

2). 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.

3). Metro Mobility Supplemental Request has been submitted to the Department of Finance in the amount of \$5,050,000 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.

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.

5). 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).

1-6

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

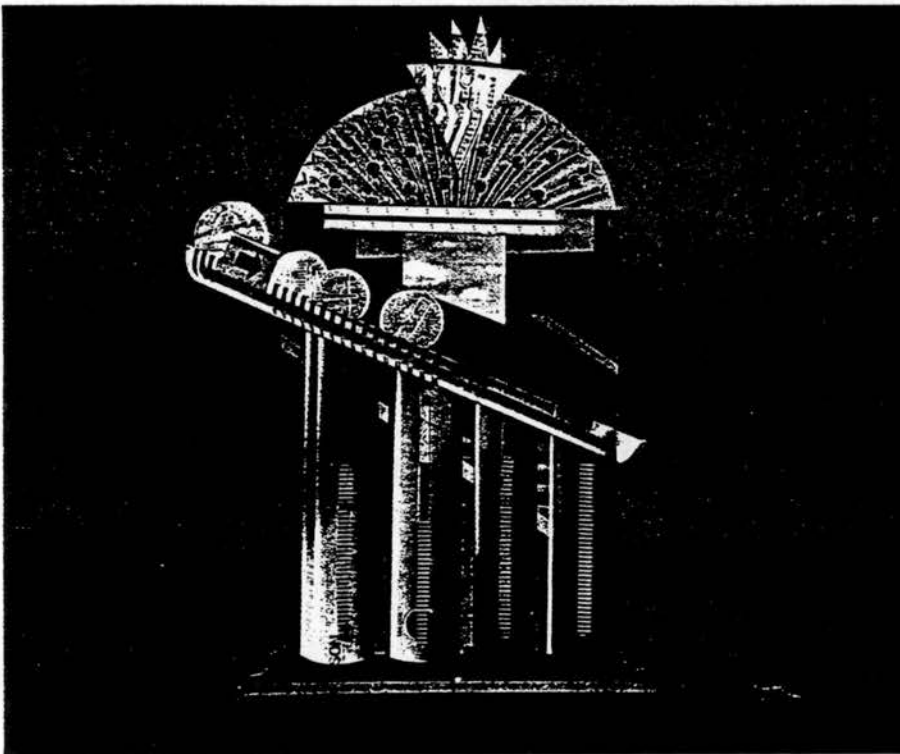
This proposal allows for unity in seeking a dedicated revenue source between all transit and transportation organizations.

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

The Trouble with Earmarking

Although earmarking taxes for specific programs appeals to both legislators and voters, it hampers sound budgeting.

Ronald K. Snell



It's a shell game. That's what Robert Ebel of the Advisory Commission on Intergovernmental Relations says about state tax earmarking. And despite the popularity of earmarking as a way to manage revenue, there's a lot of evidence Ebel is right. Earmarking often fails to meet the expectations of those who support it, and it may have undesirable results.

Earmarking a given source of revenue sometimes appeals to both legislators and voters, but for different reasons. Legislators have discovered that one way to get voters' approval for, say, a lottery is to earmark the proceeds for education or some other apple-pie program. (That doesn't necessarily mean more money for

education, though, as we shall see.) And there is a large group of voters eager to limit state legislators' control of state finances. One way to do that is to initiate and pass a constitutional or statutory requirement that the proceeds of a given tax must be spent on a given purpose. For instance, the November ballot in California included two constitutional amendments to earmark a sales tax increase to combat drug abuse, and to raise taxes on alcohol to benefit health and mental health programs.

The major justification for earmarking is the "benefit principle"—those who benefit from a service ought to pay for it. This justification has little practical application for state government, since local governments are the ones that are more likely to provide specific services to people who can be easily identified and charged.

Aside from using motor fuel taxes for

highways, it is hard to find a state tax to illustrate the benefit principle. And even that is not a perfect example. Gas taxes are not paid in proportion to the costs highway users impose, and non-drivers, who receive indirect benefits from the existence of a highway network, do not have to pay.

Another justification for earmarking is that it ensures a minimum level of support and continuity of funding for specific projects or services. But there are holes in that argument.

Earmarking can provide a specific level of funding for a program, but it doesn't necessarily increase total funding for the program by the amount of tax earmarked. Say a state spends \$1 billion a year from the general fund on education and then earmarks \$500 million from the new lottery for education. That doesn't automatically ensure \$1.5 billion for schools. It may mean there is still only a billion if the legislature decides to reallocate the \$500 million in general funds it spent on education before the lottery was approved. In a case like this, earmarking merely adds a complication to state budgeting; the issue of appropriate program funding still has to be resolved politically. If the same state earmarked \$1.5 billion for education, spending would grow at least to that amount. Earmarking may have an impact on a program in relation to the amount of funding already there, but earmarking itself cannot be counted on to provide a continuing level of adequate support, even if that existed initially.

A program that is entirely or largely dependent on earmarking is at the mercy of its source of revenue. A state transportation department that is dependent on motor fuel excise taxes for constructing roads and bridges is an example. As fuel consumption per mile has fallen in recent years, earmarking has not provided the funds to keep up with increases in demands and costs; additional tax increases have been needed. A guaranteed source of revenue does not guarantee an adequate level of revenue.

The larger the earmarked revenue source in proportion to the budget of the designated program, the greater the impact of the earmarked funds. Even a

Ronald K. Snell is NCSL's director of fiscal affairs. He is co-author, along with Martha A. Fabricius, of *Earmarking State Taxes*, published by NCSL. For a copy of the book (\$20 for non-legislators) call the NCSL Marketing Department in Denver.

large revenue source earmarked for a major function may have no fiscal significance, while a relatively small revenue source devoted to a minor function may increase its budget.

Besides limiting policymakers' freedom of action, earmarking can distort funding through the lack of relationship between a source of revenue and its use. The principle of using an earmarked revenue source to support a public purpose can work well if there is a direct relationship between revenues and program costs, as there is, for instance, in the case of a water district that charges for water. The absence of such a relationship reduces the chances that revenue will match needs. If additional funding for a program has to be provided by appropriation, there is no rationale for earmarking revenue for the program, since the question of the right amount of funding for the program remains in the public policy arena.

State tax earmarking tends to create arbitrary relationships, except in the case of motor fuel taxes earmarked for transportation. Even in that case there is no necessary relationship between program needs and the amount of revenue raised from earmarked taxes. There is no reason to expect, for example, that a state sales tax earmarked for public schools will provide the actual amount that decision makers might choose to provide for public schools. If the revenue is too little, education will suffer in the absence of additional funding. If the revenue is too much, other public purposes may be left lacking.

As Hal Hovey, editor of *State Budget and Tax News*, has commented: "Earmarking inherently makes it impossible for elected officials to focus on the best mix of taxes, using criteria like impact on various income groups or convenience for taxpayers and administrators, or to concentrate on picking the best mix of spending. Earmarking often ties spending needs moving in one direction, such as indigent health care trending sharply upward, with a revenue source moving in another, such as taxes on tobacco products."

A classic instance of the failure of an earmarked revenue to increase spending as it was expected to do occurred in Illinois, where a state lottery was created to increase funding for education; all net state lottery revenue is earmarked for the Common School Fund. It amounted to

\$524 million in fiscal year 1988. But according to a recent analysis of the role of the lottery in Illinois state finance, while lottery revenues to education skyrocketed, funding from sources other than the lottery began to decline immediately after the lottery's inception. The report concludes that "lotteries which are designated to support education, in all likelihood, do not." Jim Zingale, assistant director of the Florida Revenue Department says that Florida's experience is exactly the same.

Although the examples involve earmarking lottery proceeds and not a tax, the point is that because money is transferable, earmarking cannot guarantee funding growth for a program.

Earmarking actually can decrease funding for a particular area. Steven D. Gold's 1987 study of earmarking noted that "some advocates . . . feel that Children's Trust Funds provide a way to let many state legislators 'off the hook.' Many legislators may feel they have already 'done their bit' for children and will be likely to leave other pressing budget needs for children such as AFDC and medical assistance without adequate support." Such a perverse result is especially likely if the earmarked tax source grows at a relatively slow rate.

The great disadvantage of earmarking state taxes is that it stands in the way of comprehensive budgeting. In the 1980s, what with federal mandates, consent decrees, judicial decisions in education and corrections matters, state control over state budgets tended to shrink. Earmarking reduces legislators' and governors' budgetary control.

One of the principles of sound budgeting is to take all revenues and objects of expenditure into account, and to weigh the relative merits of programs as diverse as road construction, education, corrections and public health. In no other way can elected officials carry out their fundamental responsibility to set priorities in response to current economic and social conditions.

Earmarked support for programs hampers this process. Some revenues are removed from consideration. Programs not dependent on appropriations may not receive evaluation in comparison with other programs and simply keep on operating long after they have outlived their usefulness. Earmarking can perpetuate past decisions at the cost of present needs.

Earmarking Trivia

State with the highest proportion of earmarked taxes: Alabama, with 89 percent.

State with the lowest proportion of earmarked taxes: Rhode Island, with 5 percent.

Most commonly earmarked tax: the motor fuel tax.

Least commonly earmarked tax: the state personal income tax.

States that earmark 100 percent of their income tax: New Jersey and Alabama, both for education.

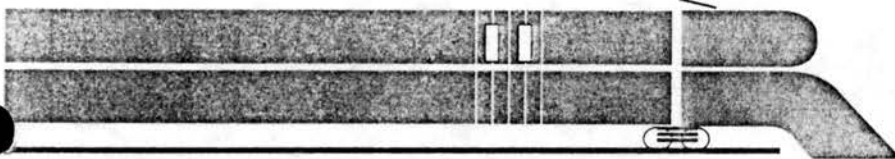
States that earmark 100 percent of the general sales tax: South Carolina, for education; Alabama is the runner-up, earmarking 89 percent for education.

Fastest growing trend: earmarking state lotteries, with education the single biggest beneficiary.

The major increases in state tax earmarking from 1984 to 1988 were in motor fuel taxes and lotteries. In that period the major change otherwise was Montana's increase in the share of the personal income tax it earmarks. The major decrease in earmarking in the past 10 years was Oklahoma's repeal of sales tax earmarking in 1985, and its repeal of motor fuel tax earmarking in 1990.

In 1954, 51 percent of state tax collections were earmarked; in 1988, 23 percent were.

Earmarking revenues adds to the complexity of state budgeting, which is already complicated enough. It limits legislative oversight and cuts down on flexibility, both of which will be needed more than ever before in the tough budget conditions likely to exist in the 1990s. Legislators should consider very carefully whether to support any move toward earmarking because of the ways the practice can limit legislators' control of public policy and responses to changing circumstances.



Ramsey County Regional Railroad Authority

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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 25, 1992

*LARGE CONFERENCE ROOM - 316

*Immediately following Reconvened Meeting of January 28, 1992
scheduled to be held at 10:30 A.M.

1. * Minutes of the Ramsey County Regional Railroad Authority
Board Meeting of January 7, 1992.
2. Update of Regional Transit Facilities Plan - Discussion
only.
3. Update on Legislation - Discussion only.
4. * Selection of preferred alignment and station location for
light rail transit in the Capitol area.
5. * Ratify quarterly report of payments for period October
through December 1991.
6. * Ratify Partial Payment 26 to BRW, Inc. in the amount of
\$30,196.17 for Phase I PE/EIS Studies for the Midway
Corridor.

* Action is Requested.

File ✓
Belle

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 7, 1992

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, January 7, 1992, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:40 A.M.

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

Also Present: David MacMillan represented the County Attorney's Office, James Van Houdt, Ed Glaubitz, Hugh Faville, Gary Simpson, Toni Baker, Dennis Probst, Jill Goski, Don Sobania, Karen Tero, Terry Schutten, Kathryn DeSpiegelaere, Frances Glendenning

Chairman's Comments:

Chairman Finley wished to welcome Commissioner Schaber back after his surgery, he looks great, and we are very happy to have him with us again.

Chairman Finley said that the members of the Board have been aware that James Tolaas has been anxious to get back to Public Works. Jim has been very valuable to us, especially in the engineering aspects of the Central Corridor. Almost one year ago he had asked to be relieved of his duties here. In the meantime, Chairman Finley and Kathy DeSpiegelaere had tried to find someone, we had worked with the State about getting an engineer on loan from them, the State Department of Transportation. With the change of administration, and everything they decided not to. At that time Chairman Finley had also talked to the people in the Public Works Department in the City of St. Paul as they worked so closely with us specially on the Central Corridor in the hopes that maybe they would be able to free somebody up. We have been able to get a person who has a great working relationship with the County, he has worked closely with the County on many projects, so we ended up with a "win-win". We will have Don Sobania coming over from the City, he is familiar, he has worked with Kathy, Jill, and even though he has not worked with our Board members, he has worked within the confines of our Public Works Department as well as with Regional Rail. At this time Chairman Finley welcomed Don Sobania, we do appreciate your coming over on loan to us.

At this time Chairman Finley mentioned at the last meeting we passed the Joint Powers Resolution, six of the seven counties have passed it, Carver County is considering it today, Mark Andrew voted for it in Hennepin County. It has been unanimous at every Board meeting in the six counties that have voted. Special thanks should be given to Commissioners Ahrens and Hunt as Washington County had been thinking they did not want to participate. We met with them, which Commissioners Hunt and Ahrens attended, and persuaded to tell them how important it is for these metro area counties, that they become a player, and they passed the Joint Powers unanimously. So, we thank Commissioners Ahrens and Hunt for that piece of work, as they are as integral as we are in this thing, maybe not today, but down the road, as we are.

Chairman Finley asked if Commissioner Hunt would like to speak about the recent trip.

Commissioner Hunt informed the Board that Kathy DeSpiegelaere, Dennis Brobst from BRW, and the Lieutenant Governor, and the people from the Capital Area Architectural Board went to Portland. It was a very productive meeting, 1 1/2 days, and the reason they went is because of the change in the direction that CAAPB is planning as to where light rail stations should be in the Capitol Area. What we are talking about now is something that we all probably thought was the logical place to put it in the first place, but because of the problems of whether or not it was going to be a tunnel and whether or not it was going to be allowed on the Capitol Mall area. So, we have gone in a round about way to get to this proposal, which is really quite exciting and Dennis Brobst can give us some information.

Ms. DeSpiegelaere suggested that we wait until Item 5 on this so that would be appropriate, and then Don Sobania will have a presentation as well.

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

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Ramsey County Regional Railroad Authority Board Meeting of November 12, 1991, as written.

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

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

Chairman Finley discussed the proposed resolution which would be leaving everyone in place as they have been this year regarding the Officers and the Joint LRT Advisory Committee, and the third resolved would deal with the new Joint Powers in which we have one member and an alternate. He is agreeable, as has been suggested that he go on as the member, with Commissioner Ahrens as the alternate. This will probably be a replacement eventually of what is the Joint Light Rail Advisory Committee.

Chairman Finley called for any suggestions or changes. Commissioner McCarty suggested that because he has not had as much an upfront role, and in recognition of the fact that Commissioner Hunt is now a member of the RTB, it might be in the best interest if he and Commissioner Hunt were to switch places, he would take on the role of Treasurer, and Commissioner Hunt be Vice Chairman.

Commissioner Hunt does not have any suggestion, but she thinks that the existing situation is certainly very satisfactory as it is. Originally it was thought it would be nice to have someone from the suburbs as Vice-Chair, this will give it some stability. Chairman Finley asked if Commissioner McCarty is still on the TAB Board.

Commissioner McCarty said he will still be on the TAB Board. Chairman Finley feels that Commissioner McCarty is playing a role in the overall transportation issues.

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

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).

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

3. Regional Transit Facilities Plan - Discussion Only.

Chairman Finley states that we wanted to get this plan out to you as soon as possible. Since there is a Public Meeting on January 21st, he does not know how many have had an opportunity to review it. Commissioner Hunt and he have been in meetings already so we have had an opportunity to look at it. Overall, he thinks it is good. From our standpoint two things are good about it, one it highly recommends the Central Corridor as the first corridor, and the second part is that it defrays the anti-LRT people. In other words, because it looks at all transit facilities and transportation, HOV lanes, ramp meters, it deals with all forms of transportation.

Chairman Finley continued, what it is going to do is when it gets to the Legislature, it is going to make it look like there is a lot of thorough thought going into it, but still recommending that LRT be a valuable component of the overall transportation system. The downside on this are two things that he can see, one is a tough obstacle to overcome, the other is not so tough. The first one would be the recommendation for Federal funding for the Midway Corridor. He has said in recent meetings that we have made the conscious decision not to seek Federal funding for the Central Corridor, in order to go along with Hennepin County and the RTB, the reason being so that we did not miss the reconstruction of I-94 with Highway Department. It was not because we did not want Federal funds, but we thought that the delay in process presented to us by BRW and our staff that it was not worth it to lose the opportunity to construct the Midway Corridor at the same time Mn/DOT was doing the highway. It now appears that Mn/DOT is willing to hold off the reconstruction. If you remember last session Senator Sandy Pappas has asked Commissioner Riley to hold up on their reconstruction until such time as the LRT issue was resolved. One of the LRT issues now is the possibility of Federal Funding because of the new Surface Transportation Act.

Chairman Finley said the position that he would take, trying to anticipate what the Board would do if it was put to a vote, was that sure we would go along and seek Federal funds providing that the time table does not affect the time table of construction. We do not want to miss the reconstruction of I-94, but if Federal funds can be available at the same time table we would certainly be in favor of that approach. If it all gets delayed as a result of it, so be it, but at least we would not miss the construction of I-94.

The other part, which Chairman Finley feels is more difficult, is the governance issue as they are recommending Mn/DOT, the Legislature has asked for this Joint Powers Board and at the present time the counties have the power as far as the construction, and the Joint Powers Board would be assuming the counties' role for the construction of LRT. They are recommending Mn/DOT with RTB to be coordinating, and Met Council having full oversight. Our role would be advisory only, which creates a problem especially if we are going to be called upon to contribute money. He met with one of the Met Council members last Friday and explained that this was going to be a very difficult issue from the elected officials' standpoint, especially if we have to vote money and not have a real policy input.

Chairman Finley informed the Board that we are going to be meeting with some of the other Metropolitan Council Members and tell them of our concern. The one thing that we do not want to do is that if we are in agreement with the overall philosophy of LRT and the Central Corridor is going in that we not all be at the Legislature talking about the only negative that we have on it which is governance, and lose the whole thing, when the governance issue is something that can be dealt with at a later date if necessary.

Commissioner Hunt thinks that it is a good plan and the comments she has heard is that this is the first time that other modes of transportation have been incorporated into an overall proposal, and this is something that UMTA would look upon with great favor, and the possibility of getting some Federal funds for LRT because it is just one part of an overall plan transit might make that approach very good.

Commissioner Hunt has one concern that if some kind of compromise can't be worked out before the Legislature is asked to respond, that it could give good arguments to the opponents of LRT to not move again as we don't have our act together. It would be nice if we could come up with some kind of a compromise that would give the counties a larger role, and still maintain some kind of role for Mn/DOT instead of perhaps being advisory. She would hope this might be explored as this would take a lot of arguments away from those who would like to oppose LRT but wouldn't have a good reason.

Chairman Finley said it is very difficult now that the document is public to do anything other than to look like it is a grab bag for power. If you remember, when this plan started we kept emphasizing the importance of having our staffs be a part of the overall planning which was turned down by the Met Council. He thinks that the governance issue is just as important as the other issues that were dealt with and they did not have the role. Now, it is very difficult to undo that which is already out, and everyone knows about it, it is unfortunate as it is the type of thing if there was going to be a compromise it would have been better to be worked out before it became a public document.

Commissioner Hunt wished to add that we need to recognize and hope that we will be able to take advantage of this report as when we first started out there was some concern that we would not end up with the Central Corridor as the priority corridor, and fact that this has been incorporated again is to our benefit because there have been some folks in Hennepin County who would rather see some other corridor as the priority corridor. She feels we have come a long way, and if we can maintain that position, we will be fortunate.

Commissioner McCarty asked about the Hearing on the 21st of January, and how are we going to be represented at that hearing, in addition to the Chairman being there.

Ms. DeSpiegelaere said she thought she would prepare a letter for signature.

Commissioner Schaber concurs wholeheartedly with what has been said, and the governance is a problem as we may have to be making some decisions, and he does not like that at all. He suggests that we try to get some modifications on that.

Commissioner Hunt said there are some legal reasons why agencies cannot be members of the Joint Powers, maybe we could come up with the approach that some of the same powers that are vested in the Joint Powers Board could be vested in this Management Committee that would be more Advisory, and that would be a way in which we could have final decision on policy matters rather than just advisory. That way there would be the opportunity to have those three agencies as part of the management group.

Chairman Finley said their concern is that we have more power than they have, under the existing legislation the Counties have more power than the regional agencies. Therefore, the regional agencies cannot join something which they do not specifically have the power to do, i.e., construct and build LRT as that has been specifically allocated to the Counties. That is where the legal issue comes. They cannot assume powers that are not specifically delegated to them by the Legislature.

Commissioner Salverda commented that this is a pretty important document for them to only have one meeting, as he thinks of all the meetings we have and the outreach into the community. It seems this is a regional issues, that there should be a series of meetings.

Chairman Finley said that is a good point, but that one public hearing is more than what they usually have.

Commissioner Salverda would suggest that in the letter we submit for this public hearing that Met Council should have more of public outreach, and suggest that they have maybe a dozen hearings in the total seven county area. We need public support for this, and they are going to act on this as the result of one short hearing, he does not think this is right.

Commissioner Hunt added, on the other hand, you have had the RTB who has had numerous meetings, and they have had input into this, even though it was not as direct as the counties may have liked. To imply that they should have gone out and done this at this point time might be a little late.

Ms. DeSpiegelaere informed the Board that she will give careful consideration to the thoughts when she writes this letter. Chairman Finley is sure that we can touch upon these issues tactfully and get our point across.

4. Update on Legislation- Discussion only

Chairman Finley stated that we have a meeting tomorrow with the Delegation.

Ms. DeSpiegelaere said that yesterday the Metro Transit Leadership Group, Bob Bach is Chair, they had their first meeting with the Legislators, there were 20 from the Hennepin and Ramsey Delegations. She was not at the meeting but she was told that the legislators were very receptive to what they had to say. This group is working on building coalitions with other environmental groups.

Chairman Finley asked about the Surface Transportation Act, do we have any further information coming out of the Federal Agency. Ms. DeSpiegelaere has a copy of the bill, it will take some time to sort out, but it is clear that there is more money for transit, and we may see more flexibility.

5. Progress on Midway Corridor - Discussion only.

Gary Grefenberg from the CAAPB is here, and Ms. DeSpiegelaere asked that first Don Sobania give a presentation first on Downtown and Westgate.

Don Sobania addressed the Board, this is a new job, he hears some interesting things coming along, possibly Federal dollars to pay for it. The Capitol area seems to be coming together. The reading he is getting from the community is that things are coming together for LRT.

Don Sobania continued, the design and the prospective 280-Westgate Station is a bit of a problem for us. He pointed out where the original alignment ran along the Soo Line Tracks. They have had two meetings with the community and they have support from District 12 Community Planning Council, Port Authority and the City Council, Merriam Park - all like what we call Alternative D which runs across University, follows the transitway. Prospect Park community has not to this point come to a conclusion, they have some reservations about it. Bus Routes are a question, they have a meeting next Thursday with Hennepin County and the City of Minneapolis to start talking about some of the specific concerns.

Mr. Sobania feels guardedly optimistic that we can hammer this thing out in staff and come to a good conclusion and consensus of agreement. They will be meeting with Hartzell Manufacturing tomorrow to make sure they understand what the plans are.

Commissioner Ahrens feels it will be well for us to set up a meeting with the University people. Ms. DeSpiegelaere said that there will be a meeting of staff on Thursday.

Mr. Sobania discussed the Downtown area in the City of St. Paul where they have made some progress, the City has taken a look at the design, and we have satisfied them in terms of the few questions they have raised, one was to terminate the route on Cedar Street, and now they see the wisdom of trying to serve the Lowertown, so have dropped that as a concern. The station at Kellogg Square, was a concern, there were concerns with the Union Depot Designs. We will not have to close Wacouta Street which was a significant concern, and we would have a minimal impact on the building itself. Downtown area is moving along nicely, now they are starting to talk about criteria, lighting, other amenities.

Denny Brobst addressed the Board, they are very pleased where they have arrived at this point in terms of the level of resolution with the Capitol area people. They were asked by your staff to bring another consultant on board in the process of looking at this resolution. The consultant that they ended up selecting is a firm, they were the 1991 AIA Award Winner so they have come with excellent credentials, Zimmer Gunsul Frasca, out of Portland, Oregon. They have been our sub-consultant in working on the Capitol. Mr. Brobst gave a brief summary of the work that has been done, the planned trip to Portland was a very productive trip. Mr. Brobst pointed out the Capitol Area, station location, it will alter the alignment slightly. Four alternatives were looked at which he explained and pointed out. This new plan will enable them to tie into the pedestrian tunnel system as well as to tie directly into the Capitol.

Mr. Brobst said a great deal of time was spent on the Portland trip regarding the options, and they believe that they have now reached a point where the design team is going to be recommending on the 30th that the proposal that they come forward with with the understanding that if there is not the opportunity to do all of that at the time LRT is implemented, that there will be opportunities to look at some other options.

Chairman Finley commented that the starting point from where we were and where we are is unbelievable. This is very exciting.

Chairman Finley added that there has been a great deal of work by a lot of people, including Gary Grefenberg and his staff and the CAAPB.

Dennis Brobst wished to thank Commissioner Hunt for joining them on the trip to Portland, for her comments and conversations with the Lieutenant Governor were certainly helpful in helping them reach the point where they are at. The meeting has been moved so that the Lieutenant Governor can be present when action is taken, and she has asked that Commissioner Hunt be there. All indications are that she will be a supporter of this proposal, and they are cautiously optimistic that they do have a solution.

Gary Grefenberg addressed the Board, Dennis Brobst has said it basically very well. They took Board members on the trip who were most adamantly opposed to the LRT. At the end of the trip they were much more open, so he thinks the situation has changed radically in the last few months when we wanted a tunnel. Now, we have some planned improvements to the Capitol grounds, certainly this will use LRT in the most creative design, and he believes his Board will support this at their meeting on January 30th. He wished to thank Commissioner Hunt as well as this Board, as you have all been very helpful.

Chairman Finley wished to thank Gary Grefenberg for keeping an open mind on these issues, as he knows where the Capitol Board was coming from to begin with. You worked very hard, but in a very positive way, and that he was aware of all the other parts to the plan, especially about the tunnel.

Commissioner Hunt thinks that the additional key to this plan is that it has to capture the imagination of the Legislature, as it would be quite obvious to them how easily they could get on LRT and go to downtown St. Paul or Minneapolis. She does not think there has been that kind of opportunity to attract their attention before. It was pointed out in Portland that one of the concerns was the overhead lines, they have a way of dealing with them so that they are much less obtrusive.

Chairman Finley said the time and expense that we incurred in this project, it is well worth it, with the result that it looks like we will end up not being at loggerheads with the Capitol Area, but also ending up with a design that is very appealing.

Commissioner Hunt added that there will be some additional costs to Ramsey County as far as the station goes, and she made the comment in Portland that she would certainly recommend to this Board that the Board would agree that Ramsey County would be willing to pay these additional costs because of the fact that this really enhanced the system entirely.

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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.

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

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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.

R92-03
Roll Call: Ayes - 7, Nays - 0
Motion adopted.

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.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of 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

R92-04
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.

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

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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 R91-04) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

R92-05
WHEREAS, Resolution R91-04 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.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Regional Railroad Authority

Originating Department

K. DeSpiedelaere
Authorized Signature

Date

Board Action Requested

Update on Regional Transit Facilities Plan

DISCUSSION ONLY

Request Justification

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

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

February 25, 1992

Board Date

Signature

Signature

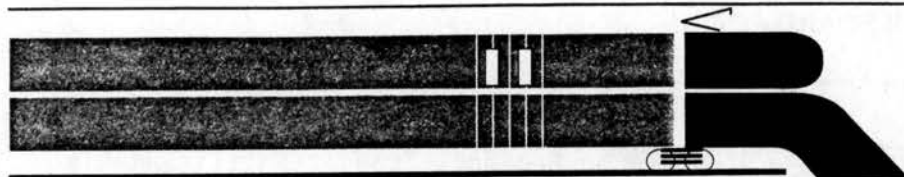
Signature

Date

Date

2/21/92

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 *KD*

SUBJECT: Regional Transit Facilities Plan

DATE: February 17, 1992

The Metropolitan Council adopted its Regional Transit Facilities Plan on February 13. A copy of the report and summary of comments made on it is attached.

At the February 13 Metropolitan Council meeting, a motion was made to add a qualifying statement to the Governance section, pages 46 to 49, to note that negotiations on governance are still occurring between affected parties.

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

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE

DATE: February 13, 1992
TO: Metropolitan Council
SUBJECT: Regional Transit Facilities Plan

BACKGROUND

On December 19, 1991 the Metropolitan Council adopted a draft Regional Transit Facilities Plan for the purpose of holding a public meeting. The Metropolitan Systems Committee held a public meeting for the plan on January 21, 1992 and has met several times to discuss changes to the draft plan. The final plan, following Council adoption, is to be submitted to the Minnesota Legislature.

ISSUES AND CONCERNS

At its meeting on February 11, 1992 the committee reviewed the February 6, 1992 draft of the plan including changes proposed by staff as a result of the public input received. In addition, the Committee made several additional changes, which are noted in the version of the plan dated February 11 with double-underlining for additions and shading for deletions. Changes made are shown in pages 7, 11, 12, 14, 16, 18, 19, 27, 30, 31, 33, 35, 38, 39, and 42-49. The most significant changes to the February 6 draft include discussion related to I-35W (pages 30 and 39) and the Light Rail Transit Governance section of the plan (pages 46-49).

Concern was expressed that the I-35W recommendations were too restrictive on the potential to implement light rail transit in a timely manner. Language revisions in Chapters 4 and 6 were made to reflect that the flexibility of the LRT-plus-Lane Conversion alternative provides flexibility that is preferable until the final transit solution is implemented. The extra time will provide an opportunity to gain experience from other transit facilities in the region.

With respect to the LRT governance section, the committee and the Council Committee of the Whole had substantial deliberations over a period of three weeks. The Committee discussed several alternative "models" for a governance structure and at its meeting on February 11 adopted "model 1" as a framework for LRT governance. It was discussed that staff should participate in multi-agency discussions to work out a memorandum of understanding to implement "model 1." The governance section of the plan would be revised to reflect the framework set forth as "model 1".

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RECOMMENDATIONS

That the Metropolitan Council:

1. Adopt the Regional Transit Facilities Plan, including model 1 as the LRT governance framework, as approved by the Metropolitan Systems Committee on February 11, 1992.
2. Direct staff to participate with all involved entities in the development of a Memorandum of Understanding which would include the necessary tools to implement the LRT governance framework in the plan adopted by the Council, and provide a progress report to the Committee or Council in two weeks.

Respectfully submitted,

Dirk deVries, Chair

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

DATE: February 7, 1992
TO: Metropolitan Systems Committee
FROM: Transportation Staff (Nacho Diaz, Steve Wilson)
SUBJECT: Regional Transit Facilities Plan

BACKGROUND

On December 19, 1991 the Metropolitan Council adopted a draft Regional Transit Facilities Plan for the purpose of holding a public meeting to receive comments on the plan. On January 21, 1992 the Metropolitan Systems Committee held a public meeting. In addition to comments received at the meeting, other written comments were received. Table 1 includes a listing of those from whom testimony was received.

The attached February 6, 1992 draft of the Regional Transit Facilities Plan replaces a draft distributed at a meeting of the Metropolitan Systems Committee on February 4, 1992. It was pointed out at that time that other changes could be made based on last minute public comments. Table 2 summarizes the significant changes to the February 4 draft of the Plan as contained in this revised version.

DISCUSSION

Oral and/or written testimony was given by 33 persons at the January 21, 1992 public meeting. In addition, six individuals or organizations submitted only written comments. A Technical Appendix on Public Meeting Testimony is being prepared and will contain summaries of oral testimony and copies of written testimony received, as well as a notation of changes to the plan as a result of testimony.

Most of the respondents were supportive of the overall philosophy and approach of the Plan. Virtually all of the supportive comments included some suggestions for improvement or disagreement with some of the recommendations. Table 3 describes the significant changes to the public meeting draft of the Plan. The major areas of specific comments were:

- The relationship of the plan to corridor Environmental Impact Statements;
- The recommended alternative on I-35W;
- Implementation/Governance of light rail transit;

This document does not include any changes to the section on Governance. Any modifications to this or other sections will be made following the meeting of the Metropolitan Systems Committee on February 11, 1992.

RECOMMENDATION

That the Metropolitan Council adopt the Regional Transit Facilities Plan and direct staff to submit the plan to the Minnesota Legislature.

TABLE 1

SUBMITTERS OF PUBLIC TESTIMONY
FOR TRANSIT CAPITAL FACILITIES PLAN PUBLIC MEETING

Public Meeting Held January 21, 1992

Michael Turner, Dakota County Commissioner
Glenn Olson, Downtown Minneapolis Transportation Management Organization (TMO)
Roger Peterson, Association of Metropolitan Municipalities
Harvey Dow, Edina Citizen
Ed Cohoon, Deputy Commissioner, Mn/DOT
Sen. Linda Berglin
Paul McCarron, Anoka County
Michael Ehrlichmann, Regional Transit Board Chair
Bob Morgan, Public Works Dept., City of Minneapolis
Mayor Dan McElroy, Burnsville
Peter Vanderpoel, Citizen's League
John Derus, Hennepin County Commissioner
John Finley, Ramsey County Commissioner
Burl Haar, Assistant Commissioner, State Dept. of Public Service
John Jamieson, Minneapolis resident
Joan Vanhala, People of Phillips
Rep. Karen Clark
Charles Honchel, City of Bloomington
Claudia Slovacek, People of Phillips
Mike Miller, City of Minneapolis
Mark Magnuson, Minneapolis Citizen
Joan Vanhala, Minneapolis
Diana Slayter, Minneapolis resident
S. Dore' Mead, Neighborhood Transportation Network
Jerri Sell
Dick Braun, Center for Transportation Studies, University of Minnesota
Tom Weaver, Metropolitan Transit Commission
Chris Nelson, Whittier Alliance
Ed Burke, People of Phillips
Michael O'Neal, People of Phillips
Ron Nordick, People of Phillips
Jim Niland, Minneapolis City Council, 6th Ward
Robert McLean, retired engineer
John McIntyre, St. Stephen's Church, Minneapolis
Council of Metropolitan Area Leagues (submitted written comments only)
Transportation Advisory Board (submitted written comments only)
Neal St. Anthony, Evergreen Square Townhomes (submitted written comments only)
Hennepin County Regional Railroad Authority (submitted written comments only)
City of Richfield (written comments only)

TABLE 2

SUMMARY OF CHANGES TO THE FEBRUARY 4, 1992 DRAFT OF THE PLAN

INTRODUCTION

- A Table of Contents has been added
- A "Summary" section was added, replacing some of Introduction

CHAPTER 3

- The underlining of new language in the first paragraph of page 18 was erroneously omitted.
- The words "where appropriate" have been added to the second line of the first paragraph on page 18.

CHAPTER 4

- TH 77/Cedar Avenue has been added to the list of major transportation corridors ranked in Table 4.1.
- Figure 4.1 has been added to show corridors analyzed in the Plan.

CHAPTER 5

- Figures 5.1 and 5.2 were erroneously omitted from the February 4 draft.
- Additional changes to the language on I-35W recommendations have been made.

CHAPTER 6

- Additional changes have been made to the discussion of I-35W implementation.
- Language supporting continued funding for transit improvements already in the RTB Five-Year Transit Plan has been added.
- ~~Changes to the Governance section will be made following the Metropolitan systems Committee meeting on February 6, 1992.~~
- The word "accelerated" should not be included in the new language of Page 38, paragraph 5.

TABLE 3

SIGNIFICANT CHANGES TO THE REGIONAL TRANSIT FACILITIES PLAN AS A RESULT OF THE PUBLIC REVIEW PROCESS

INTRODUCTION

- Table of Contents added
- "Summary" section added, replacing some of "Introduction"

CHAPTER 1

- Reference added to transit **dis**-investment in the 1950's
- Reference added to energy consumption and environment
- Several minor clarifications made to text

CHAPTER 2

- Additional language to Travel Demand Management
- Additional discussion of strengthening transit system
- Bicycle reference added to land use element

CHAPTER 3

- Additional reference to Travel Demand Management
- Reference to RTB's Americans with Disabilities Act Plan
- Text added discussing cleanliness, reliability, etc. of transit services
- Clarification of service improvements

CHAPTER 4

- TH 77/Cedar Avenue corridor added to list of corridors ranked
- Reasons for eliminating Central Corridor HOV alternative added
- More detailed discussion of evaluation criteria used
- Minor correction to I-35W costs per passenger
- Discussion of implementation flexibility needed on I-35W alternatives

TABLE 3 (CONTINUED)

CHAPTER 5

- Reference to appropriate agencies identifying specific routes and facility locations for service and low-capital improvements
- Discussion of I-35W and I-494 environmental impact statement processes -- that they are not preempted and that the Commissioner of Transportation selects the alternative
- Significant refinement of I-35W language to further explain "transit envelope"

CHAPTER 6

- Additional discussion of federal Alternatives Analysis
- Additional language clarifying conditions for I-35W interim lane as HOV facility
- Reference to major capital projects as potentially good candidates for federal funding under new federal funding act
- New table added showing impact of federal funding of LRT on local households
- Language supporting continued funding for transit improvements already in the RTB Five-Year Transit Plan has been added
- New implementation section on Education
- New implementation section on Enforcement
- New implementation section on Plan Consistency and Updates
- New implementation section on Right-of-Way Preservation
- New implementation section on Land Use Strategies
- New implementation section on Transportation Management
- Changes to the Governance section will be made following the Metropolitan systems Committee meeting on February 6, 1992.

RECOMMENDATIONS

That the Metropolitan Council:

1. Adopt the Regional Transit Facilities Plan, including model 1 as the LRT governance framework, as approved by the Metropolitan Systems Committee on February 11, 1992.
2. Direct staff to participate with all involved entities in the development of a Memorandum of Understanding which would include the necessary tools to implement the LRT governance framework in the plan adopted by the Council, and report back to the Committee or Council in two weeks on the progress of the memorandum.

Respectfully submitted,

Dirk deVries, Chair

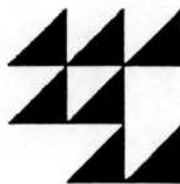
J

DRAFT

REGIONAL TRANSIT FACILITIES PLAN

As Approved by the
Metropolitan Systems Committee

February 11, 1992



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

Publication No. 550-92-024

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SUMMARY

This Regional Transit Facilities Plan was prepared by the Metropolitan Council in close cooperation with the Regional Transit Board, Minnesota Department of Transportation, and Metropolitan Transit Commission, and with the help of many transportation agencies in the Twin Cities Metropolitan Area. Its purpose is to serve as a guide for making the best decisions on future transit investments in the region.

The plan advocates a multiple-strategy approach to moving people in the Twin Cities Area. Many different transit tools are required to meet a wide variety of needs in the region. The plan's focus is in favoring vehicles carrying more people than a lone driver -- "multioccupant vehicles" or MOVs, which can be light rail transit (LRT), buses, carpools or vanpools.

In addition to these transportation strategies, the plan underscores the relationship between transportation and land use by proposing that a portion of the region's future growth be guided along transit-oriented corridors.

Chapter 1 of the plan describes the importance of the transportation system, its influence on the development pattern of the region, and the trends in travel patterns. The chapter discusses how the auto-oriented freedom and flexibility in the region have come at a high price, and that the region can not build its way out of congestion without adding to a "vicious cycle" of highway/development-related urban sprawl.

Chapter 2 discusses the "vision" of the plan, which includes four critical elements: transportation management, incentives for multioccupant vehicle use, strengthened transit services, and more efficient and "transit-friendly" land uses.

Chapter 3 describes the new transit and transit-related land use concepts, and actions needed to implement them.

Chapter 4 includes the evaluation of transit options. First, needs in major transportation corridors are identified. The priorities of the existing high-occupancy-vehicle (HOV) and light rail transit plans are reviewed. Then, the modal priorities and corridor priorities are compared to determine which corridors and transit options are the most viable candidates for major transit facilities.

Chapter 5 discusses various alternatives. Recommendations are made for transit service improvements, low-capital improvements such as transit hubs and park/ride lots, and major capital improvements, including light rail transit in the Central Corridor, some short-term HOV improvements and a "transit envelope" on I-35W before an ultimate HOV and/or LRT solution is built. Recommendations are also made for HOV lanes on I-494, and conversion of existing lanes to HOV lanes on I-94 north of downtown Minneapolis and east of downtown St. Paul.

Finally, implementation issues are discussed in **Chapter 6**. These issues include such matters as timing/staging, governance of light rail, funding, land use strategy implementation, right-of-way preservation and travel demand management.

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, plans, and studies already available or under development, including new data on travel behavior in region.

Prepared by...

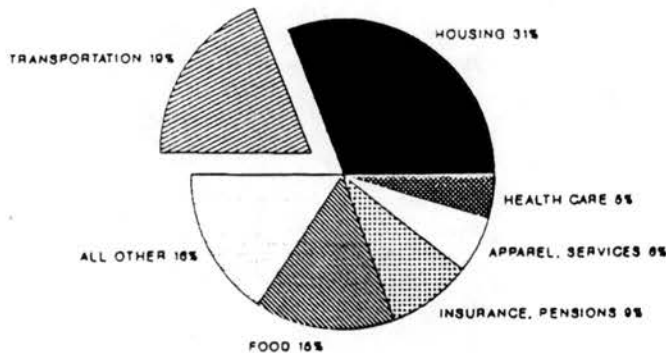
- The plan represents the best thinking of all transportation-related agencies in region: the Metropolitan Council, Regional Transit Board and the Minnesota Department of Transportation. It's a product of the cooperative transportation planning effort that includes the intergovernmental Transportation Advisory Board and its Technical Advisory Committee. The plan draws on the expertise of the Metropolitan Transit Commission, the "opt out" transit providers, cities, 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
EXPENDITURES¹



- TRANSPORTATION IS CRITICAL FOR THE REGION'S ECONOMIC AND SOCIAL HEALTH

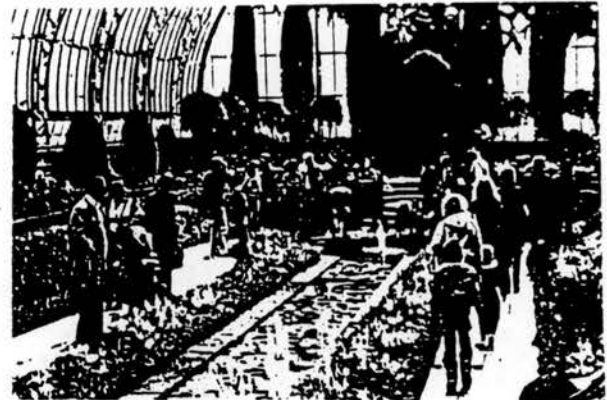
• Transportation provides many of the vital linkages that enable our modern economy to function

- 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.

• Carefully selected transportation projects, including transit and highways, can improve the productivity of the economy.

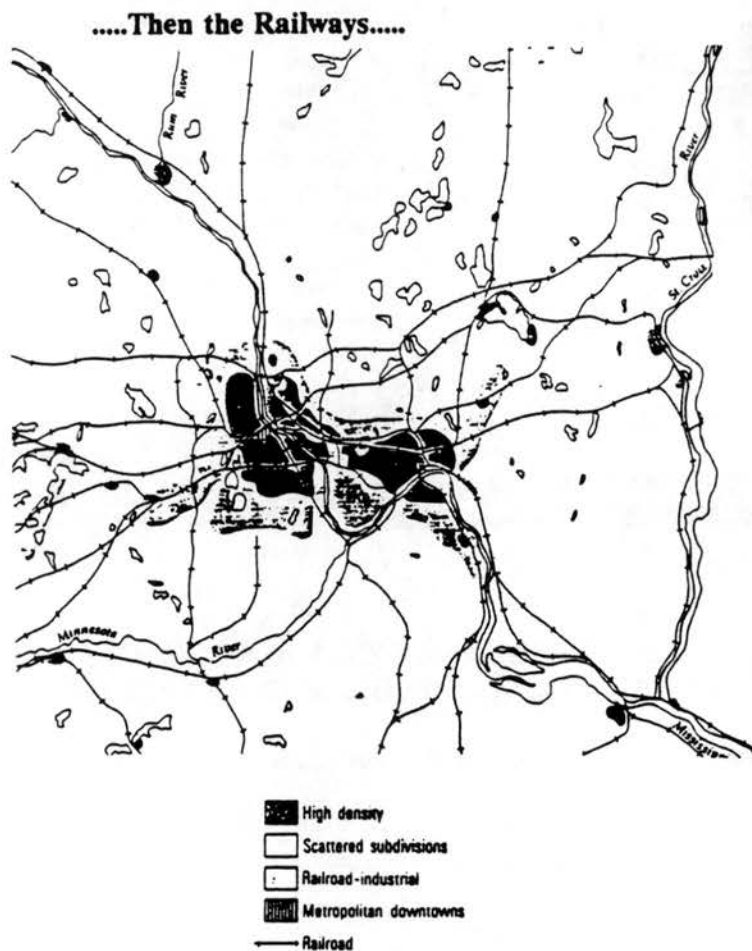
*Regionally, 8.4 million trips are made each day by residents of the Twin Cities Metropolitan Area, providing access to homes, work, shopping, school, business, recreation and health care.



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 A MAJOR PRIMARY IMPACT ON THE GEOGRAPHIC LAYOUT OF THE TWIN CITIES METRO AREA.



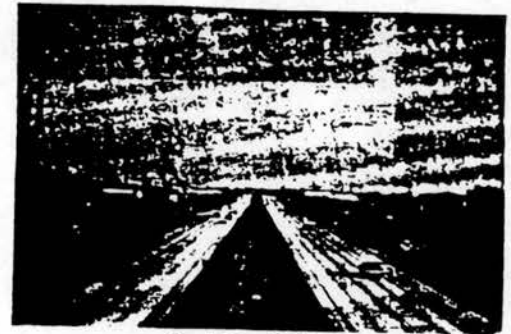
.....First the Rivers.....



- 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

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

....Then the Highways



I-494 1969

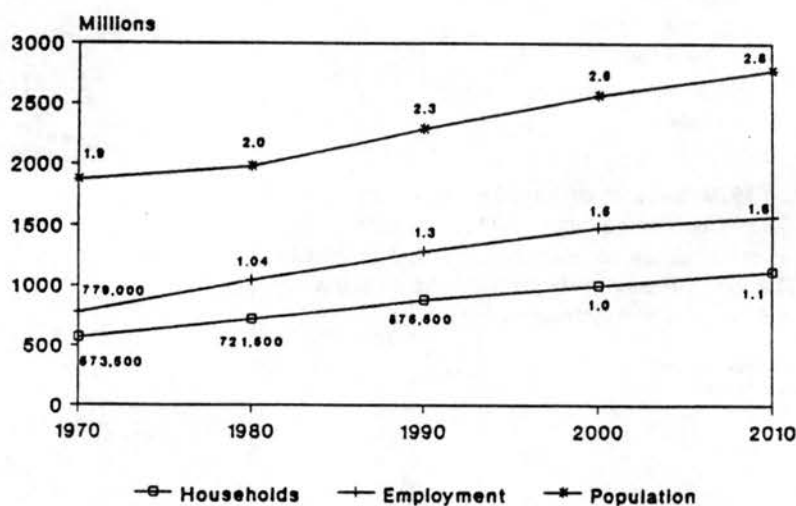
- Rail-Era Core**
- High density
 - Rail-industry
 - Metropolitan downtowns
- Auto-Era Expansion**
- Pre-World War II
 - Post-World War II
 - Major office, retail, industrial
 - Freeway
 - Arterial

• The Twin Cities in the 1980s, encompassing 800+ square miles containing over three times the population of 1920 and reflecting auto-era development. Social, economic and technical changes including the highway system made possible this spread of development.

SOCIOECONOMIC TRENDS

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

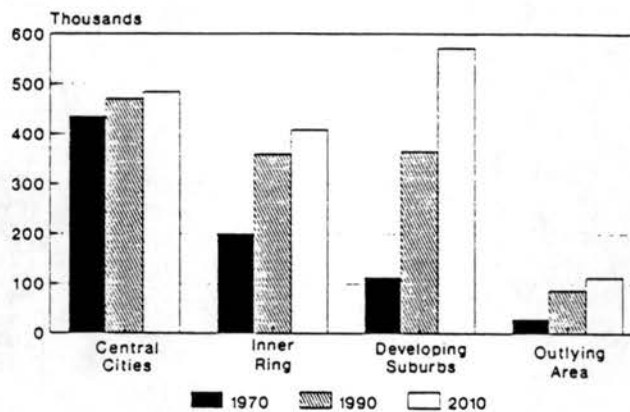
DEMOGRAPHIC & SOCIOECONOMIC CHANGES
1970-2010



THE TWIN CITIES AREA CONTINUES TO BECOME MORE DECENTRALIZED

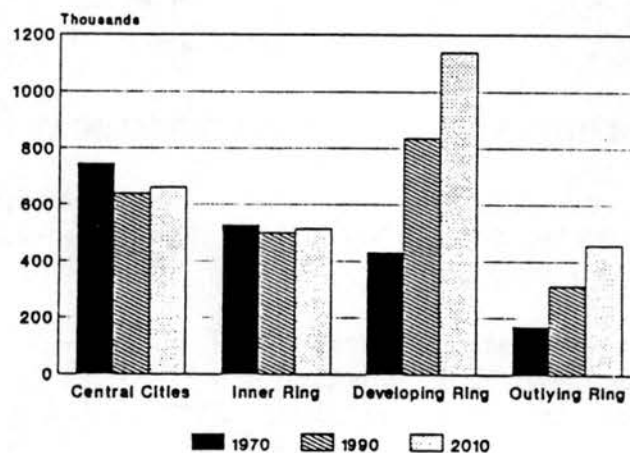
- In 1970, about 56 percent of the region's jobs were located in the central cities. By 1990, the central cities' share had declined to 40 percent and by 2010 it will be just over 30 percent. During the same period, the share of jobs in the inner and developing rings grew from 40 percent to 56 percent 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.

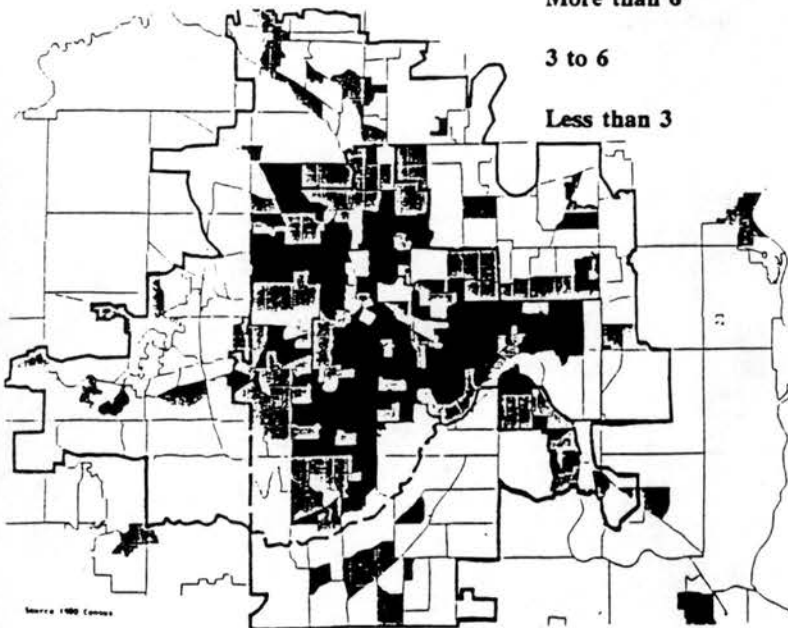
Population Density (Persons Per Acre)

Persons Per Acre:

More than 6

3 to 6

Less than 3



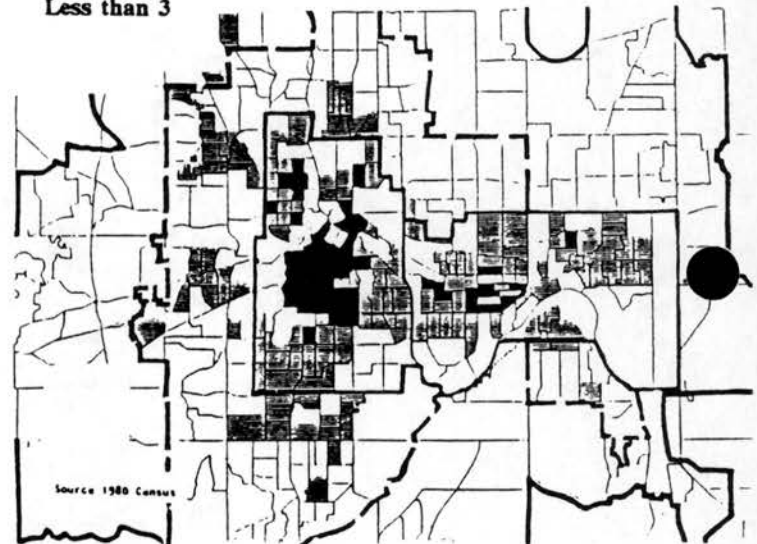
Household Density (Units Per Acre)

Households Per Acre:

More than 6

3 to 6

Less than 3



LOWER-INCOME HOUSEHOLDS ARE CONCENTRATED MAINLY IN THE CENTRAL CITIES

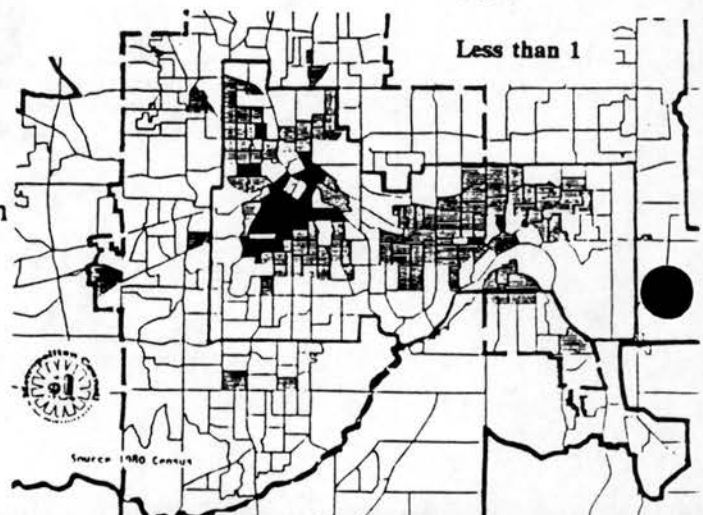
- About 20 percent of the region's households are of low income (defined as between less than \$10,000 and up to \$20,000, based on household size).
- Large concentrations of low-income households are located in Minneapolis and St. Paul. A few pockets of low-income household concentrations are located in the first-ring suburbs.
- Lower-income households have a greater reliance on transit to meet their travel needs.

Low-Income Household Concentrations

Low-Income Households Per Acre: More than 3

1 to 3

Less than 1



Areas:

Metropolitan Urban Service Area _____

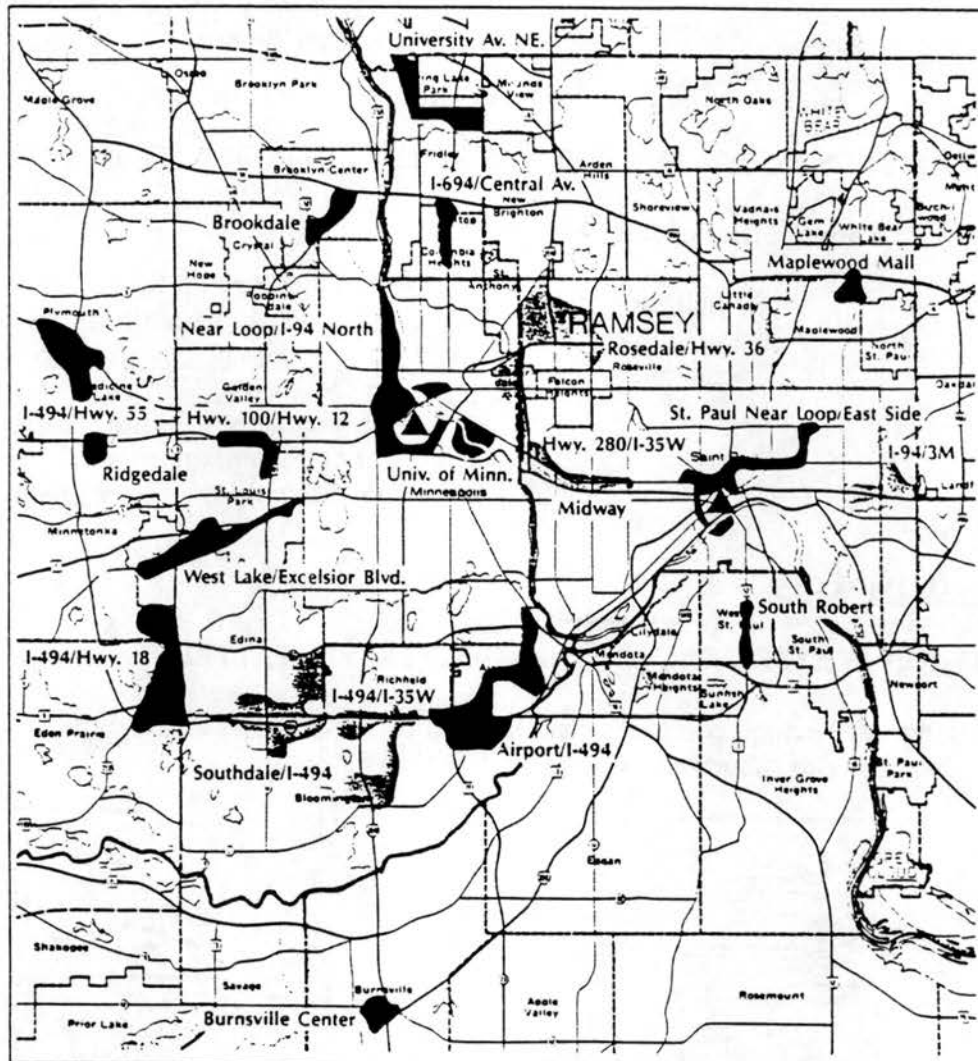
Fully Developed Suburban Area - - - - -

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 retail sales of \$100 million or more

- Concentrations with employment of 10,000 or more and 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 to serve the growing region.
- 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 and have not compensated for the transit disinvestment on the 1950's.
- Commitment to transit, while enhanced during the energy crisis of the mid- and late 70s, 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.



YEAR 2000 WORK TRIPS
SUBURB - TO - CBD

RTB REGIONAL TRANSIT BOARD

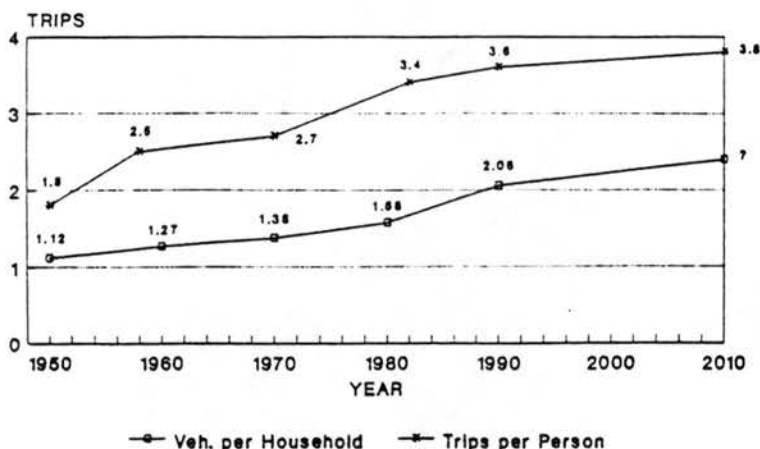


YEAR 2000 WORK TRIPS
SUBURB - TO - SUBURB

RTB REGIONAL TRANSIT BOARD

THE REGION IS MORE MOTORIZED AND MOBILE THAN EVER

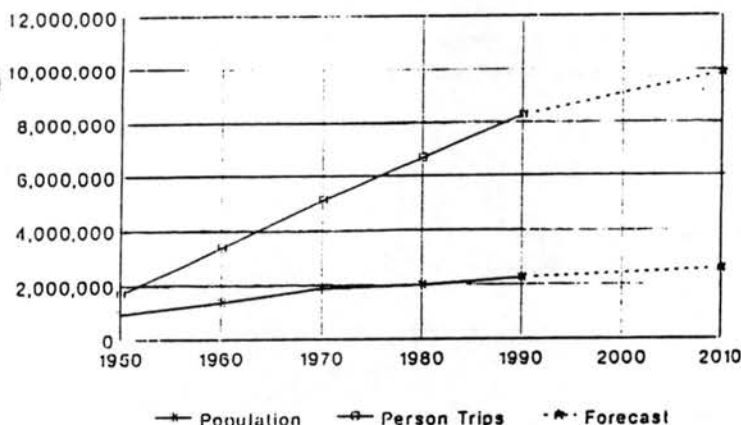
METRO TWIN CITIES PER CAPITA PERSON TRIP
RATE AND VEHICLES PER HOUSEHOLD
1950-2010



VEHICLES AND TRIP-MAKING HAVE REACHED UNPRECEDENTED LEVELS CONTINUED TO GROW

- 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.

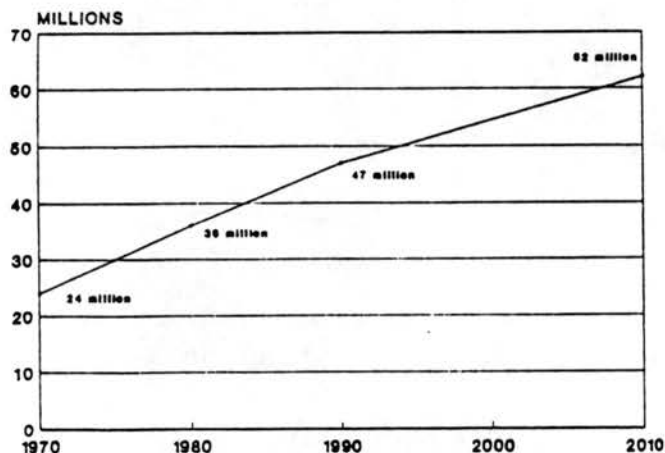
METRO TWIN CITIES
REGIONAL POPULATION AND PERSON TRIPS
(Compared to 2010-F Forecast)



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 2010.

DAILY VEHICLE MILES TRAVELED

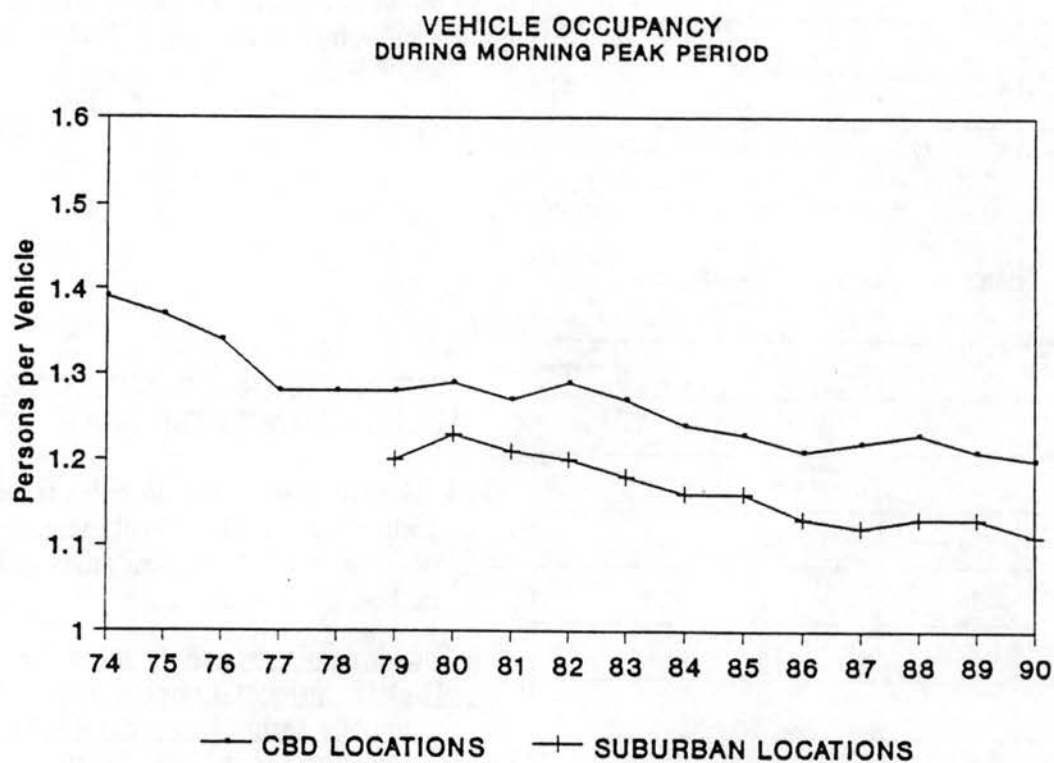
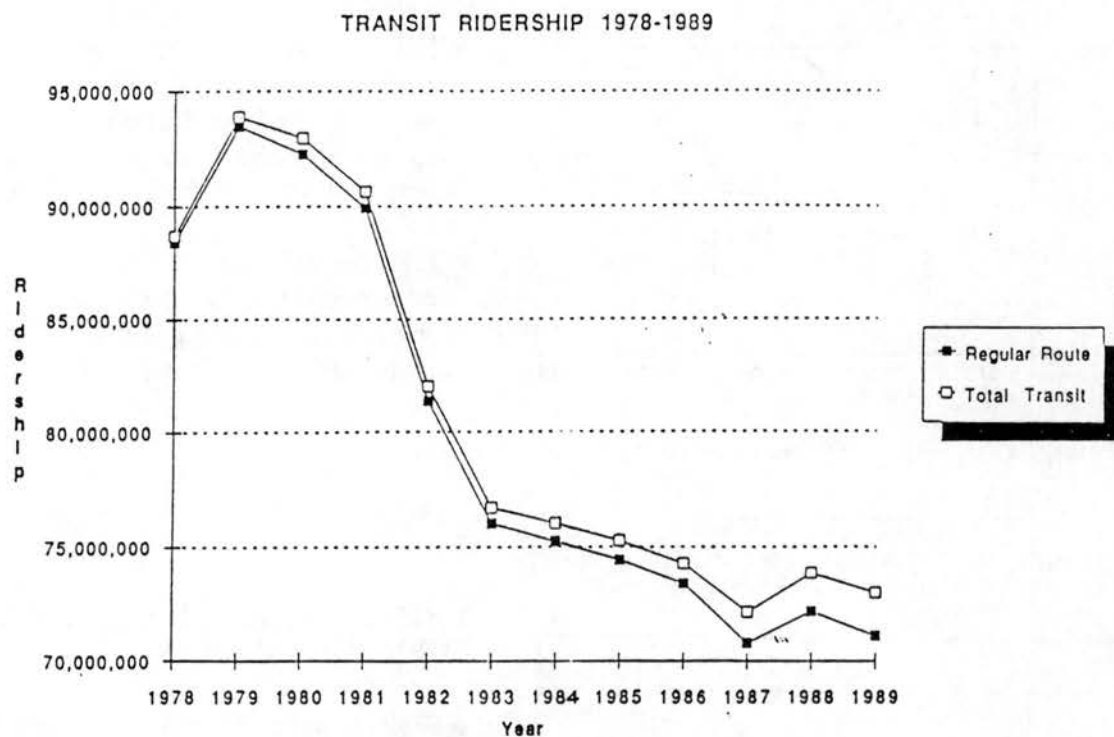


THE NUMBER OF MILES TRAVELED HAS GROWN TREMENDOUSLY

- 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 dramatic growth in miles traveled has offset environmental improvements in automobile technology. Even with engine improvements, road vehicles today account for 56% of carbon monoxide emissions and 25% of petroleum consumption.

THE REGION IS LESS TRANSIT-ORIENTED THAN EVER BEFORE

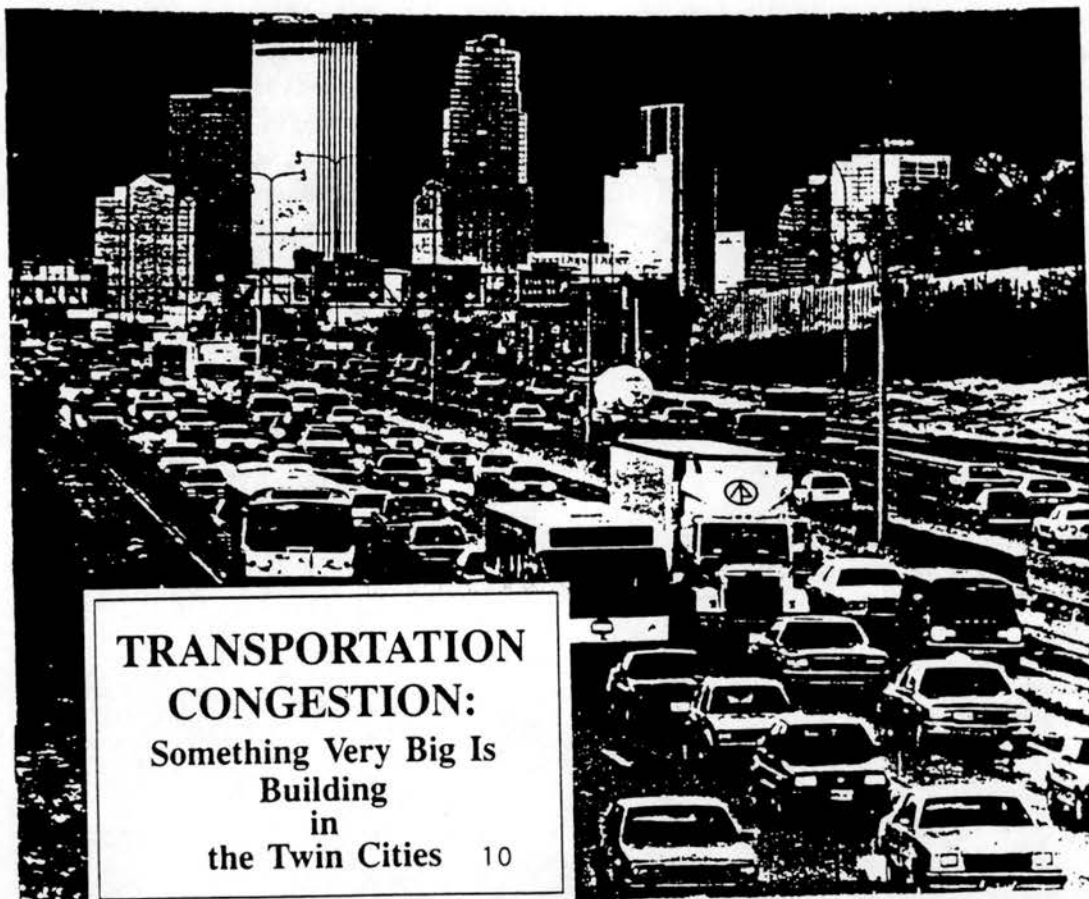
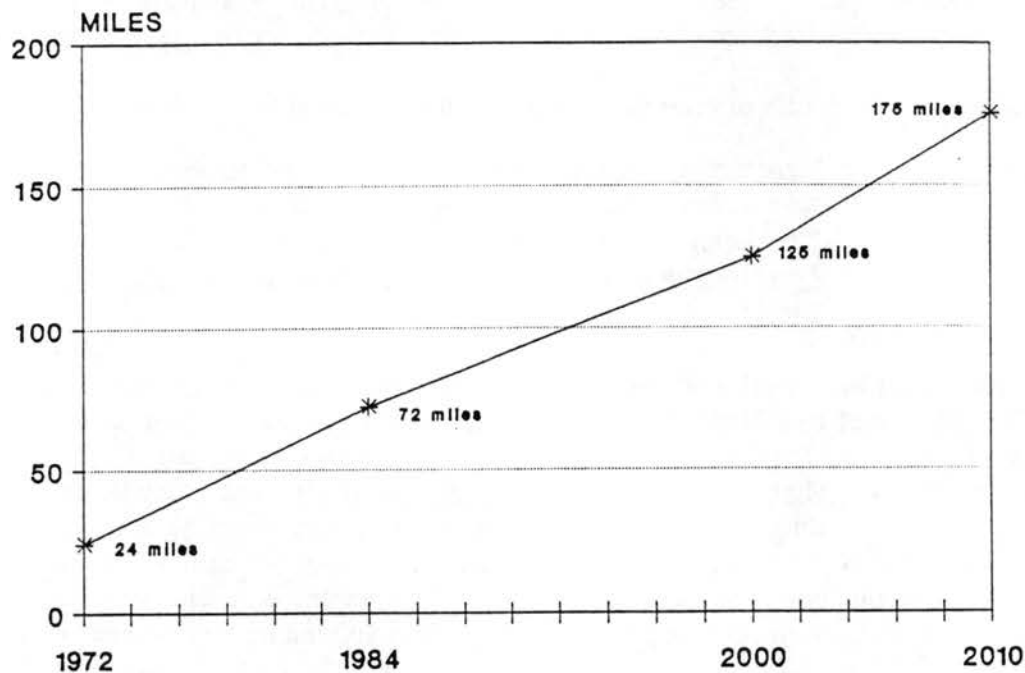
*People have been riding buses less, and have been less likely to carpool or vanpool.



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



**TRANSPORTATION
CONGESTION:**
Something Very Big Is
Building
in
the Twin Cities 10

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:

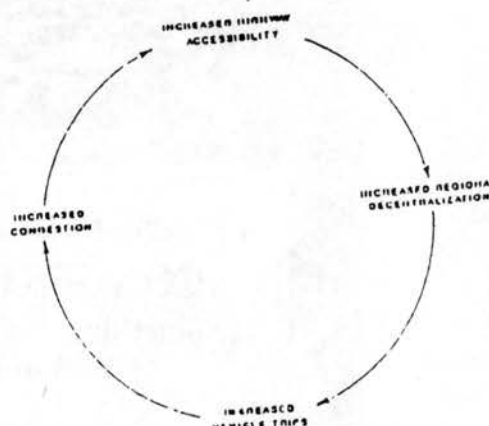
- * greater reliance on the single-occupant automobile
- * an increasingly congested highway system
- * declining use of transit and ridesharing
- * environmental pollution, energy efficiency and depletion of petroleum energy resources

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 only mixed use 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 proceed on several fronts, including to reverse declining transit ridership and car occupancy levels and to guide growth toward land use patterns that support transit.

More Highways Lead to More Congestion

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



CHAPTER 2

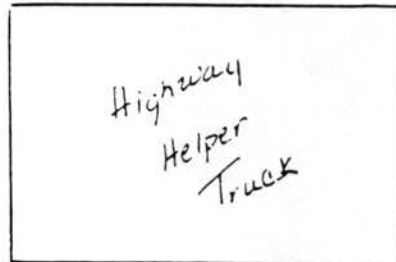
THE VISION

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. Transportation System Management (TSM) and Travel Demand Management (TDM) actions include, among others:



• Freeway Metering increases travel speeds and capacity on the mainline, discourages shorter trips, smooths traffic flow and improves safety.

• Advanced 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 Systems (IVHS)

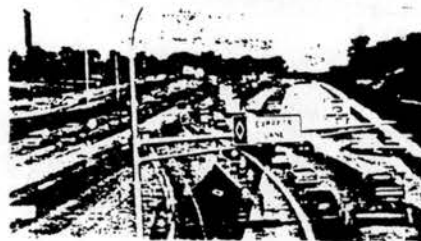
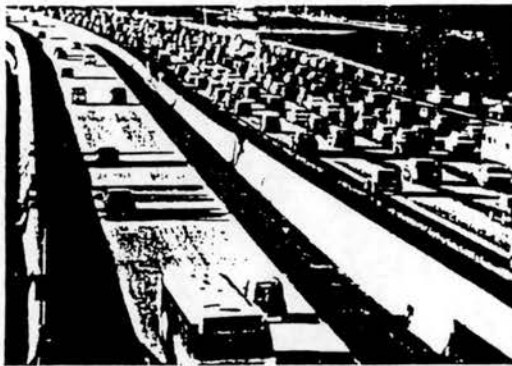
• Workplace based Travel Demand Management (TDM) requires employer and community involvement, applying a carrot and stick approach paired with improvement of commuter options to encourage use of alternative modes, ultimately increasing vehicle occupancy and transit use.

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 and 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



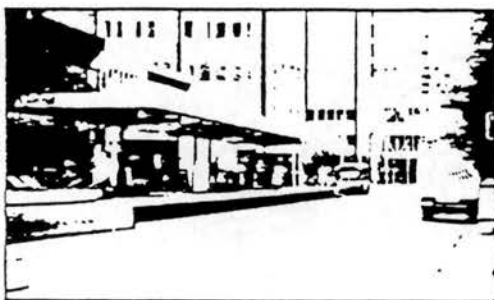
- Parking location and pricing incentives



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 transit usage. Clean, safe, reliable transit services strengthen the market image of the system. 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. Exclusive ways and lanes should be used, where necessary, to move transit and car/vanpool vehicles around congested bottlenecks.

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



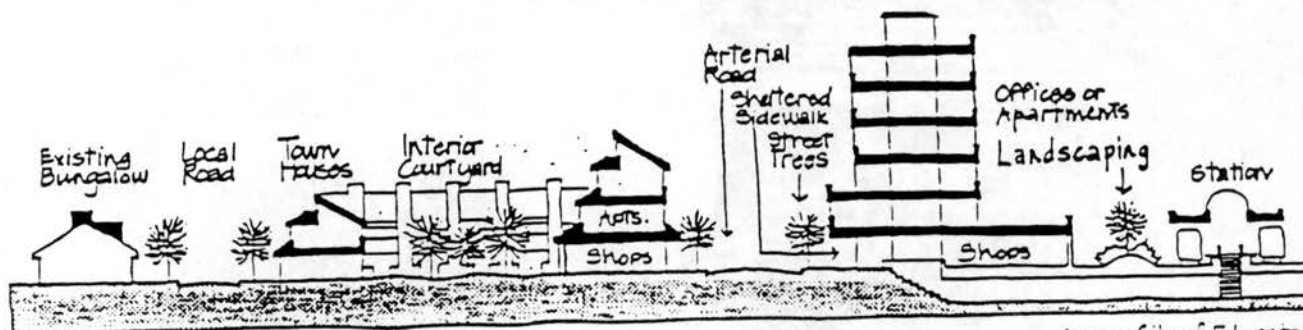
• Local Suburban Circulators connecting to hubs and radial express services



• Alternative 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 bicycle/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:



• 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 vehicle 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 suburban 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

This plan lays a new concept for a re-invigorated, restructured and higher-performance regional transit system. Key to this concept is the provision, whenever possible and justified of reserved right-of-way for multi-occupancy transit (MOV) vehicles to make them more competitive with the single-occupant automobile. This concept also recognizes transportation system management (TSM), travel demand management (TDM), multioccupancy vehicle (MOV) incentives, 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. All of these strategies are consistent with the concepts of travel demand management.

This 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. As the regular-route bus fleet is replaced with accessible vehicles, and the RTB's Americans with Disabilities Act Plan is implemented, the benefits of this concept are further extended to all persons with disabilities. Finally, it is applicable to either ridesharing, bus or rail technology, or to a combination of all of these.

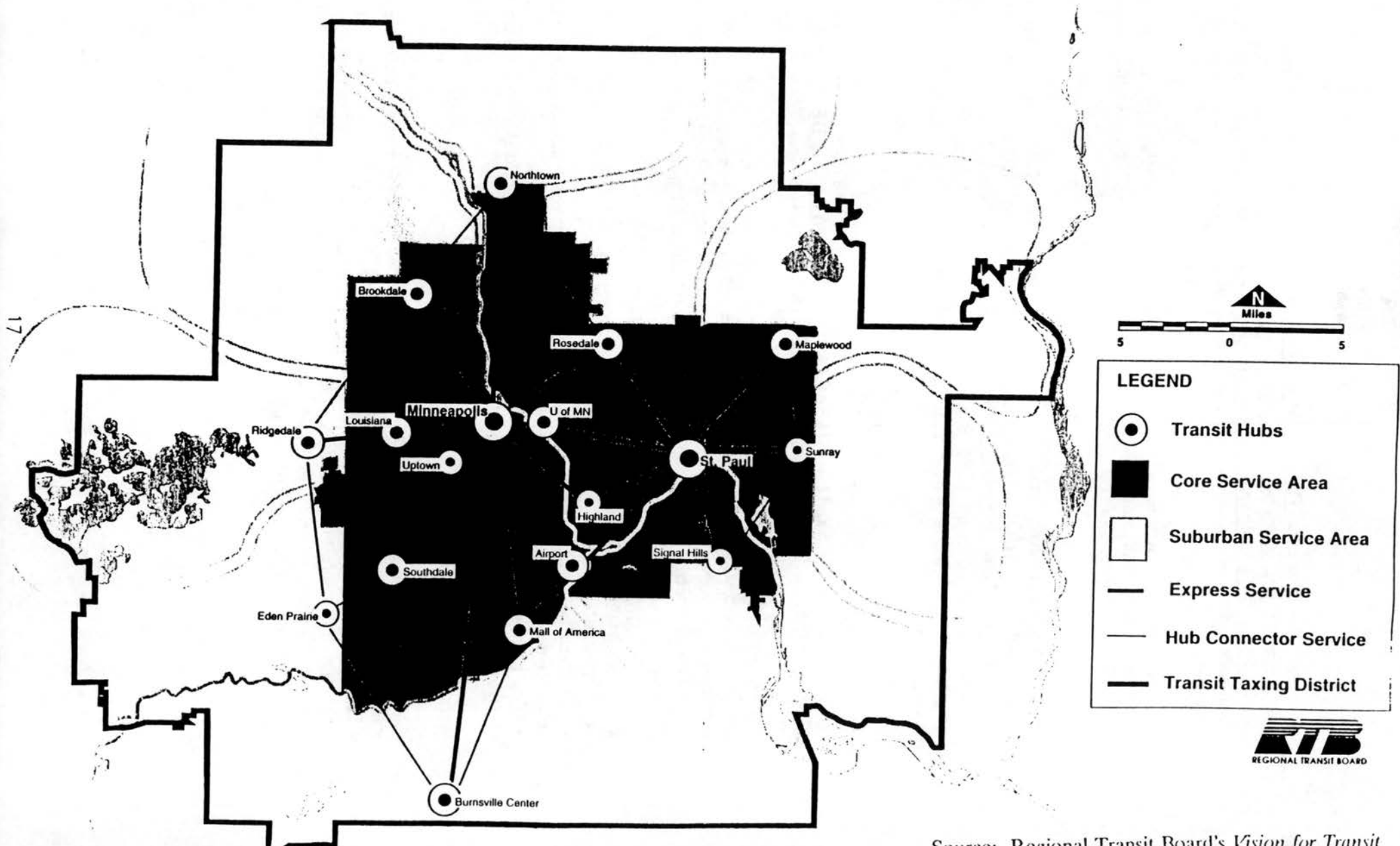
Implicit in this discussion is that the existing and future transit services in the region need to be as safe, clean, comfortable, non polluting and reliable as possible in order to be an attractive travel option. This may include providing protected rights-of-way where necessary, such as transit lanes, to ensure that transit services can perform reliably without interference from auto congestion. It may also include Intelligent Vehicle Highway System (IVHS) applications to help improve transit information and to monitor transit system performance.

Actions Needed to Implement Concept

Four basic actions are needed to implement this new transit concept:

- **A Reorganized System:** The RTB's *Vision for Transit*, shown in Figure 3, proposes a 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, recreation and other activities.

Figure 3.1. Transit System Reorganization



Source: Regional Transit Board's Vision for Transit

- Service Improvements: These would include service additions, namely, increased service frequency, selective addition of routes, more express/limited stop services and local circulators, increased service hours, and user-friendly information services (~~increasing number of routes, increasing service frequency, adding more express/limited stop services and local circulators and increasing hours of operation~~).

- 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 Minneapolis 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), TRAVEL DEMAND MANAGEMENT (TDM) AND MULTIOCCUPANCY VEHICLE STRATEGIES

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 in 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.

Actions 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.
- Local community enactment of parking policies that encourage MOV use.

TRANSIT/DEVELOPMENT STRATEGIES

Cities are encouraged to promote development and redevelopment where appropriate, 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 or bicycle. Provisions for pedestrian/bicycle paths pedestrians and bicycles can bring neighborhoods within non motorized-access distance of transit stops and workplaces.

Transit access to these desirable destinations would be increased. Proactive land use planning around transit facilities 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, pedestrian and bicycle facility 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.

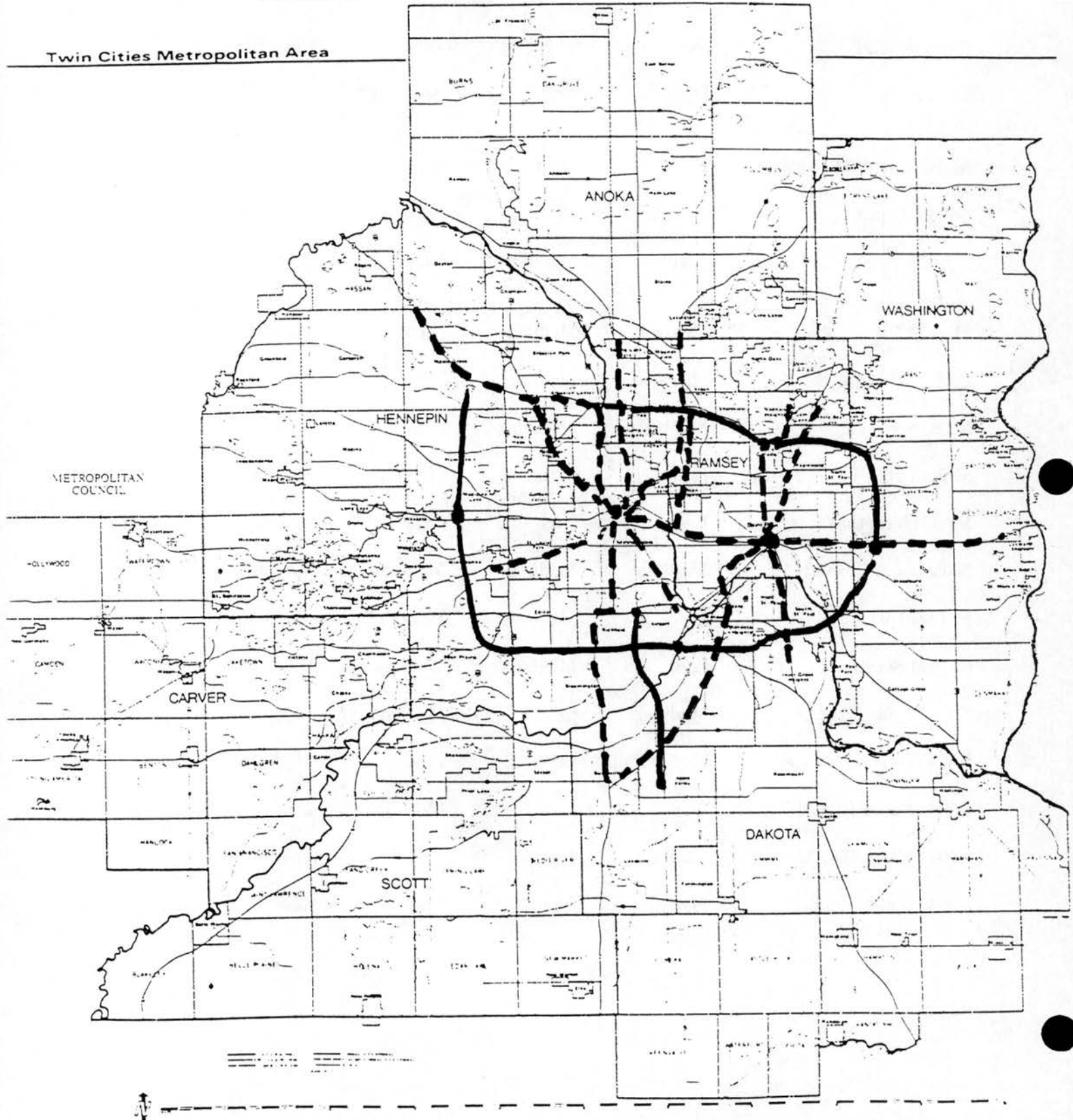
The level of needs and problems has been categorized as very high, high, medium and low for each of the indicators and for the overall corridor ranking. The results of the analysis are shown in Table 4.1 and a more detailed description is included in a technical appendix available upon request. The corridors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

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
<u>TH 77/Cedar Ave.</u>	<u>Medium</u>	<u>Low</u>	<u>Medium</u>	<u>Low</u>
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

FIGURE 4.1

CORRIDORS INCLUDED IN ANALYSIS



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.

Based on information from a preliminary draft of the draft Environmental Impact Statement, 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. Major right-of-way constraints would require the HOV lanes to be on an elevated structure from T.H. 280 west to downtown Minneapolis. The environmental impacts associated with a "double-deck freeway," the high cost, and the limited use of an HOV lane in the remaining portion of the corridor, preclude a Central Corridor HOV lane as a viable solution. ~~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 be 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.

TABLE 4.2

LRT CORRIDOR COMPARISON
Table 4.2 Individual Corridor Costs with Potential Cost Reduction Measures¹ Applied

RTB - 11/21/91

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
• Hlawatha 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
• Hlawatha 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 HCRRRA 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 HCRRRA 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.

Source: RTB

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 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 preliminary 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.

I-35W South

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.

Each of the alternatives was analyzed using preliminary information upon which the draft EIS is being prepared. The light rail costs assume the I-35W LRT line terminates at 96th Street, and that the Central Corridor LRT construction will have already provided tracks through downtown Minneapolis (to the Convention Center) and support facilities. Criteria were developed to assess each of the I-35W alternatives according to reduction in auto driver trips, persons carried on the facility at its maximum load point, reserve transit capacity potential, cost per person using the facility (both transit and total), local traffic impacts, peak hour downtown traffic impacts, right-of-way acquisition impacts, safety, natural environment impacts, parking cost savings and ability to influence land development. A more detailed description of the analysis is included in a technical appendix available upon request.

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~~ \$4.00. The LRT-plus-lane conversion alternative is in the middle, with ~~\$3.40~~ \$3.05 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~~ \$2.20 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. Such flexibility is preferable at this time since it may be several years before until the final transit solution can be implemented in the corridor. This extra time will provide an opportunity to gain experience from a Central Corridor LRT line and several HOV other transit facilities in the region prior to committing to a final solution on I-35W. 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. Some specific information on the recommendation and implementation of this alternative is presented in Chapter 5 and Chapter 6.

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 appropriate agencies should develop specific proposals implementing the general policy direction provided in this plan by determining specific sites and route locations.

The major capital improvements proposed will require a longer time span to be developed because of their complexity and resource requirements. Furthermore, at least in the I-35W and I-494 corridors, environmental impact statements are being prepared. Each EIS has its own public participation and review process specific to the issues within each corridor. This Plan and its recommendations do not supersede those EIS processes. While this plan's recommendations are based on preliminary information from those EISs, it is ultimately the responsibility of the Commissioner of Transportation to make the final selection of alternative in the EIS. Following the EIS process, the Council has authority to approve the proposed improvement prior to land acquisition and/or construction under Minnesota Statutes 473.167.

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. These short-term improvements should be implemented within the next three to five years.

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.

In addition to implementing new transit services, Travel Demand Management (TDM) and land use strategies as discussed in Chapters 2 and 3 should be further implemented and supported by all levels of government.

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

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

Figure 5.1 PROPOSED NEW TRANSIT SERVICES



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:

- 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

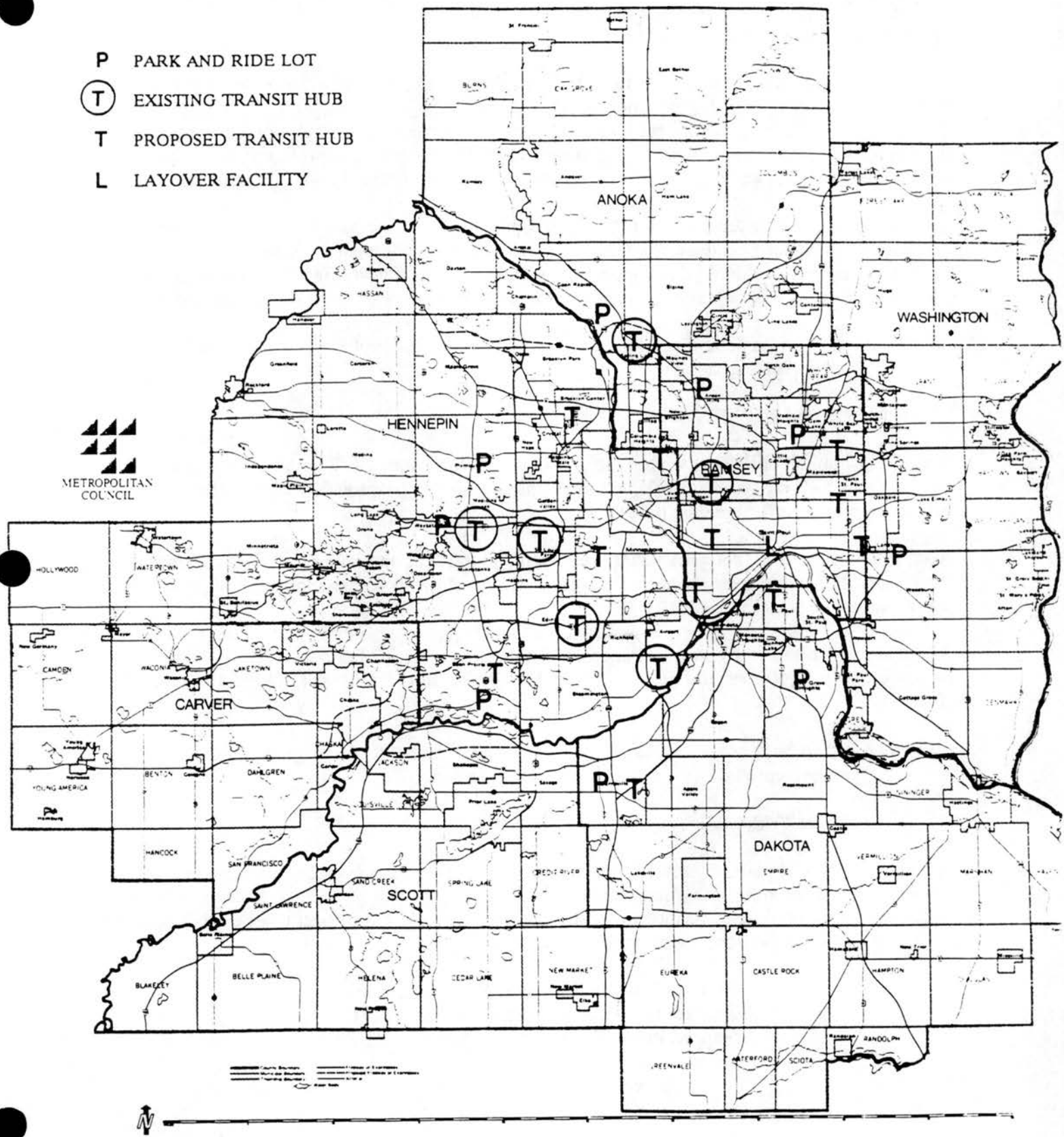
This program has been launched recently by the MTC in cooperation with Mn/DOT, RTB and the Metropolitan Council. It consists of small construction projects that can be implemented almost immediately to provide travel time advantage and reliability to transit vehicles. Projects approved for 1992 include:

- 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

FIGURE 5.2 TRANSIT HUBS / INTERMODAL FACILITIES

FIGURE 5.2 PROPOSED SHORT-TERM TRANSIT HUBS / INTERMODAL FACILITIES

- P PARK AND RIDE LOT
- (T) EXISTING TRANSIT HUB
- T PROPOSED TRANSIT HUB
- L LAYOVER FACILITY



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 non-freeway, 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. In the case of the I-35W and I-494 recommendations, the Commissioner of Transportation has the responsibility to select the preferred alternative following completion of public review for the draft EISs being completed. Following the EIS process, the Metropolitan Council has authority to approve the recommendation as outlined in Minnesota Statutes 473.167.

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 unless significant new information is generated during the public review process. 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. An Alternatives Analysis, as discussed in Chapter 6, should be used to resolve remaining alignment issues. Issues regarding timing, funding and governance are also 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. As discussed in Chapter 4, an alternative that offers the greatest flexibility in terms of what transit solution is implemented on I-35W is preferable. During reconstruction of I-35W, Mn/DOT should provide HOV lanes (converted lanes north of 46th Street and new lanes south of 46th St.). Furthermore, at a minimum, Mn/DOT should reserve enough right-of-way for a transit "envelope" sufficient to accommodate an LRT line to 96th Street. South of 96th St. the diamond lane alternative is recommended as it provides the necessary river crossing capacity. That transit envelope would be where the final transit solution could be implemented in future construction stages.

This solution would be based on the experiences drawn from other regional corridors with LRT or HOV facilities. It could ultimately become either an LRT line, an additional lane where the HOV lane would be located or a combination of both. Mn/DOT should further work to resolve the local traffic impacts and other impacts associated with this recommended alternative.

The first project to be implemented in the corridor, the temporary lane additions between Dakota County and I-494 already programmed by Mn/DOT, should be done as an HOV lane assuming implementation issues discussed in Chapter 6 are resolved. Mn/DOT should also pursue the extension of this HOV component north of I-494, as soon as possible. Implementation issues are also discussed in Chapter 6.

As discussed in Chapter 4, the light rail transit plus lane conversion alternative offers the greatest flexibility in terms of what transit solution is implemented on I-35W. Such flexibility is preferable until the final transit solution is implemented in the corridor. This extra time will provide an opportunity to gain experience from other transit facilities in the region. 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.

Further study of additional alternatives may be necessary to determine an appropriate surface connection for LRT between I-35W at Lake street and downtown Minneapolis because this plan proposes a surface alignment for LRT, while the I-35W EIS assumes the tunnel proposed by the Hennepin County Regional Railroad Authority. A surface light rail transit alternative was considered in the draft EIS for Hennepin County Regional Railroad Authority's Stage 1 LRT system and could, if necessary, serve as a basis starting point for determining an LRT alignment north of 29th Street.

These recommendations could be reconsidered if significant new information is generated during the public review process for the I-35W EIS.

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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 and following determination of the feasibility of safe operations. These projects, together with the I-35W interim HOV lanes and further experience with the I-394 HOV lanes will serve as test cases of the effectiveness of HOV facilities in the region prior to proceeding with the higher-cost HOV lane elements of the plan.

~~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. A federal Alternatives Analysis should be initiated, for purposes of federal funding eligibility as discussed below as well as to resolve any remaining issues of alignment and cost-effectiveness. 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.~~

Project development should continue on I-35W and I-494 taking into consideration the recommendations on alternatives in Chapter 5. The environmental impact statements should be completed by the end of 1992, and Mn/DOT would then proceed with further programming for the improvements.

Construction of transit improvements in the I-35W corridor should begin with the immediate construction of the interim third lane for Dakota County to I-494, much in advance of the final transit solution in the corridor. Mn/DOT should, as part of the project development process, work to resolve issues such as cost, safety, use, additional transit service or other ancillary needs, local traffic impacts, etc., in order to make it possible to use those lanes as HOV lanes. The success of the "Sane Lane" during I-394 construction, as an "public education" as well as operational tool, clearly warrants further application of the interim HOV lane concept.

Funding

Funding issues are particularly volatile at the present time because of the passage of the new federal Intermodal Surface Transportation Efficiency 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.~~ Funding issues, particularly related to federal funding, will need to be further explored and resolved during the course of 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. Furthermore, continued federal, state and regional funding is needed for ongoing capital improvements and operation of existing and committed transit services identified in the RTB Five-year Plan.

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."

The major capital improvements in this plan, including the I-94 projects, I-35W, and I-494 all have combined highway/transit elements that may make them good candidates for federal funding under the new transportation legislation. However, the legislation was only recently passed and the criteria and rules for funding are still not completely known. As these rules are defined Mn/DOT and the RTB should look toward maximizing federal participation on all of these projects.

Concerns have been expressed with respect to pursuing federal funding from the Federal Transit Administration (FTA), formerly known as Urban Mass Transportation Administration (UMTA), for a Central Corridor LRT line. The reasons cited are that it would delay the project up to two years

and that the strict cost-effectiveness criteria used by UMTA FTA might not be met. Early analysis of the new federal legislation are that it would be difficult to obtain federal funds without completing an alternatives analysis. 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.)~~ Table 6.1 shows an example of the potential impact of federal funding levels on regional households if the Central Corridor LRT line is constructed with only federal and/or local funds. The precise impact on a household would depend on many variables such as interest rates and specific implementation requirements.

Preliminary Recommendations

- Federal and state funding support should be strongly pursued for the implementation of the Regional Transit Facilities Plan
- * Federal, state and regional funding support should be provided for capital and operational needs approved in the 1991-1995 RTB Five-Year Transit Plan.
- The new federal transportation funding programs should be reviewed to determine the eligibility of transit improvements recommended in this plan.
- A minimum of 30-50 percent federal funding participation from the Urban Mass Transportation Administration Federal Transit 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 FTA Alternatives Analysis should begin immediately.
- 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.

TABLE 6.1

**POTENTIAL IMPACT OF FEDERALLY FUNDED CENTRAL CORRIDOR
LIGHT RAIL TRANSIT LINE ON LOCAL TAXPAYERS
(EXAMPLE OF LOCAL SHARE RAISED THROUGH REGIONAL BONDING)**

PERCENT FEDERAL FUNDS	REGIONAL BONDING REQUIRED	APPROXIMATE ANNUAL TAX ON AN AVERAGE HOMESTEADED PROPERTY IN THE REGION
0 %	\$ 469,000,000	\$ 29.00
30 %	\$ 328,000,000	\$ 20.00
50 %	\$ 235,000,000	\$ 15.00

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.

Education

The lack of understanding about the value and the use of transit, and HOV in particular, calls for public education. Implementation of this Regional Transit Facilities Plan should include ongoing public education about the environmental and congestion management benefits of transit, HOV treatments, and supportive land use policies. Given public unfamiliarity with HOV systems, special emphasis should be placed on information about the successes nationwide in implementing HOV lanes as one means of maintaining mobility within congested transportation corridors.

Enforcement

Adequacy of enforcement is a major issue encountered in HOV lane projects. Inadequate enforcement degrades HOV lane performance and engenders anger among both multi-occupant vehicle commuters and law abiding single-occupant drivers. Enforcement agencies and even the judiciary should be brought into the planning and design process to ensure that proper enforcement is provided.

Plan Consistency and Updates

The Regional Transit Facilities Plan serves as a companion to the Council's Transportation Policy Plan, and does not supersede existing transportation policies. At the next update of the Transportation Policy Plan, any refinements resulting from the Regional Transit Facilities Plan will be incorporated.

The Regional Transit Facilities Plan is not intended as a static document. Its recommendations are to be incorporated in the RTB Five-Year Transit Plan, detailed route planning by the MTC, and the Alternatives Analysis/EIS processes for major capital investments. The region will learn from its first HOV facilities and LRT line. Knowledge of future population and employment growth, land use patterns and travel behavior will evolve. The Regional Transit Facilities Plan will be revisited and updated as appropriate when significant new information becomes available.

Right-of-Way Preservation

Making provision for future transit needs should go beyond what can feasibly be included as actual projects in the current Regional Transit Facilities Plan. Additional corridors can be expected to require some form of separate transit facility or lane, and it is imperative that rights-of-way with good potential not be lost.

Existing right-of-way preservation should be continued, and where not under way in corridors ranked as having high or upper-medium need/problems, right-of-way preservation should be initiated.

Land Use Strategies

The land use concepts and strategies described in Chapters 2 and 3 should be implemented. The first step toward implementation should be for the Council to conduct a forum to discuss the plan in general and the land use elements in particular with local planners. Following that, appropriate regional direction or local initiative will be used to carry out the recommendations of this plan.

Transportation Management

Transportation System Management and Travel Demand Management (TDM) encompass many different strategies already discussed in this chapter, such as education, enforcement, land use strategies, low-capital and service improvements to transit, etc. Although local groups responsible for these activities have been formed in some communities or areas, the Council will work to continue implementing these TDM/TSM strategies where needed to carry out this plan or the Transportation Policy Plan.

LIGHT RAIL TRANSIT GOVERNANCE FRAMEWORK

Regional Governance Objectives

A governance structure for light rail should address the following regional objectives:

- Ultimate decision-making for regional systems should be focused at the highest level of regional governance -- the Metropolitan Council.
- The governance structure should provide clear lines of accountability through the Metropolitan Council to the state legislature.
- The level of government providing the funding should be responsible for determining how those funds will be expended.
- The structure should make full use of existing government entities before creating new ones.
- The structure should build upon the work done to date and not needlessly duplicate studies.
- The structure should represent all interests in the process and provide formal defined channels for participation by metropolitan cities and counties in decisions affecting them.
- The structure should insure that the light rail transit system is fully integrated with all other metropolitan area transit service.
- The structure should encompass governance for any future light rail transit system and not be limited to the Central Corridor component.
- To the extent compatible with the above objectives, the governance structure should be the most cost-effective, efficient and expeditious approach to planning for and implementing light rail transit.

Roles and Responsibilities

The governance structure for light rail transit should accomplish the following:

1. a strong oversight role for the Council
2. a regional management role for the Regional Transit Board (RTB)
3. a continuing role for the counties, and
4. a role for MN/DOT on at least all design and construction in highway rights-of-way.

The roles and responsibilities that each of these agencies has under this framework are defined below and depicted in Figure 6.1. Some of this roles and responsibilities may require legislative action.

Under this framework the Regional Transit Board (RTB) would prepare the draft environmental impact statement (DEIS), contracting with each regional rail authority to perform technical work. The Minnesota Department of Transportation (MN/DOT) would prepare the final environmental impact statement (FEIS) for each corridor also using the services of the regional rail authorities through contractual arrangements. The Metropolitan Council would have final approval over both EISs and have the same authority to approve the final design of light rail transit as it currently has with respect to controlled access highways. More specifically, the responsibilities under this framework are:

STATE LEGISLATURE: provides statutory authority for governance of the light rail transit system and provides funding through direct state appropriations, directs MN/DOT to allocate federal transportation funds for the state and authorizes the Metropolitan Council to issue regional bonds and the RTB to levy for their debt service.

METROPOLITAN COUNCIL: regional agency with responsibility for developing long range transit system plans that define the service level, timing and location of the light rail system and determine priorities for implementation of the system. The Council also has the responsibility to approve funding of the system through approval of the RTB's Implementation Plan and through the issuance of regional bonds, if necessary. The Council would have approval authority over the DEIS AND FEIS. In a similar manner to existing approval of controlled access highways, the Council would have authority to review the final engineering plans for consistency with the Council transportation policy plans and with the RTB's Implementation Plan prior to MN/DOT undertaking acquisition and construction on a corridor.

REGIONAL TRANSIT BOARD: the transit service planning and programming agency would have the major responsibility for management of the light rail transit implementation process and for administration of program funds for light rail planning, design, engineering and construction. The RTB is accountable to the Metropolitan Council primarily through Council review and approval of its implementation plan which provides for the coordination and integration of light rail transit plans with plans for other metropolitan area transit service. The RTB would prepare the DEIS contracting with the regional rail authorities for technical work.

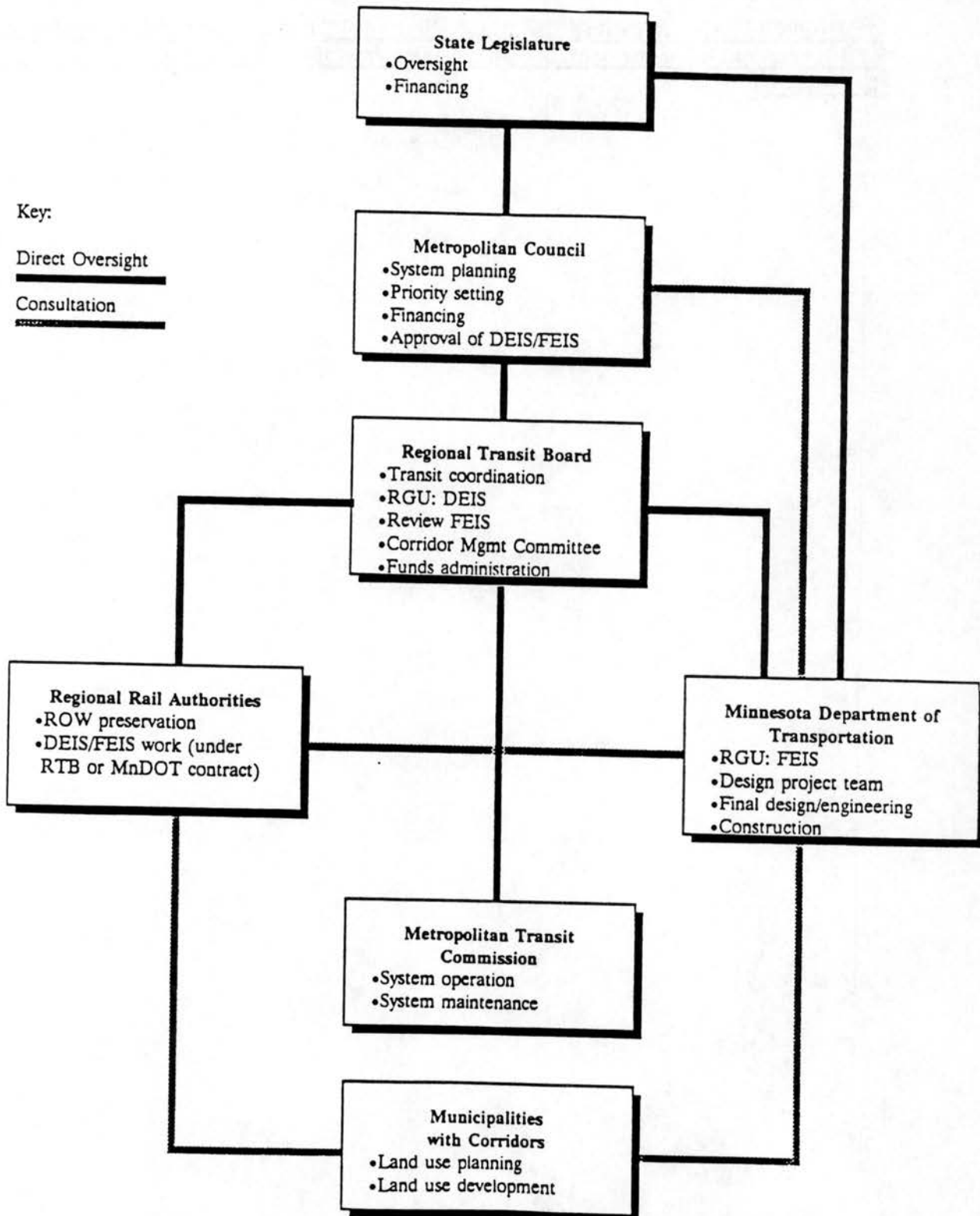
REGIONAL RAIL AUTHORITIES: the seven metropolitan counties, constituted as regional rail authorities and acting independently, have authority for right-of-way preservation and acquisition for future system expansion. The rail authorities would also participate with the cities in the corridor management team in each county in developing alignments within a corridor. In addition, the rail authorities would provide technical work products under contract to the RTB and MN/DOT.

CITIES: the cities are responsible for land use along the corridor alignment and for development/redevelopment decisions in the vicinity of rail stations. They also have some review and approval authority for design in the right-of-way.

MINNESOTA DEPARTMENT OF TRANSPORTATION: MN/DOT would prepare the FEIS contracting with the regional rail authorities for technical work. As a construction agent MN/DOT would be responsible for the final engineering, construction management and contract administration for construction of the system under the oversight of the RTB.

METROPOLITAN TRANSIT COMMISSION: the MTC under the general oversight of the RTB is responsible for the operation and maintenance of the light rail system following its construction.

FIGURE 6.1
GOVERNANCE FRAMEWORK FOR
LIGHT RAIL TRANSIT

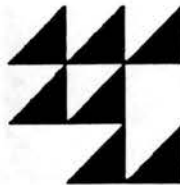


DRAFT

PUBLIC MEETING TESTIMONY:

**APPENDIX TO THE
REGIONAL TRANSIT FACILITIES PLAN**

February 7, 1992



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

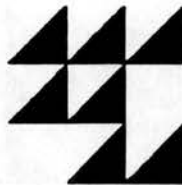
DRAFT

PUBLIC MEETING TEST

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REGIONAL TRANSIT FAC

February 7, 1992



**Metropolitan Council
Mears Park Centre
230 E. Fifth St.
St. Paul, Minnesota 55
291-6359 TDD 291-09**

ABOUT THIS REPORT

This report is a supplementary appendix to the Regional Transit Facilities Plan. The report contains summaries of verbal testimony and copies of correspondence received as part of the public meeting held on January 21, 1992 to receive comments on the Plan.

The report contains three sections. First, a table is provided noting the main changes made to the plan as a result of the public meeting. The table is keyed to a response number. These response numbers are used in the section section of the report, where a summary of each speaker's testimony and a listing of written testimony is given. The third section is a compilation of written testimony received.

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KEY TO CHANGES MADE TO DRAFT REGIONAL TRANSIT FACILITIES PLAN
IN RESPONSE TO PUBLIC TESTIMONY

(The follow table summarizes changes made to the public review draft of the Regional Transit Facilities Plan in direct or indirect response to testimony received)

Response Number	Response
1.	Additional language has been added to Chapter 6 noting the need for Mn/DOT to resolve various issues prior to implementing the proposed interim HOV lane on I-35W.
2.	Additional language has been added to Chapter 2 describing the role of transportation demand management (TDM) and transportation system management (TSM). This includes parking policy changes and other incentives or disincentives are ways to affect travel behavior to make multioccupant vehicle use more desirable. A section on implementation of TDM/TSM has been added to Chapter 6.
3.	The discussion of the recommended alternative for I-35W has been substantially revised in Chapters 4 and 5. It reflects the reservation of a "transit envelope" on I-35W south to 96th Street where the final transit solution could be implemented.
4.	A section has been added to Chapter 6 on the importance of public education regarding transit issues.
5.	A section on implementing land use strategies has been added to Chapter 6.
6.	A summary has been added to the plan to further emphasize the overall intent of the plan.
7.	Chapter 1, page 7 has been revised to make note of the transit <i>disinvestment</i> in the 1950's.
8.	(Governance, to be added)
9.	The discussion and recommendations on funding in Chapter 6 have been enhanced.
10.	Additional language regarding a Central Corridor Alternatvies Analysis has been added in Chapter 6.
11.	A new section has been added to Chapter 6 to address the issue of right-of-way preservation.
12.	Chapter 3 has been revised to recognize the implementation of the RTB's Americans with Disabilities Act Plan implementation.

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13.	Additional language has been added in Chapters 5 to acknowledge that environmental impact statements for I-35W and I-494 have their own public involvement and review processes that are not superceded by this Plan, and that the Commissioner of Transportation still has the ultimate responsibility to select alternatives. This plan's recommendations could be changed if significant new information is generated as part of the EIS process in each corridor.
14.	Chapter 5 has been revised to note that the draft EIS for Hennepin County Regional Railroad Authority's Stage 1 LRT system could, if necessary, serve as a basis for determining the alignment of an LRT line in that portion of the I-35W corridor.
15.	Language in Chapter 5 and Chapter 6 notes that regional experiences with new transit facilities (such as HOV lanes) can serve as test cases of effectiveness prior to proceeding with the higher-cost HOV lane elements of the plan.
16.	A section has been added to Chapter 6 on the importance of HOV lane enforcement.
17.	Chapter 1 has been revised to note the impacts of transportation on energy efficiency and the environment.
18.	A section on plan consistency and updates has been added in Chapter 6 to frame the relationship among this plan, the regional Transportation Policy Plan and other plans prepared by regional agencies.
19.	Discussion of strengthening transit services has been expanded in Chapters 3 and 4.
20.	Language has been added to Chapter 5 to describe in more detail the evaluation criteria used in the analysis.
21.	Numerous clarifications have been made, particularly in Chapter 1.
22.	Bicycles have been added to the discussion of land use in Chapter 2 and 3.
23.	The reasons for eliminating consideration of a Central Corridor HOV lane alternative have been added to Chapter 4.
24.	Clarification has been made in Chapter 5 that the specific locations of transit hubs, park/ride lots, etc. and transit route locations are to be made by implementing agencies following the general direction of this plan.
25.	The TH 77/Cedar Avenue Corridor was added to the list of major transportation corridors considered in the analysis in Chapter 4.

13.	Additional language has been added in Chapters 5 to acknowledge that environmental impact statements for I-35W and I-494 have their own public involvement and review processes that are not superceded by this Plan, and that the Commissioner of Transportation still has the ultimate responsibility to select alternatives. This plan's recommendations could be changed if significant new information is generated as part of the EIS process in each corridor.
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15.	Language in Chapter 5 and Chapter 6 notes that regional experiences with new transit facilities (such as HOV lanes) can serve as test cases of effectiveness prior to proceeding with the higher-cost HOV lane elements of the plan.
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17.	Chapter 1 has been revised to note the impacts of transportation on energy efficiency and the environment.
18.	A section on plan consistency and updates has been added in Chapter 6 to frame the relationship among this plan, the regional Transportation Policy Plan and other plans prepared by regional agencies.
19.	Discussion of strengthening transit services has been expanded in Chapters 3 and 4.
20.	Language has been added to Chapter 5 to describe in more detail the evaluation criteria used in the analysis.
21.	Numerous clarifications have been made, particularly in Chapter 1.
22.	Bicycles have been added to the discussion of land use in Chapter 2 and 3.
23.	The reasons for eliminating consideration of a Central Corridor HOV lane alternative have been added to Chapter 4.
24.	Clarification has been made in Chapter 5 that the specific locations of transit hubs, park/ride lots, etc. and transit route locations are to be made by implementing agencies following the general direction of this plan.
25.	The TH 77/Cedar Avenue Corridor was added to the list of major transportation corridors considered in the analysis in Chapter 4.

SUBMITTERS OF PUBLIC TESTIMONY

FOR TRANSIT CAPITAL FACILITIES PLAN PUBLIC MEETING

Public Meeting Held January 21, 1992

Michael Turner, Dakota County Commissioner
Glenn Olson, Downtown Minneapolis Transportation Management Organization (TMO)
Roger Peterson, Association of Metropolitan Municipalities
Harvey Dow, Edina Citizen
Ed Cohoon, Deputy Commissioner, Mn/DOT
Sen. Linda Berglin
Paul McCarron, Anoka County
Michael Ehrlichmann, Regional Transit Board Chair
Bob Morgan, Public Works Dept., City of Minneapolis
Mayor Dan McElroy, Burnsville
Peter Vanderpoel, Citizen's League
John Derus, Hennepin County Commissioner
John Finley, Ramsey County Commissioner
Burl Haar, Assistant Commissioner, State Dept. of Public Service
John Jamieson, Minneapolis resident
Joan Vanhala, People of Phillips
Rep. Karen Clark
Charles Honchel, City of Bloomington
Claudia Slovacek, People of Phillips
Mike Miller, City of Minneapolis
Mark Magnuson, Minneapolis Citizen
Joan Vanhala, Minneapolis
Diana Slayter, Minneapolis resident
S. Dore' Mead, Neighborhood Transportation Network
Jerri Sell
Dick Braun, Center for Transportation Studies, University of Minnesota
Tom Weaver, Metropolitan Transit Commission
Chris Nelson, Whittier Alliance
Ed Burke, People of Phillips
Michael O'Neal, People of Phillips
Ron Nordick, People of Phillips
Jim Niland, Minneapolis City Council, 6th Ward
Robert McLean, retired engineer
John McIntyre, St. Stephen's Church, Minneapolis
Council of Metropolitan Area Leagues (submitted written comments only)
Transportation Advisory Board (submitted written comments only)
Neal St. Anthony, Evergreen Square Townhomes (submitted written comments only)
Hennepin County Regional Railroad Authority (submitted written comments only)
City of Richfield (written comments only)
Southwest Metro Transit (written comments only)
Sally Grans, Minneapolis resident

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City of Richfield (written comments only)
Southwest Metro Transit (written comments only)
Sally Grans, Minneapolis resident

SUMMARY OF ORAL PUBLIC TESTIMONY

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Response: See Responses 1,2,3,4,24,25

Glen Olson, Downtown Minneapolis Transportation Management Organization (TMO). (Also submitted written comments) Explained the TMO's concern about increasing downtown traffic congestion; expressed support for promotion of all forms of multi-occupant vehicle use and light-rail transit (LRT) and HOV lane alternatives as long as adequate access will be provided directly into and out of the downtown. Supported transportation management and public education about transit. Said that two lanes of access should be provided for mixed traffic entering downtown Minneapolis from I-35W.

Response: See Responses 2,4,5

Harvey O. Dow, Minneapolis resident. Stated the oil and tire companies as well as General Motors were directly responsible for the destruction of the Twin Cities streetcar system and should upgrade and pay for the needed transit system that they had destroyed 36 years ago. Separated transit, express and mixed use lanes should be built as in Toronto -- carpool lanes interfere with those wanting to drive alone. The plan does not propose anything other than a continuation of auto-dominance.

Response: See Response 6,7

John Derus, Hennepin County Board of Commissioners. (Also submitted written comments) The plan is a good one but should be improved by changing the governance element for LRT implementation to include the counties' regional rail authorities as already exists through the Joint Powers Agreement.

Response: See Response 8

Ed Cohoon, Minnesota Department of Transportation. (Also submitted written comments) Expressed support and appreciation for the opportunity to be a partner with the Council, Regional Transit Board (RTB) and other agencies in developing the transit initiative plan. Endorsed governance recommendations on LRT. Strongly endorse strategies to support HOV/transit use, including marketing, park-and-ride facilities, downtown HOV parking incentives and more resources for enforcement. Noted that the I-35W EIS process will address the concept of reserving a transit "envelope" in that corridor.

Response: See Response 3,6,8,9,10

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Response: See Responses 2,3,4,17

Mayor Daniel C. McElroy, City of Burnsville. The I-35W corridor is the most critical issue in the plan for the city. He mentioned ramp meter delays, the need for more capacity flexibility for improvements over the Minnesota River and concern that the inclusion of a HOV lane would be unenforceable. After the city council meets on Jan. 21 it will adopt a resolution and forward it to the Metropolitan Council as the city's formal comments on the transit facilities plan.

Response: See Responses 1,3,25

Peter Vanderpoel, Citizens League. Expressed basic support for the plan, which offers a wide variety of improvements. The plan should more clearly state that the Minnesota Department of Transportation should be more involved in the alternatives analysis. The cost/ridership numbers suggest prudence in implementing LRT. Said the plan needs to define its relationship to the Transportation Policy Plan and other plans.

Response: See Responses 3,8,9,18,24

Burl Haar, Assistant Commissioner, Dept. of Public Service. Used overheads to explain energy use data from 1960-1990 and how that use has increased over this period. The transit plan is a real way to address these concerns. Energy should be evaluated too for it is a key factor that should be taken into account in the plan process.

Response: See Responses 2,17

Tom Weaver, Metropolitan Transit Commission. Transit ridership has declined significantly over the last decade, and this plan gives us the opportunity to turn that trend around. It is a good piece of work, and the MTC will be happy to help implement this plan.

Response: See Response 6,24

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Response: See Responses 3,5,13,15,16

Mike Magnuson, Minneapolis resident. Encouraged the implementation of many principles outlined in the plan. Suggested inclusion of the role of bicycles, which could play a role when used in conjunction with the transit system. Emphasized that people can change their behavior, but there has to be positive and negative incentives for them to do so. Transportation projects should be aimed toward mass transit and should be linked to overall land use planning, and the growth of the suburbs should be controlled.

Response: See Responses 2,6,22

Joan Vanhala, People of Phillips Neighborhood Group. Changes to I-35W will have a negative impact on our community. Stressed the importance of neighborhood input as a valuable part of the process. Concerns must be addressed or other means will be taken.

Response: See Response 13

Claudia Slovacek, People of Phillips Neighborhood Group. It is unacceptable to remove 400 units of housing so Burnsville residents can be home three to five minutes earlier. Encouraged the construction and implementation of mass transit. If it is made inconvenient for suburban people, they will use mass transit. Single-occupant vehicles are no longer acceptable. Hear the people.

Response: See Responses 3,20

Ed Burke, People of Phillips Neighborhood Group. Homes not highways. Mistakes of the past should be corrected. there has been a steady increase in air and noise pollution and a steady decline in neighborhood livability. We must listen to our inner city neighborhoods. We have been ignored. LRT should be explored.

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Response: See Response 12,13

Jerri Sell, Field-Regina NBD, Minneapolis. Will submit written comments at a later time. I-35W construction will add to neighborhood air pollution and property values will be adversely affected. The neighborhood supports a no-build stance.

Response: See Response 6,13,20

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature] 2/17/92
Authorized Signature Date

Board Action Requested

Update on Legislation

DISCUSSION ONLY

Request Justification

A verbal report will be given at the meeting on proposed state legislation relating to transit.

Budgeting and Accounting *[Signature]* 2/19/92
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
February 25, 1992

Signature

Date

Board Date

Signature

Date

[Signature]
[Signature]

2/21/92

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: Legislation

DATE: February 23, 1992

The following bills have been or soon will be introduced relating to transit:

SF 1869, Sales tax on gas

Authors: Pappas, Riveness, Novak, Knaak, Mondale

Provides incentives for transit use, sales tax on gas of 4 percent for transit use.

Senator Pappas is considering an amendment to her bill that would increase sales tax on gas to 6-1/2 percent, 2-1/2 percent for LRT construction, 4 percent for other transit purposes. Hearings will most likely be the first week in March.

SF 1750, Constitutional dedication of MVET, 5 cent increase in gas tax

Authors: Langseth and others

This bill, supported by the Transportation Alliance, places on the ballot the constitutional question of dedicating motor vehicle excise taxes to transit operations. It also increases the gas tax 5 cents to pay for a variety of uses, including the state patrol, Mn/DOT buildings, roads, bridges, and transit. Hearings are scheduled for next week.

Bonding for light rail transit for the Central Corridor

Authors: Kroening, Pappas, DeCramer

This bill hasn't been introduced yet, but is expected to provide for up to \$320 million from the Regional Transit Board's bonding for light rail transit construction in the Central Corridor.

Gas tax for transit

Senator Carol Flynn is considering introducing a bill that would broaden the use of the existing gas tax to include transit.

Vision for transit

This bill hasn't been introduced, as of today. It is expected to provide for implementing the RTB's Vision for Transit.

Omnibus transit

This bill hasn't been introduced, as of today.

Recommendation:

For your information.

KD/blk

LIGHT RAIL TRANSIT IMPLEMENTATION TASKS AND RESPONSIBILITIES

TASKS	CURRENT LAW	METRO COUNCIL POSITION	RRA POSITION
1) Set LRT priorities	Metro Council Regional Transit Board	Metro Council	Metro Council Regional Transit Board
2) A. <u>Federal</u> Alternative Analysis/ Draft Environmental Statement (AA/DEIS)	RRA or others	Regional Transit Board as lead agency may contract with RRA's for portion of work	Mn/DOT and RRA where LRT located as joint lead agencies
B. <u>Non-federal</u> Draft Environmental Impact Statement/ Preliminary Design	RRA's	---	---
3) Final Environmental Impact Statement/Preliminary Engineering	RRA's	Mn/DOT as lead agency may contract with RRA's for portion of work	Mn/DOT and RRA where LRT located as joint lead agencies
4) Final design	RRA's or Joint Powers Board	Mn/DOT	Mn/DOT
5) Construction	RRA's or Joint Powers Board	Mn/DOT	Mn/DOT
6) Operation	Metropolitan Transit Commission	Metropolitan Transit Commission	Metropolitan Transit Commission

TASKS	CURRENT LAW	METRO COUNCIL POSITION	RRA POSITION
7) Other issues			
A. Board of Governors	---	---	Board of Governors comprised of seven RRA's to have approval over some elements of project: - o Community participation - o System standards - o Preliminary engineering plans - o Final design plans - o Contract awards - o Major changes in plans - o Method of implementation
B. City and RTB approvals	City and RTB approval of preliminary and final design plans	Cities have review and approval for design in the right of way; silent on RTB approvals	City and RTB approval of preliminary and final design plans
C. Metro Council review/ approval	Review plans, EIS	Approval DEIS and FEIS	Review and comment on preliminary and final design plans
D. Lead agency in communications with Congress and Federal Transit Administration	Regional rail authorities, RTB, and Mn/DOT with approval by Metro Council must complete application for federal funds for LRT by 7/1/92	RTB to administer funds for LRT work	RTB on early phases of work, Mn/DOT on later phases
E. Corridor Management Committee	---	Role unspecified; responsibility of RTB	Will advise on stations, alignments, and other matters; responsibility of RRA and Mn/DOT; will consist of at minimum RTB, cities, Metro Council, and counties

Suggested "Board of Governors" (BOG) Role in LRT Implementation

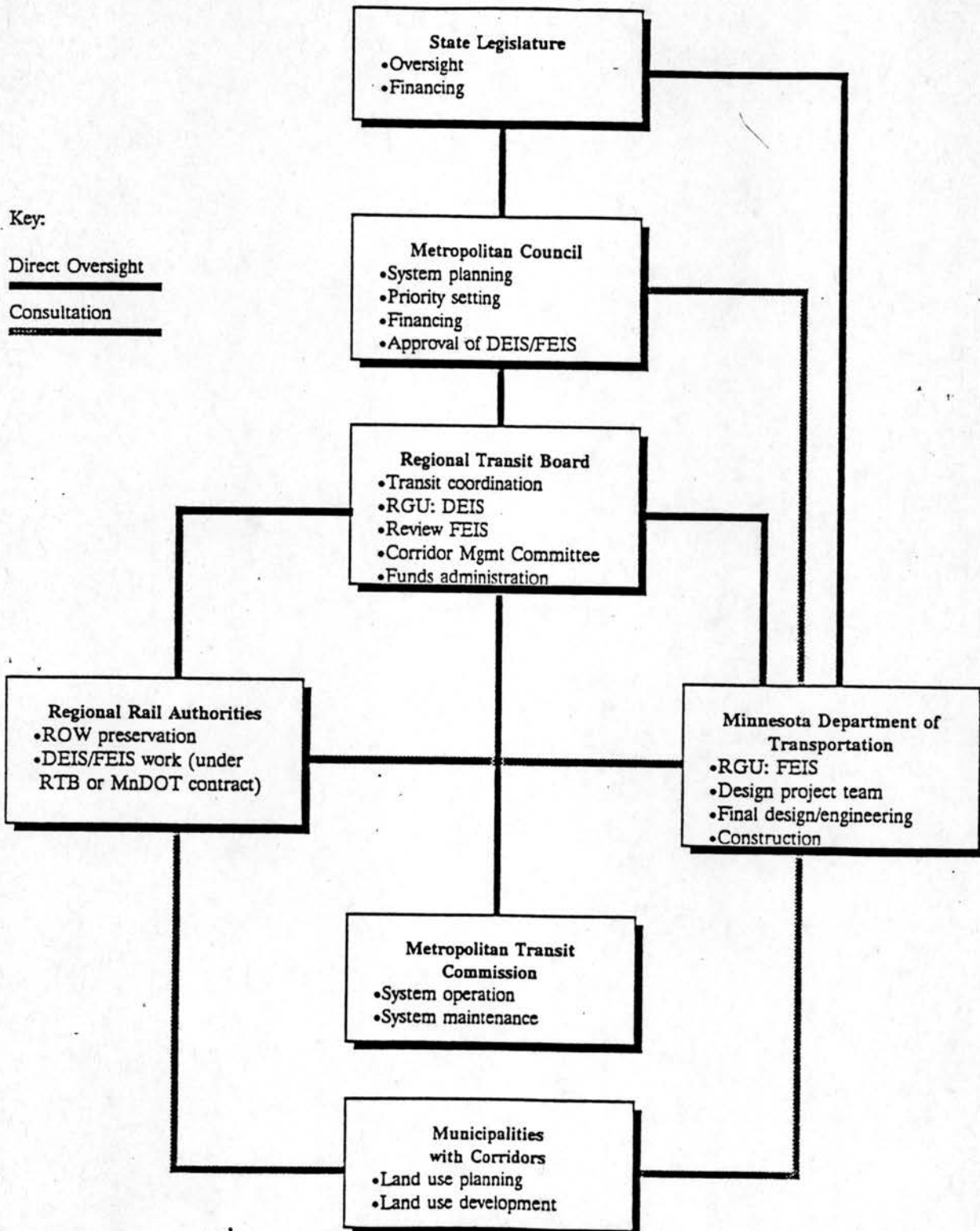
ITEM	BOG ROLE			OTHER APPROVALS
	APPROVAL	ADVICE	INFO ONLY	
1) Community Involvement & Marketing Program	X *			
2) Layouts (Pre-Design)	X *			Cities/RTB/MTC
3) Construction Plans (Final Design)	X *			Cities/RTB/MTC
4) Contract Awards			X	Feds.
5) "Major" Design Changes During Construction	X *			Feds.
6) System Standards		X		RTB/MTC
7) Implementation Method			X	

* This takes the place of individual County approval.

Mn/DOT
2/21/92

Attachment 2

FIGURE 6.1
GOVERNANCE FRAMEWORK FOR
LIGHT RAIL TRANSIT



MEMORANDUM OF UNDERSTANDING

Staff from the various units of government involved in the planning and implementation of LRT have been directed to develop a memorandum of understanding outlining roles and responsibilities. In order to accomplish that task, it is important to put that effort in the following context. The State Legislature required that a Coordination Plan for Light Rail Transit be prepared by the Joint Light Rail Transit Authority Committee and Regional Transit Board in 1990. That report examined several options, evaluated them against 12 criteria, and concluded that a light rail transit construction commission consisting of the Metropolitan Transit Commission, Metropolitan Council, Regional Transit Board, Minnesota Department of Transportation (Mn/DOT) and county regional railroad authorities should have responsibility for implementing LRT in the region.

In 1991, state legislation was passed requiring the formation of a joint powers board consisting of the same organizations to implement LRT in corridors funded with federal and county funds. To date, six counties and the Metropolitan Transit Commission have joined the joint powers board. The purpose of the Board is to jointly build LRT.

In 1992, the Metropolitan Council prepared a Regional Transit Facilities Plan that recommends that Mn/DOT have the lead responsibility for building LRT.

County regional railroad authorities have statutory authority responsibility for LRT engineering work. Currently, the regional railroad authorities have completed planning, environmental review, preliminary design and engineering work to various stages on the corridors, have acquired right of way, and planned to construct LRT jointly.

The Regional Railroad Authorities have developed this proposal in order to advance LRT, in response to the Transit Facilities Plan. This represents a substantial compromise on the part of the Regional Railroad Authorities and the Joint Powers Board.

It is acknowledged that differing structural arrangements can work for implementing LRT. Other cities have used a variety of organizational structures for implementing LRT, ranging from the transit agency, counties, joint powers organizations, and the state transportation agency. This compromise proposal provides that Mn/DOT will design and build LRT in the Twin Cities metropolitan area.

OBJECTIVES

The governance for light rail transit should address the following objectives:

1. The structure should ensure that the light rail transit system is fully integrated with all other metropolitan area transit services.
2. The governance structure should provide clear lines of accountability to elected officials.
3. The structure should build upon technical and community involvement work done to date and not needlessly duplicate or discard this work.
4. The structure should provide for an efficient and timely transition at appropriate stages in the process.
5. The structure should represent all interests in the process and continue formally and informally-defined channels for participation by citizens, cities, and counties in decisions affecting them. Communication throughout the process is critical to the success of the project.
6. The structure should encompass governance for any future light rail transit lines and not be limited to the Central Corridor component.
7. The structure should make maximum use of the expertise of organizations with a history of implementing major public works projects.
8. The organization that implements light rail transit must demonstrate its commitment to LRT design and construction.
9. The governance structure should be the most cost effective, efficient, and expeditious approach to planning for an implementing of light rail transit.

ROLES AND RESPONSIBILITIES

The following list of roles and responsibilities have been developed in order to provide a workable compromise and to meet the objectives provided above. It builds upon the strengths of the participants.

1. Both federal and non-federal funding will be required for implementation of the first LRT line; therefore, the ultimate decision about whether or not to build light rail transit will be made by the legislature.

2. The Metropolitan Council will determine the role of LRT in the regional transportation systems. LRT is one component of the transportation system and must be integrated with other transportation modes.
3. The priority of construction of light rail transit corridors is the responsibility of both the Metropolitan Council and the Regional Transit Board.
4. Depending upon the source and potential use of funds, the agency that may be the recipient of funds varies. It could be the Minnesota Department of Transportation, Regional Transit Board, Metropolitan Council, or the Metropolitan Transit Commission.
5. The Twin Cities region has done considerable systems planning preparatory to engineering work on light rail transit, which is one requirement for federal funding.
6. The Minnesota Department of Transportation (Mn/DOT) as the designer and builder of light rail transit from the final design and construction (30 to 100% level of engineering), must be closely involved in the preliminary design and preliminary engineering (0 to 30% phase) of LRT projects.
7. Mn/DOT and the regional railroad authorities in the county (ies) where LRT is to be located should be joint lead agencies for preparing an Alternatives Analysis/Draft Environmental Impact Statement if the federal process is followed and if those work products are required.
8. Mn/DOT and the regional railroad authorities in the county (ies) where LRT is to be located should be joint lead agencies for preparing the Final Environmental Impact Statement/preliminary engineering.
9. The Regional Transit Board will take the lead on communications with the Federal Transit Administration on obtaining federal funding for light rail transit. This responsibility should transfer to Mn/DOT at the completion of preliminary engineering. It is recognized that in meetings with FTA about work products, those who are actually performing the work (Mn/DOT, RRA) will also need to be involved.
10. A corridor management committee with an advisory role on alignment, stations, and other matters should be established under the responsibility of the regional railroad authority in which an LRT line is located, working in conjunction with Mn/DOT, through preliminary engineering. The committee should consist of at minimum representatives of the affected cities, Regional Transit Board, Metropolitan Council, and counties. The committee will meet to review and comment on aspects of the project.

11. The Minnesota Department of Transportation will complete final design and construction of LRT.

Mn/DOT will be responsible for:

- A. Community participation program, including the Corridor Management Committee
 - B. System standards
 - C. Preliminary engineering plans
 - D. Final design plans
 - E. Method of implementation
 - F. Contract awards
 - G. Construction project management
12. The Metropolitan Transit Commission will operate and maintain the LRT system.
 13. The Metropolitan Transit Commission, as the operator of the LRT system, must be involved in project implementation from inception to completion.
 14. There will be a Board of Governors consisting of representatives from each of the seven metropolitan regional railroad authorities. The Board will have authority to approve the following elements of the LRT project:
 - A. Community participation program
 - B. System standards
 - C. Preliminary engineering plans
 - D. Final design plans
 - E. Method of implementation
 - F. Contract awards
 - G. Major changes in plans or contracts
 15. The Regional Transit Board and cities in which LRT lines are located will continue to have approval/disapproval authority over preliminary and final design plans.
 16. The Metropolitan Council will review and comment on preliminary and final design plans for consistency with the regional development framework.

OTHER ISSUES

Transition

There are three important issues in the transition of LRT responsibilities:

1. Maintain momentum. LRT requires a long lead time. It is important that transition periods between agencies not result in delays in work continuation. Mn/DOT should examine its internal structure and make appropriate changes, in order to

ensure that LRT maintains a high priority and moves forward in an expeditious manner.

2. Build upon previous work. Duplication of efforts should be avoided.
3. Training/continuity. Mn/DOT as the designer/builder needs to devote adequate staff to early phases of the project in order to be prepared to assume full responsibility at the appropriate time.

Dispute Resolution

In order to resolve disputes in final design and construction of project implementation, it is proposed that a dispute resolution committee be formed when needed to address a specific issue. The makeup of the committee would be one individual appointed by the Minnesota Department of Transportation, one by the Board of Governors, and one agreed to by each of the two groups.

Staffing

Where it is possible, interagency agreements that allow staff to develop expertise in light rail transit by working with those who already have experience is beneficial. Mn/DOT should commit staff resources beginning immediately in order to implement LRT.

Funding

Federal funds will be sought for the Central Corridor. Counties have already spent a significant sum of property tax funds on engineering work in this corridor that should be considered a local match for federal planning money.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

2/17/92
Date

Board Action Requested

Selection of preferred alignment and station location for light rail transit in the Capitol area.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Final Design Framework Report/Capitol Area Light Rail Transit

Budgeting and Accounting

Ed Glanvitz 2/19/92

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

February 25, 1992

F. L. Glendenning
Signature

2/21/92

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Midway Corridor Draft Environmental Impact Statement completed by Ramsey and Hennepin County Regional Railroad Authorities included information on a surface alignment alternative in the Capitol Area along 12th Street, south of the Capitol Mall, south of the Veteran's Service Center, and north of I-94; and

WHEREAS, The Capitol Area Architectural and Planning Board on January 30, 1992, unanimously adopted the following recommendations:

1. The Capitol Area Board adopts the Capitol Mall station location and alignments on Cedar Street and John Ireland Boulevard as generally proposed in the ZGF/BRW Final Design Framework Report, Capitol Area Light Rail Transit, January, 1992. It is understood that additional study will be conducted in subsequent phases of work on specific details of the trolley wire, trackbed, and other physical elements of the guideway and station.
2. The Capitol Area Board supports a proposal for joint development of the LRT station, pedestrian tunnel connections, underground parking if appropriate and feasible, and the implementation of the Public Square; and
3. The Capitol Area Board thus rescinds its position requiring a tunneled alignment.

Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves an alignment and station location in the Capitol Area consistent with recommendations of the Capitol Area Architectural and Planning Board. The proposed light rail transit alignment will be located along John Ireland Boulevard and Cedar Street and will have a station located between Constitution Avenue and the south face of the Capitol; and Be It Further

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

RESOLVED, That additional study will be conducted in subsequent phases of work on specific details of the trolley wire, trackbed, and other physical elements of the guideway and station; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority commends the Capitol Area Architectural and Planning Board members, staff, and advisers for their willingness to resolve issues relating to light rail transit in the Capitol area through a cooperative process.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

2-

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

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

SUBJECT: Capitol Area Alignment and Station Location for Light Rail Transit

DATE: February 13, 1992

BACKGROUND:

The Midway Corridor Draft Environmental Impact Statement completed by Ramsey and Hennepin County Regional Railroad Authorities included information on a surface alignment alternative in the Capitol Area along 12th Street, south of the Capitol Mall, south of the Veteran's Service Center, and north of I-94.

The previous recommendation of the Capitol Area Architectural and Planning Board (CAAPB) specified a centralized Capitol Mall station in a tunnel alignment.

CAAPB has said:

- o The critical issue is station location -- for service, image, and recognition that a station in the Capitol Area is central to St. Paul's role as Capital City.
- o A Capitol Mall Station is the preference, and a tunnel is the only route that gives us that option. The CAAPB Advisors thus have a preference for a central Mall Station and a tunnel through the Capitol Area.
- o Since a station central to the Capitol Mall is critical, and a tunnel alignment is recognized at this time as the only route providing this option, staff concurs with the Advisors' recommendation as stated above. Staff therefore recommends that the Capitol Area Board adopt a tunnel alignment preference for the draft EIS and recommend same to Ramsey County Regional Rail Authority.

- o Staff recognizes that the tunnel route is the only alignment now offering such a centralized Capitol Mall station; since this preference will be subject to further review and public comment, we recommend the Board remain open to reassess this alignment preference should the County and their consultants in the process of further study develop an alternative that provides for a central Capitol Mall station by means of another alignment.

Because tunnels have a capital cost greatly in excess of surface alignments, the Regional Transit Board adopted a position in 1991 that all LRT alignments in the Central Corridor connecting the two downtowns should be surface alignments.

The Metropolitan Council's Draft Regional Transit Facilities Plan, adopted by the Council in December 1991, stated, "A light rail transit line, on a surface alignment, should be implemented in the (Central) Corridor."

As a result of these circumstances, the Work Program for the Midway Corridor Preliminary Engineering work was developed by Capitol Area and Architectural Planning Board (CAAPB) and Ramsey County Regional Railroad Authority (RCRRA) staff to include a re-evaluation of the alignment and station location in the Capitol Area. In September 1991, RCRRA, working with CAAPB staff, contracted with BRW and Zimmer Gunsul Frasca (ZGF) to conduct a study of potential surface alignments for LRT in the Capitol Area that could meet the goals of both the CAAPB and RCRRA.

The work effort conducted by BRW and ZGF has been completed in cooperation with CAAPB staff and advisors and is presented in the final report from the consultant team (attached). Key findings and recommendations made by CAAPB and RCRRA staff are outlined as follows:

FINDINGS:

1. The portal and open cut (trench) condition required for a tunnel alignment in the Capitol Area (most likely on Cedar Street) would be a significant intrusion on the Capitol Mall area.
2. Four station and alignment options through the Capitol Mall were examined with CAAPB staff and Advisors. It was resolved that the central station location best served the Capitol Area with the guideway located on Cedar Street and John Ireland Boulevard.
3. Significant concerns about the visual impact of the LRT's overhead electrification system were identified by the Capitol Area Board members, Advisors, and staff. Examples of options to standard overhead catenary systems were presented by the consultant team and the tensioned trolley wire system used in Portland, Oregon was reviewed in detail during a visit to Portland.

4. Overhead electrification can be accomplished with a tensioned trolley wire system which utilizes ornamental light poles to support span wires.
5. A joint development project involving the LRT station, extension of the existing pedestrian tunnel system to the LRT station, implementation of the Public Square portion of the new Capitol Mall and possibly the construction of the underground public parking facility has significant merit. The project provides significant cost and service benefits to both the LRT system and the entire Capitol Area, and would reduce the cost of the total project over a program of single project implementation.
6. The cost of the LRT station and direct pedestrian linkages should be a project cost; the cost of the non-LRT elements of the joint development project should have other funding sources.
7. The cost of an LRT station incorporated into the proposed Public Square of the Capitol Mall has been estimated to be \$3.25 million.
8. In the event that the full joint development proposed cannot occur as a single project, it has been demonstrated by the consultant team that a station design appropriate to the existing mall context can and would be developed that would not preclude the ultimate development proposed.
9. The LRT guideway on Cedar Street and John Ireland Boulevard have been reviewed and found to be feasible with modifications to Cedar Street to accommodate the maximum permissible grade for LRT.
10. RCRRA and its consultant will continue to work with CAAPB staff and Advisors through the Preliminary Engineering and subsequent efforts with periodic reviews of project documentation scheduled on an appropriate basis.

JOINT STAFF RECOMMENDATIONS:

In recognition of the history of this project and the ZGF/BRW studies resulting from a work program developed by CAAPB and RCRRA staff, we make the following **MAJOR RECOMMENDATIONS** to the Capitol Area Board and Ramsey County Regional Railroad Authority:

- 1) the Capitol Area Board adopt the Capitol Mall station location and alignments on Cedar and John Ireland as generally proposed in the consultant team report. It is understood that additional study will be conducted in subsequent phases of work on specific details of the trolley wire, trackbed, and other physical elements of the guideway and station.

- 2) the Capitol Area Board support a proposal for joint development of the LRT station, pedestrian tunnel connections, underground parking if appropriate and feasible, and the implementation of the Public Square; and
- 3) the Capitol Area Board thus rescind its position requiring a tunneled alignment.

In addition, CAAPB staff and Advisors made the following **SPECIFIC RECOMMENDATIONS** to the Capitol Area Board:

- 4) establish a preliminary budget for the Capitol Mall station at \$3.25 million as recommended by consultant ZGF/BRW;
- 5) agree that the cost of the non-LRT elements of the joint development project (Public Square, parking ramp, drive and drop-off facility) shall not be paid by light rail transit funding sources;
- 6) agree that the reconstruction of Cedar, Constitution, and John Ireland may contribute to the enhancement of the Capitol Mall, provided that appropriate mitigative measures, including but not limited to lighting and boulevard trees, are implemented to mitigate the visual impact of the guideway system. Such boulevard trees when mature shall be of sufficient size to screen the overhead components of the system.
- 7) agree that the reconstruction of the roadway and addition of necessary mitigative measures be considered part of the LRT-budget for the Ireland, Constitution, and Cedar alignment, estimated in the consultant team report at \$15.2 million; and
- 8) establish **DESIGN CRITERIA** for LRT in the Capitol Area that shall include the following:

Guideway Design

- a. Measures shall be taken to minimize the visual impact of overhead wires in the Capitol Area, including the following:
 - 1) Trolley wire shall be used for the overhead electrification system, rather than catenary.
 - 2) Support for the span wire shall be provided by ornamental light or strain poles, or from existing or proposed structures.

- 3) The number of electrical feeds and shut-off locations shall be minimized.
 - 4) Trolley wire directly south of the entrance to the Capitol Building shall be hidden from view.
 - 5) Boulevard trees shall be of sufficient size to mask overhead components of the system.
- b. Trackway shall be paved or specially landscaped to blend with the proposed Capitol Mall improvements.

Station Design

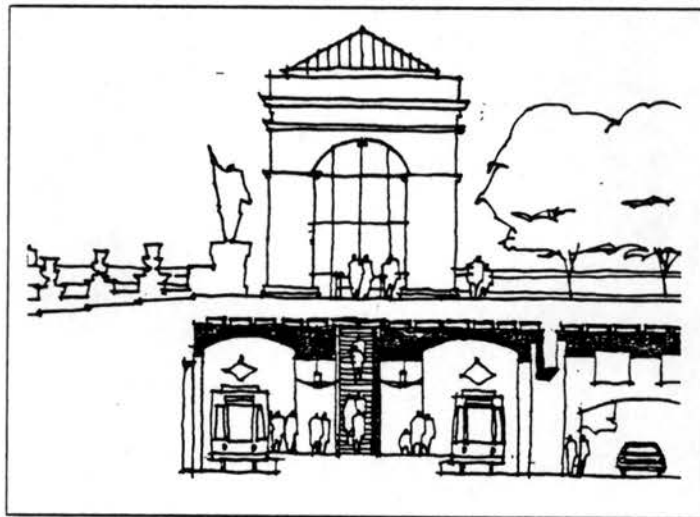
- a. The station shall be designed to integrate with the proposed Public Square. Such design shall have provisions for a connection to the existing pedestrian tunnel system.
 - b. The station shall use surface materials and design treatments which match the quality and character of the proposed Public Square and complement the Capitol Building and Capitol Mall.
 - c. The station shall be designed to encourage related developments such as the Public Square, a public parking ramp and school bus drop-off, and a visitor center.
- 9) authorize CAAPB staff to prepare appropriate legislation waiving the design competition requirement for LRT design in the Capitol Area in recognition of the fact that the Mall has been the subject of a design competition still relevant and applicable to current LRT proposal.
- 10) authorize CAAPB staff and Advisors to continue their cooperative efforts with RCRRA staff and consultants to develop a mutually acceptable solution for LRT in the Capitol Area through the preliminary engineering efforts and ultimately in the final design and implementation phases.

RECOMMENDATIONS TO RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

On January 30, the Capitol Area and Architectural and Planning Board unanimously adopted the recommendations in this memorandum. A resolution has been prepared for consideration by RCRRA on this subject.

FINAL DESIGN FRAMEWORK REPORT

CAPITOL AREA LIGHT RAIL TRANSIT St. Paul, Minnesota



January 1992

*Prepared for: Ramsey and Hennepin County
Regional Railroad Authorities*

Prepared by:

ZIMMER GUNSUL FRASCA PARTNERSHIP
BRW

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EXECUTIVE SUMMARY

Purpose

The Preliminary Engineering effort for LRT for the Midway Corridor is currently in-progress. The purpose of this report is to recommend an alignment, station type and location, and design criteria for LRT in the Capitol Area of the Midway alignment. This recommendation is the product of a collaborative planning process which was undertaken by the Ramsey County Regional Railroad Authority (RCRRA), the Hennepin County Regional Railroad Authority (HCRRRA) and the Capitol Area Architectural and Planning Board (CAAPB), commencing in October 1991.

Opportunity

LRT in the Capitol Area presents an outstanding opportunity to enhance the access and physical design quality of the area through joint development.

The station may be located to be a gateway to the Capitol and Capital City, add vitality to the Capitol Mall and provide convenient access for employees and visitors.



The civic importance of the Capitol Area is highlighted by the Capitol Building. This symbolic building, designed by Cass Gilbert in 1905, is a historic landmark and the seat of Minnesota's state government.

Recommendation

Alignment. LRT should follow the John Ireland Boulevard and Cedar Street rights-of-way within the Capitol Area.

Station Location. The station should be integrated with the proposed Public Square, directly south of the Capitol Building entrance steps (north of Constitution Avenue). The central location encourages related development such as enhancements of the Capitol Mall, a public parking ramp with a school bus drop-off, a visitor center, and extensions of the pedestrian tunnel system.

Design Criteria. The visual presence of overhead wires within the Capitol Area should be minimized and the guideway should have special landscaping, paving and ornamental lighting. The station should provide direct access to the Capitol Building and connections to the pedestrian tunnel extensions.

Actions

To make this plan a reality, once approved, requires a comprehensive and coordinated development approach. A joint development plan, schedule, and funding strategy must be formulated. Agreements must be reached to define the development and funding roles and responsibilities.



The Capitol Mall is "Minnesota's front yard" and hosts the renowned Taste of Minnesota Festival.

THE VISION

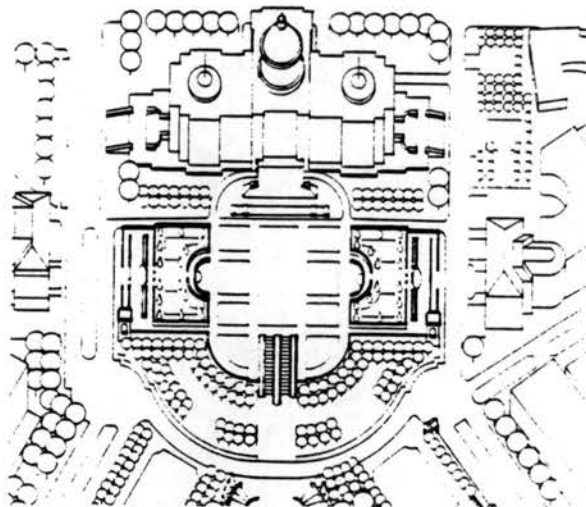
Background

The Zimmer Gunsul Frasca Partnership has been asked by the Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) to assist BRW in studying alternatives for surface LRT stations within the Capitol Area as part of the Central Corridor. The Central Corridor links downtown Minneapolis and St. Paul and the University of Minnesota and the Capitol Area. The work is being closely coordinated with the Capitol Area Architectural and Planning Board (CAAPB). Previous efforts have defined the critical need for a station central to the Capitol Mall. A proposal for a tunnel alignment proved too costly. This report summarizes the recommendations for a Capitol Station and identifies design guidelines and implementation considerations.

The Capitol Area has great civic importance. The Capitol Building designed by Cass Gilbert is a historic landmark and the seat of Minnesota's state government. The Capitol Mall is "Minnesota's front yard". Gilbert's vision for the Capitol's urban setting is reflected in the open spaces, grand boulevards and visual axes. An imaginative plan for the completion of the capitol grounds, including a Public Square at the Capitol Building, was prepared in 1986 and awaits implementation. A surface station must be designed to complement the plans for the Capitol Area.



Gilbert's vision for the Capitol's urban setting is reflected in the open spaces, grand boulevards and visual axes.



An imaginative plan for the completion of the capitol grounds was prepared in 1986 and awaits implementation.



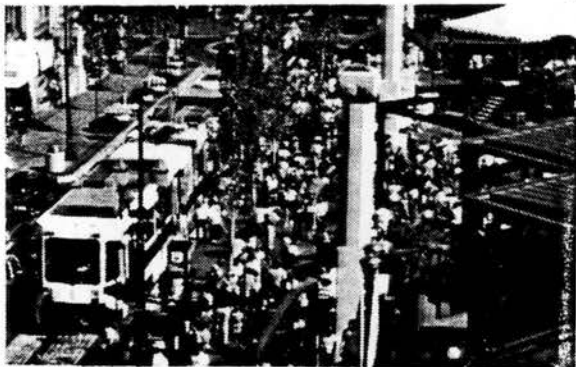
Recent bridge improvements enhance the pedestrian connections from the Capitol to downtown St. Paul.

Principles, Goals and Objectives

Hypothesis: A surface LRT station in the central Capitol Mall area will enhance St. Paul's image as the Capital City.

Principles: A surface LRT station can be:

- Modified to fit its environment (trolley wire versus catenary, mall context versus streetscape, etc.).
- A catalyst for behavioral changes (modify the relationship between vehicles and pedestrians, influence how abutting buildings establish rapport with the activities of the street).
- A pedestrian generator (animate places).
- Reconciled with pedestrian/auto circulation.
- A stimulus for complementary development (Public Square).



Light rail has been successfully integrated with Portland, Oregon's Pioneer Courthouse Square, a center for public events and festivals.



As in Portland, Oregon, trolley wires can be supported from ornamental light poles and buildings to minimize their visual presence.

Goals and Objectives: A Capitol Mall station should:

- Clearly orient the visitor to the Capitol Building, Mall and Capital City.
- Enhance the dignity, beauty, and architectural integrity of the current and proposed Capitol grounds.
- Provide convenient LRT access to the Capitol area for visitors and employees (visitor attractions, pedestrian tunnels, etc.).
- Facilitate LRT trips between downtown St. Paul and the Capitol.
- Provide flexibility to allow the station to be integrated within the context of the growing Capitol Area.

Purpose: Identify and recommend a preferred alternative(s) for a surface LRT alignment and station serving the Capitol Area consistent with the above principles and goals.



Special paving treatments can successfully delineate LRT, pedestrian and vehicular circulation areas, as demonstrated in Portland, Oregon.

EVALUATION OF ALTERNATIVES

Four surface LRT station location alternatives were identified at the orientation session on October 28, 1991. These alternatives included the following and are titled after the station's location:

- Alternative 1: West Lawn
- Alternative 2: Public Square
- Alternative 3: John Ireland
- Alternative 4: Court of Honor

After review and discussion of these alternatives at a meeting with members of the CAAPB, their staff and advisors on December 5, 1991, Alternative 2: Public Square, located in front of the Capitol Building north of Central Avenue, was recommended as the preferred alternative for the Capitol Station. The recommendation of Alternative 2 was based upon the following positive attributes:

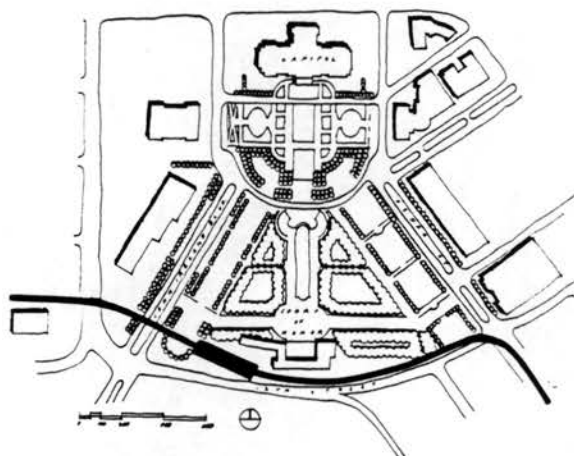
- Station service area includes the Capitol Building and the development areas to the north and east, as well as developed areas to the west.
- Location is central to the Capitol Mall Area and directly serves the Capitol Building.
- Location clearly orients visitors to the Capitol Building, Mall and the Capitol City.
- Station may be integrated into the existing and future Mall context while enhancing the architectural beauty and integrity of the Capitol.
- Location encourages related development.

Representatives of RCRRA and the CAAPB, their staff and advisors toured downtown light rail applications in Portland, Oregon on January 2 and 3, 1992, and attended two design workshops at ZGF offices concerning the Capitol Area Plan.

Description of Alternatives

• Alternative 1: West Lawn

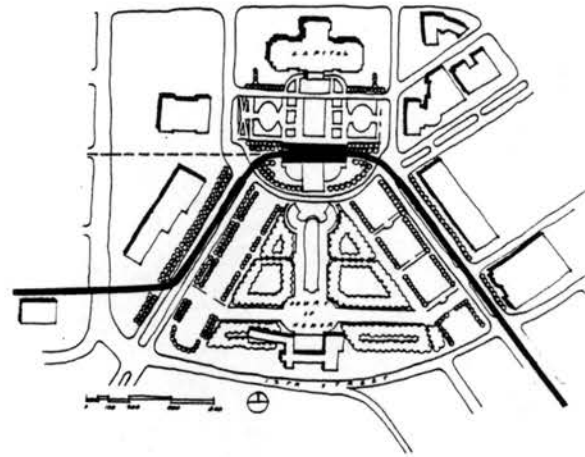
In Alternative 1, the station is incorporated into the West Lawn and would be identified with the Mall, rather than with the street. Landscaping will screen the station from adjacent memorials. The station is conceived as a linkage between the terminus of the West Lawn and the Courtyard of the Veterans Service Building on 12th Street. Patrons using LRT will have views of the Capitol Building across the Mall, heightening its majesty. The station will be near John Ireland Boulevard which functions as a "visitor route" linking the Capitol Building, State Office Building and History Center. The station is visible from both the Capitol Building and the History Center.



Alternative 1: West Lawn

- **Alternative 2: Public Square**

In Alternative 2, the station will appear to be integrated into the Public Square of the Capitol Building. Although appearing to deliver patrons to the "front door" or "steps" of the Capitol, the image will be that of a station beneath the Public Square, the forecourt of the Capitol. The entrance portals to this station will be identified with the vertical circulation elements providing access to the Public Square and the Capitol. Architecturally, the station will blend with the Public Square. The station will have limited views of the Capitol Building, Mall and Capital City except from the Public Square above.



Alternative 2: Public Square

- **Alternative 3: John Ireland**

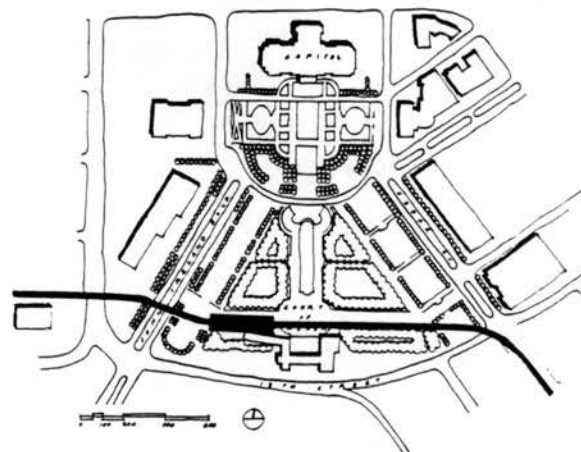
Alternative 3 will be identified with the street and specifically with John Ireland Boulevard. Architecturally, the station will blend with the streetscape. The design will maintain view axes on John Ireland Boulevard and Cedar Street. The LRT route will cross under the Public Square and must not be designed to appear to be a station at this location. The station will have views of the Capitol Building, Mall and Capital City.



Alternative 3: John Ireland

- **Alternative 4: Court of Honor**

Alternative 4 will be identified with the Mall and specifically with the Court of Honor and the Veterans Service Building. Architecturally, the station will blend with the Mall and the Veterans Service Building. The station must be designed to complement the veterans memorials at this location. The station will have views of the Capitol Building, Mall and Capital City.



Alternative 4: Court of Honor

Evaluation of Alternatives

Three factors are considered in this evaluation to determine the consistency with the goals and objectives for the project: Urban Design, Engineering, and Operations.

In the evaluation of alternatives certain assumptions have been made, including the following:

- Trolley wires supported from ornamental light poles would be used rather than catenary structures to minimize the view impacts.
- Parking garage access to the State Transportation building can be maintained.
- Existing street widths can be maintained on John Ireland Boulevard and Cedar Street.
- Linkages can be made with the pedestrian tunnel system in all alternatives.
- All alternatives are generally compatible with existing conditions.
- Routing alternatives west of the study area include between the State Office and State Transportation buildings and north and south of the Kelly Inn.

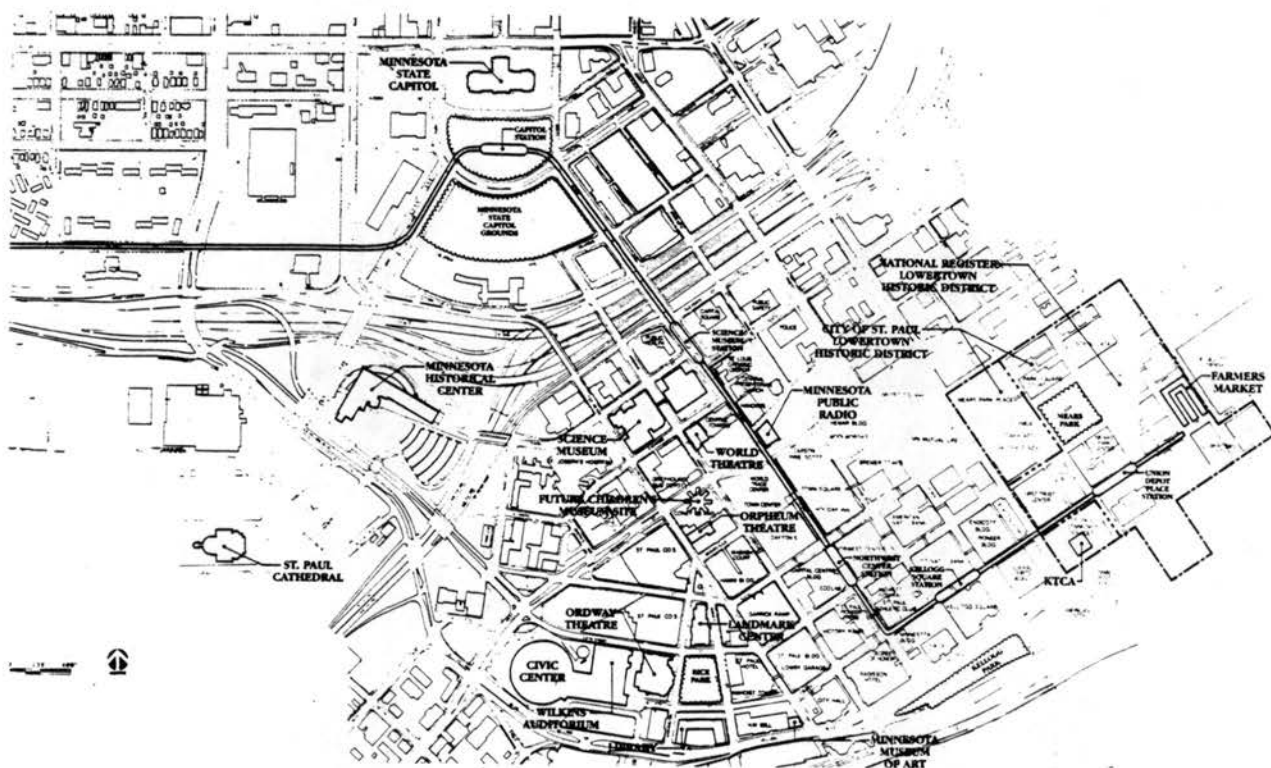
The Pros and Cons of each alternative are summarized below:

Alternative 1: West Lawn

- Urban Design
 - Pros
 - Station provides views to the Capitol Building with the Mall as foreground, and views to the Capital City.
 - Station location allows for a ceremonial procession on foot from the station to the Capitol via the Mall or John Ireland Boulevard.
 - Close proximity to visitor attractions such as the History Center, Capitol and State Office Buildings.
 - Easily accommodated in both

the existing and proposed Mall without disruption.

- Minimizes the impacts on monuments and memorials.
- Minimizes the conflicts with special events on the Mall.
- Station structures might be integrated into one of the proposed architectural features of the Mall at this location and possibly with a Visitors Center.
- Does not bisect or functionally divide the Mall.
- Cons
 - Not central to the Mall Area and, therefore, less convenient for employees and visitors.
 - Visual impacts may result from the need for additional strain poles at north end of Cedar Street Bridge.
- Engineering
 - Pros
 - Grading is easily accommodated.
 - The location at the periphery of the Mall provides flexibility for construction phasing.
 - Cons
 - Narrow right-of-way on 12th Street may require modifications to Veterans Services Building.
 - Existing parking spaces are lost.
 - Walls may be required at station to maintain 1% grade.
 - Traffic queues at John Ireland Boulevard, East 12th Street and Rice Street will back up over the LRT tracks if the queue exceeds 150 feet, causing safety and delay issues.



The proposed Capitol Station connects the Capitol to downtown St. Paul and links cultural destinations within the Capital City.

- Operations
 - Pro
 - Station highly visible, making it safe and accessible.
 - Con
 - Station is not close to employment centers.
- Alternative 2: Public Square
 - Urban Design
 - Pros
 - Station is central to the Mall providing easy access for visitors and employees.
 - Station may be architecturally integrated with the proposed Public Square.
 - Station may be co-located with a Visitors Center (and parking) below the Public Square.
 - Pedestrian movement through the Mall is not interrupted.
 - Cons
 - Special events are not disrupted.
 - The station provides animation on the Public Square and increases the sense of security.
 - Sod may be maintained between the rails in the medians allowing them to remain green.
 - Cons
 - Station location under the Public Square may cause visitor disorientation and provide a less ceremonial procession to the Capitol Building from the station.
 - Station location requires modifications in the current plan for the Public Square, extending it southward to gain the clearance required by rail vehicles, and adding vertical circulation.

- Limited views are provided of the Capitol Building, Mall and the Capital City from rail vehicle and no view from within the station.
- Engineering
 - Pros
 - Track in Cedar Street and John Ireland Boulevard medians retains existing parking and does not conflict with street closures for events.
 - Regrading of Cedar Street at Central Avenue may improve sight lines and traffic operations.
 - Cons
 - Crossings for trains leaving station at Constitution Avenue at Park and Cedar streets will require signalization.
 - Cedar Street will require regrading to meet maximum grade requirement.
 - Traffic queues at John Ireland Boulevard, East 12th Street and Rice Street will back up over the LRT tracks if the queue exceeds 150 feet, causing safety and delay issues. This condition is avoided if LRT is routed between the State Office and State Transportation buildings.
- Operations
 - Pro
 - Station is central to visitor and employee destinations.
 - Cons
 - Travel time increased with more intersection crossings, steeper grades and longer curving track alignment.
 - This condition is improved in the optional track alignment between the State Office and State Transportation buildings.

• Alternative 3: John Ireland

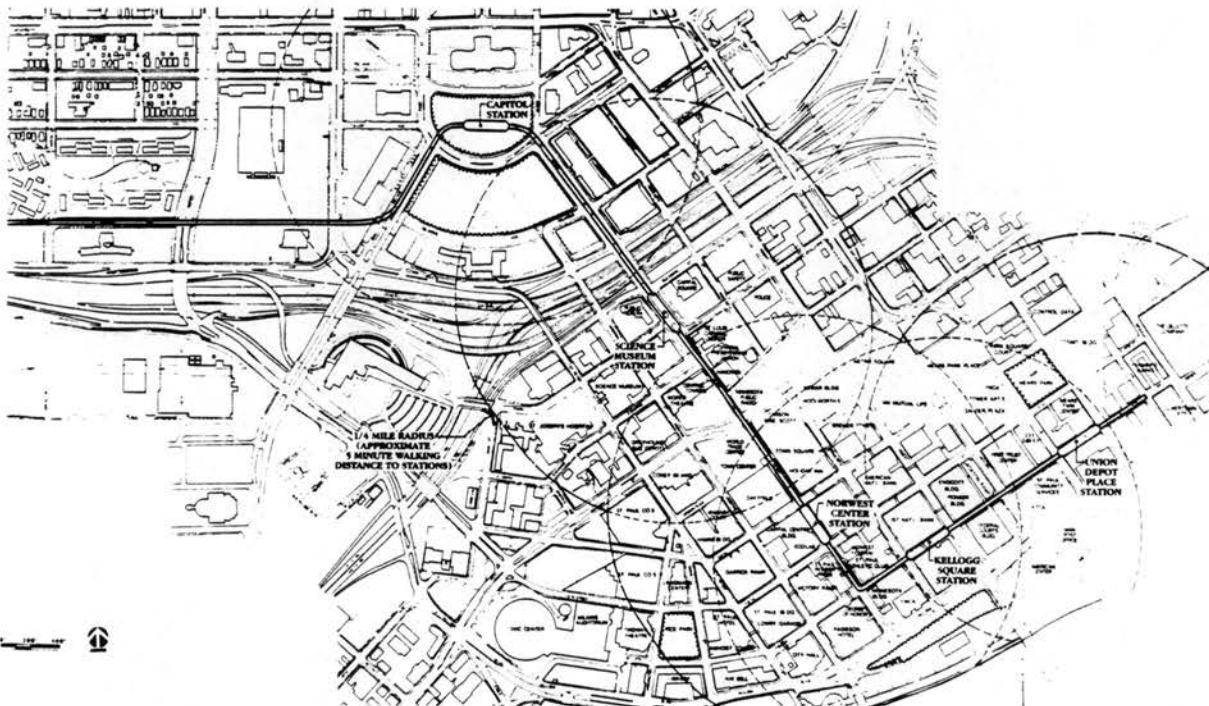
- Urban Design
 - Pros
 - Station is central to the Mall providing easy access for visitors and employees.
 - Station may be architecturally integrated with the John Ireland Boulevard streetscape and the proposed Public Square.
 - Some views to the Capitol Building, Mall and the Capital City are available from rail vehicle and good views to these features are provided from the station.
 - A ceremonial procession is available on foot from the station to the Capitol via the Mall or John Ireland Boulevard.
 - Pedestrian movement through the Mall is not interrupted.
 - Cons
 - Special events may be disrupted as street closures of John Ireland Boulevard and Cedar Street are not permitted.
 - Station location requires modifications in the current plan for the Public Square, extending it southward to gain the clearance required by rail vehicles.
- Engineering
 - Pro
 - Minimizes construction phasing conflicts with Mall improvements as street right-of-way is used.
 - Cons
 - Crossings for trains at Constitution Avenue/Park and Cedar streets will require signalization.
 - Cedar Street will require regrading to meet maximum grade requirement.
 - Curbside parking will be lost on

John Ireland Boulevard and Cedar Street.

- Split alignment requires crossing two lanes of traffic at John Ireland Boulevard, the south end of Cedar Street at East 12th Street, and at Central Avenue.
 - Traffic queues at John Ireland Boulevard, East 12th Street and Rice Street will back up over the LRT tracks if the queue exceeds 150 feet, causing safety and delay issues.
- Operations
 - Pro
 - Station location is central to visitor and employee destinations.
 - Cons
 - Travel time increased with more intersection crossings, grades and longer curving track alignment.

• **Alternative 4: Court of Honor**

- Urban Design
 - Pros
 - Ceremonial procession on foot from the station to the Capitol is available via the Mall, John Ireland Boulevard or Cedar Street.
 - Station location minimizes conflicts with special events.
 - Station and rail vehicles provide views to the Capitol Building with Mall as foreground and to the Capital City.
 - Close proximity to visitor attractions such as the History Center, Capitol and State Office Buildings.
 - Cons
 - The station location is less central to the Mall Area.



Development within the Capitol Area is well served by the Capitol Station and downtown stations.

- The station location conflicts with the contemplative and reflective qualities of the Court of Honor and the Vietnam Memorial to be constructed this spring.
- The station location requires the existing and future Court of Honor to be relocated further north.
- Station structures may be difficult to integrate into the proposed Mall plan.
- Engineering
 - Pro
 - Grading is easily accommodated.
 - Cons
 - Traffic queues at John Ireland Boulevard, East 12th Street and Rice Street will back up over the LRT tracks if the queue exceeds 150 feet, causing safety and delay issues.
 - Existing parking spaces in the vicinity of the Veterans Services Building are lost.
 - Walls may be required at station to maintain 1% grade.
- Operations
 - Pro
 - Station highly visible, making it safe and accessible.
 - Con
 - Station location lacks proximity to employment centers.

Recommendation of Preferred Alternative

Order of preference of alternatives, beginning with most preferable:

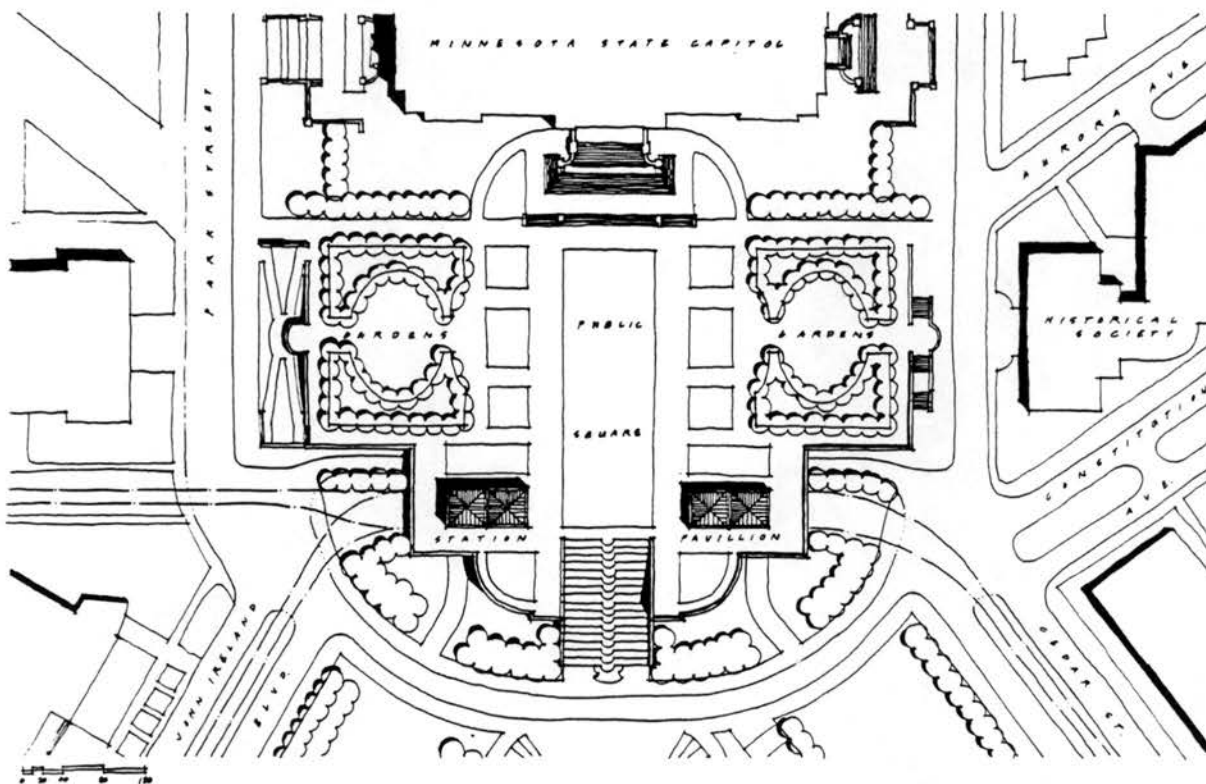
Alternative 2: Public Square
Alternative 1: West Lawn
Alternative 4: Court of Honor
Alternative 3: John Ireland

The recommended design concept, guidelines and implementation strategy for the Capitol Station is described in the following sections.

CAPITOL STATION

The Capitol Station should be integrated into the proposed Public Square at the Capitol Building. Although appearing to deliver patrons to the "front door" or "steps" of the Capitol, the image will be that of a station beneath the Public Square, the forecourt of the Capitol. The entrance portals to this station will be identified with the vertical circulation elements providing access to the Public Square and the Capitol. Architecturally, the station will blend with the Public Square. The station platforms will have limited views of the Capitol Building, Mall and Capital City, however, expansive views are experienced from the Public Square above and from the approaches along Cedar Street and John Ireland Boulevard.

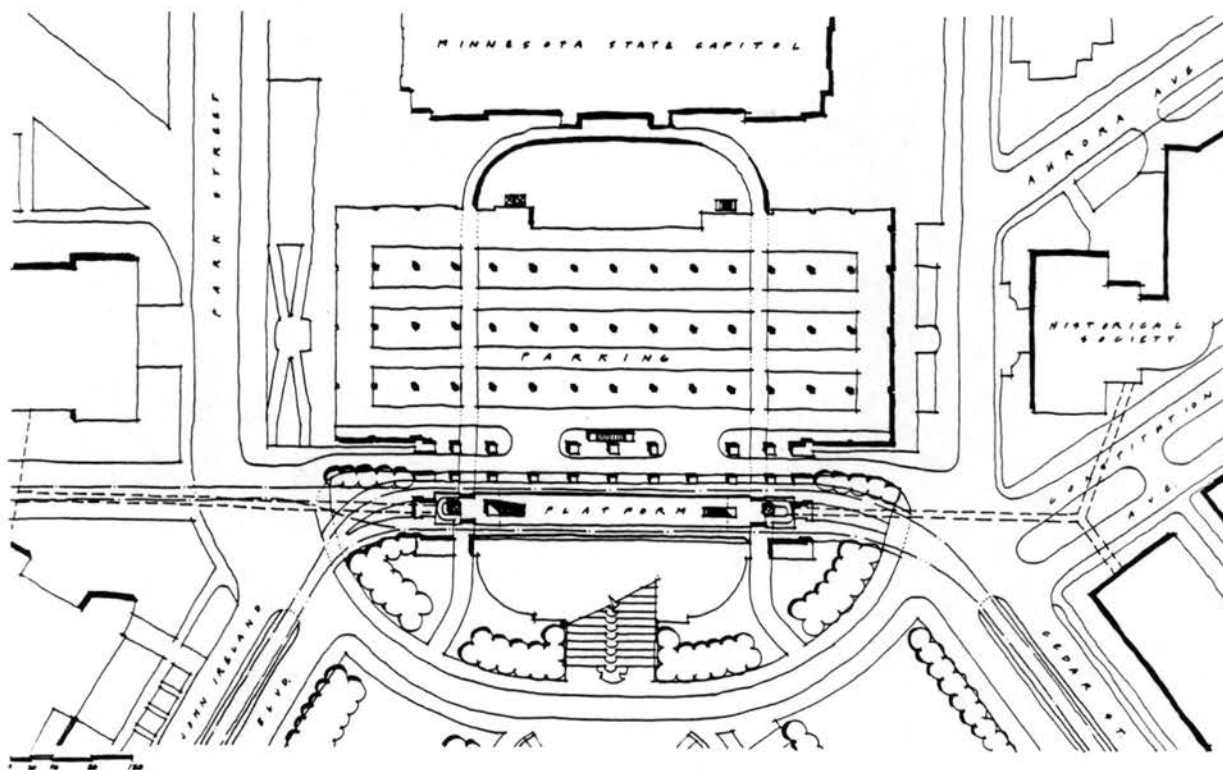
Special intersection paving and signalization ensure the safe circulation of LRT, vehicles and pedestrians. The medians may be used for the trackway on John Ireland Boulevard and Cedar Street and the Cedar Street Bridge median will be used for access to the downtown. Trolley wire spanning from ornamental light poles minimizes the visual presence of overhead wires. Cedar Street is regraded to meet maximum LRT grading requirements.



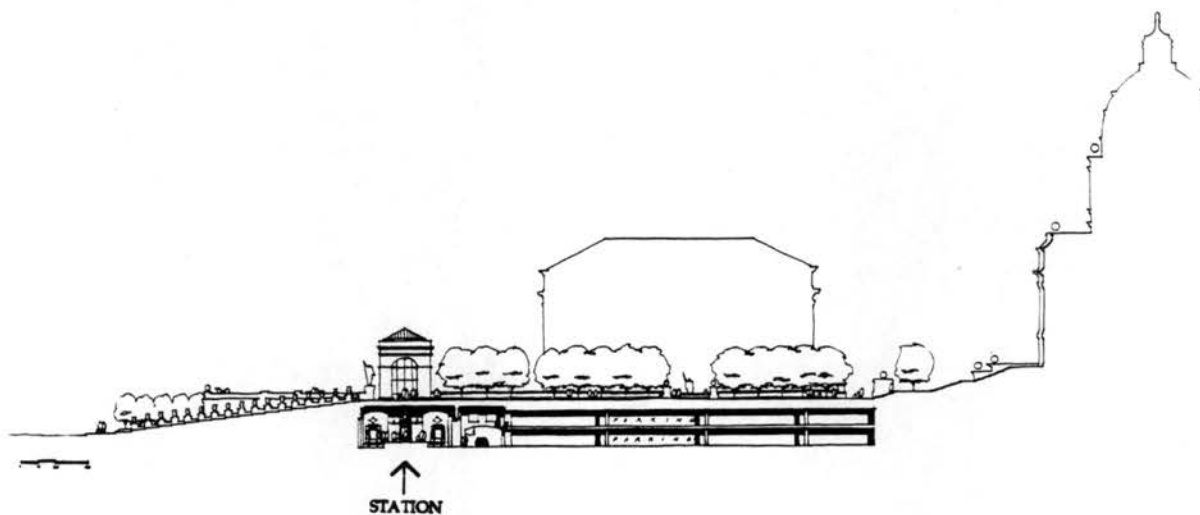
The Public Square level of the proposed Capitol Station accommodates pedestrian circulation along the central axis and major events and rallies without requiring pedestrians to cross the LRT tracks. Expansive views are experienced from the public square.

In the Public Square context, north/south pedestrian circulation along the central axis and major events and rallies are accommodated without requiring pedestrians to cross the LRT tracks. Stairway and elevator connections to the pedestrian tunnel system provide accessibility for the disabled. Escalators and elevators provide access to the platform from the Public Square. Walkways lead directly from the platform at each end of the station to the sidewalks on Central Avenue.

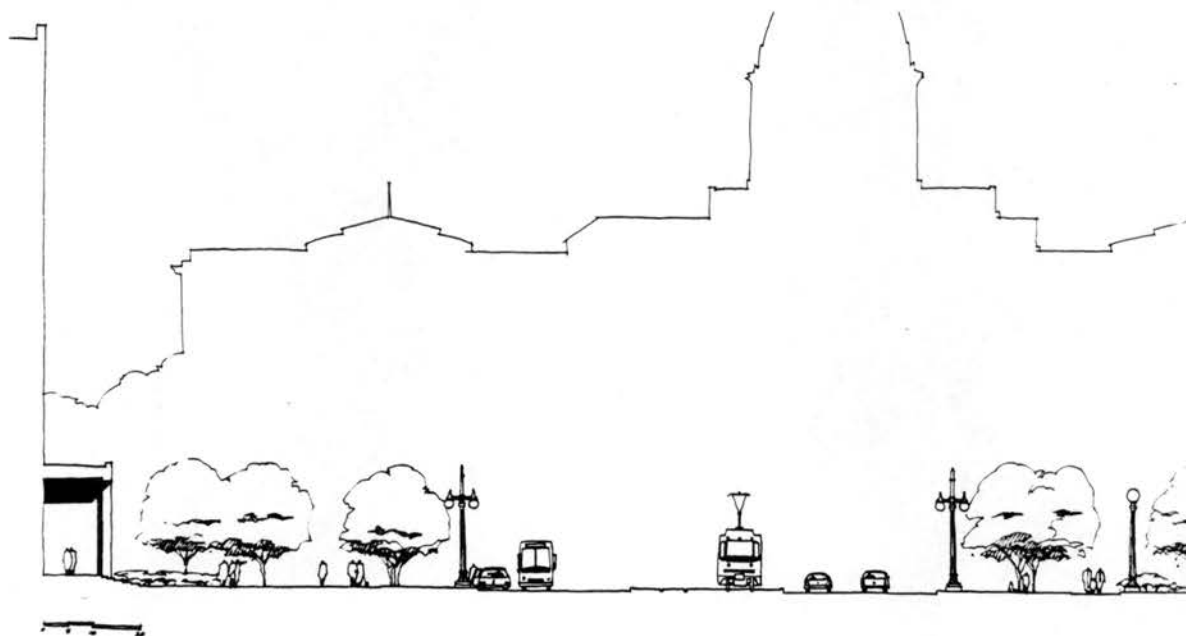
The Capitol Station in this location encourages the development of related complementary facilities. A Visitor Center, public parking and the Mall enhancements may encourage ridership and increase security at the station.



Escalators and elevators provide access to the LRT platform from the Public Square above. The station platforms will have limited views of the Capitol Building, Mall and Capital City.



The proposed Capitol Station, shown in section, encourages the development of related facilities which might complement the LRT station. A Visitor Center, public parking and the Mall enhancements might encourage ridership and safety at the station.



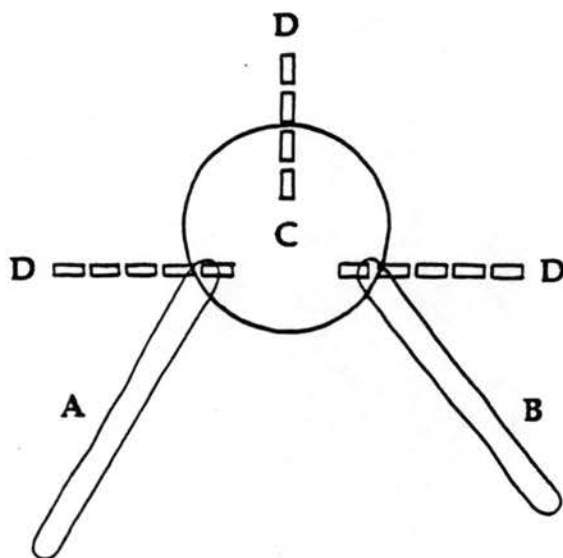
Light rail is readily accommodated within a central median along John Ireland Boulevard and Cedar Street and expansive views of the Capitol Building, Mall and Capital City are experienced from these approaches.

IMPLEMENTATION

Design Guidelines

Design Components

- Special paving, landscaping, and ornamental light poles on John Ireland Boulevard and Cedar Street.
- LRT Station
- Public Square and other Mall enhancements
- Public Parking Ramp and School Bus Drop-off (potential)
- Visitor Center (potential)



Capitol Station Program Elements Plan:

- A. John Ireland Boulevard
- B. Cedar Street
- C. Public Square
- D. Pedestrian Tunnel Extensions

Trackway Design

- Measures shall be taken to minimize the visual impact of overhead wires in the Capitol Area, including the following:
 - Trolley wire shall be used for the overhead electrification system, rather than catenary.
 - Support for the span wire shall be provided by ornamental light or strain poles of a design consistent with the ornamental lighting used elsewhere in the Capitol Area, or from existing or proposed structures.
 - The number of electrical feeds and shut-off locations shall be minimized.
 - Trolley wire directly south of the entrance to the Capitol Building shall be hidden from view.
- Trackway shall be paved or specially landscaped to blend with the proposed Capitol Mall enhancements.

Station Design

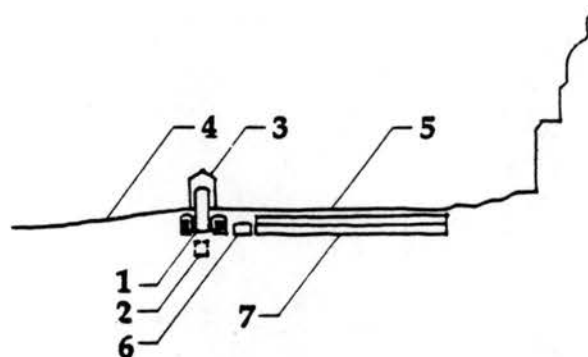
- The station shall be designed to integrate with the proposed Public Square.
- The station shall use surface materials and design treatments which match the quality and character of the Public Square and complement the Capitol Building and Capitol Mall.
- The station shall be designed to encourage related development such as the Public Square, a public parking ramp and school bus drop-off, and a visitor center.

Development Phasing

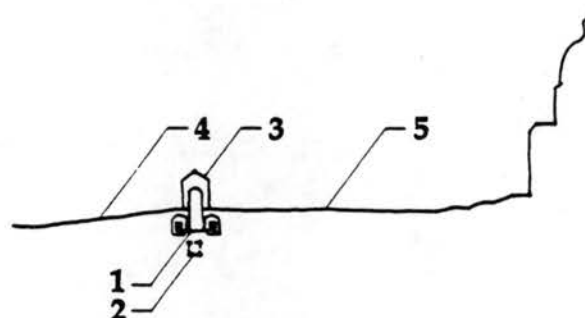
The Capitol Station and LRT alignment are comprised of a number of elements. These elements include the following:

1. LRT Station
2. Pedestrian Tunnel Extensions
3. Station Pavilion and Visitor Information
4. Cascading Stair and Water Feature
5. Public Square
6. School Bus Drop-off
7. Public Parking Ramp

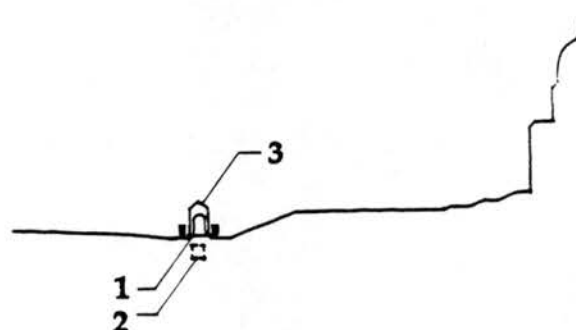
These elements may be phased and three development scenarios are illustrated. The preferred development scenario (Scenario 1) assumes the completion of the station and all related development. A second scenario (Scenario 2) assumes the completion of the station and a portion of the Public Square. Scenario 2 precludes the construction of the public parking ramp and school bus drop-off, as this would result in the demolition of the Public Square improvements. The third scenario (Scenario 3) assumes the completion of the station within the existing Mall context. Scenario 3 would not preclude the full development of the Public Square and other related development at a subsequent time. The design for the Capitol Station in the Public Square context with related improvements (preferred scenario) should be pursued. However, the station in the existing Mall Context would be pursued if funding for the Public Square and related improvements is unavailable in time to meet the LRT development schedule.



Scenario 1 - Capitol Station Development Program Elements, Including Station and All Proposed Related Development. No development precluded.



Scenario 2 - Capitol Station Development Program Elements, Including Station and All Proposed Related Development, Except Public Parking Ramp and School Bus Drop-Off. Future parking and school bus drop-off precluded.



Scenario 3 - Capitol Station Development Program Elements, Including Station and Existing Mall Context. No future development precluded.

Costs

Order-of-magnitude costs have been developed for the three development scenarios. The figures for the station only reflect the cost of the station and the vertical access elements (stairs, escalators and elevators) and landscaping directly above or abutting the station. For example, in designing the station for the Public Square context, the Mayernik and Rajkovich scheme for the Square has been "sliced apart" and a station "inserted" between the Square and the top of the cascading stairway. The cost estimate for the station, therefore, only includes this "insert" and the added plaza space above. On the other hand, the station in the existing Mall context includes the replacement of walkways and lawn areas disrupted by the station construction.

An estimated budget for the Capitol Station has been established at \$3.25 million and will be used for this comparison. Order-of-magnitude estimates for the other components of the development scenarios are:

Preferred Development Scenario

- | Development Component | |
|---|-----------------------|
| 1. Station: Public Square Context | \$3.25 Million |
| 2. Pedestrian Tunnel Extensions | \$2.4 - \$2.7 Million |
| 3. Station Pavilion/Visitor Information Kiosk | \$0.4 - \$0.6 Million |
| 4. Cascading Stair and Water Feature | \$3.7 - \$4.1 Million |
| 5. Public Square | \$6.9 - \$7.6 Million |
| 6. School Bus Drop-off and Public Parking Garage (400 Parking Stalls) | \$6 - \$8 Million |

Development Scenario without Parking

- | Development Component | |
|-----------------------------------|----------------|
| 1. Station: Public Square Context | \$3.25 Million |

- | | |
|---|-----------------------|
| 2. Pedestrian Tunnel Extensions | \$2.4 - \$2.7 Million |
| 3. Station Pavilion/Visitor Information Kiosk | \$0.4 - \$0.6 Million |
| 4. Cascading Stair and Water Feature | \$3.7 - \$4.1 Million |
| 5. Public Square | \$6.9 - \$7.6 Million |

Development Scenario in Existing Mall Context

- | Development Component | |
|---|-----------------------|
| 1. Station: Existing Mall Context | \$3.25 Million |
| 2. Pedestrian Tunnel Extensions | \$2.4 - \$2.7 Million |
| 3. Station Pavilion/Visitor Information Kiosk | \$0.4 - \$0.6 Million |

Additionally, the guideway will be significantly more expensive than the LRT base cost from the Preliminary Design Phase which assumed paved trackway and involved a shorter length of track in the Capitol Area. The cost of the guideway will include the additional expense of ornamental light poles which will support the overhead electrification system, as well as the reconstruction of Cedar Street, Constitution Avenue and John Ireland Boulevard. The estimated cost of the guideway, including ornamental light poles, landscaping, paving and signalization is \$15.2 Million compared to \$5.6 million from the Preliminary Design alignment.

These improvements represent a significant investment in the enhancement of the Capitol Mall.

Funding Strategies

The development phasing outlined above requires a coordinated funding strategy for LRT and the Capitol Mall improvements. It assumes that the Public Square will be funded by bonds approved by the Legislature for the Project for the Completion of the Capitol Grounds. The funding and construction of the Public Square must be linked to the LRT implementation schedule to allow for joint development of the station. A coordinated approach to the total

development proposed would result in significant overall savings when compared to project-by-project implementation. If this strategy is unsuccessful the Capitol Station should be developed in the existing Mall. In each case, LRT funds would be used to construct the station.

Additional Steps In The Process For Implementation

Preliminary Engineering for the Midway Corridor is currently scheduled for completion in December of this year (1992). If funding is available, the project could move into Final Design and the preparation of Contract Documents immediately thereafter. Construction could begin as early as 1995 with LRT service beginning in 1998.

During this ongoing development and implementation process, the Railroad Authorities and their consultant team are committed to the same ongoing, cooperative approach that has been the hallmark of this current effort.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Vespigelaew *2/17/92*
Authorized Signature Date

Board Action Requested

Quarterly report of payments for RCRRRA.

October through December, 1991

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated January 21, 1992

Budgeting and Accounting

Ed. Hantitz *2/19/92*

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

February 25, 1992

J. L. Henderson
Signature

2/21/92

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1991, through December 31, 1991, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196
Fax: 298-4565

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

M E M O R A N D U M

DATE: January 21, 1992
TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: October-December 1991

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 63,210.57
59103	Phase I - Preliminary Engr & EIS - Midway	51,241.50
59105	Phase II PE-Midway Corridor	24,442.10
59106	Right-of-Way Acquisition	6,470.14
59107	Northeast Corridor Study	2,161.16
59108	South Corridor Study	21,453.85
59177	Refunds & Reimbursements - Petty Cash	<u>33.16</u>
Total		\$169,012.48

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period October through December, 1991 and a copy of the Budget Condition Report as of December 31, 1991.

JVH:EG:dmh/gcl
Attachments

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

RAMSLEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1991 THRU DECEMBER 31, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020122	CA	16001	101591	00741746	645.00	MINNESOTA STATE AUDITORS	
		020122					645.00		
		EXECUTIVE DIRECTOR-SERVICES							
	59101	020176	IC	13994A	100491	00736728	2,407.68	IC TRANSFER PMT 400 40301	300908 A00467
			IC	13995A	100491	00736728	2,884.00	IC TRANSFER PMT 400 40301	300908 A00469
			IC	13996A	100491	00736728	2,054.85	IC TRANSFER PMT 400 40301	300908 A00468
			IC	16987	102591	00745199	3,370.68	IC TRANSFER PMT 400 40301	300908 A00487
			IC	30067A	122091	00774127	5,047.00	IC TRANSFER PMT 400 40301	300908 A00491
			IC	30068A	122091	00774127	3,677.10	IC TRANSFER PMT 400 40301	300908 A00492
		020176					19,441.31		
		BUDGETING AND ACCOUNTING SERVICES							
	59101	020179	IC	13997A	100491	00736728	324.77	IC TRANSFER PMT 400 40303	300908 A00470
			IC	16955A	102591	00745199	165.99	IC TRANSFER PMT 400 40303	300908 A00483
			IC	22035	120691	00767332	487.15	IC TRANSFER PMT 400 40303	300908 A00488
			IC	30069	122091	00774127	1,100.59	IC TRANSFER PMT 400 40303	300908 A00493
		020179					2,078.50		
		DATA PROCESSING SERVICES-MICE							
	59101	020185	IC	13998A	100491	00736728	422.83	IC TRANSFER PMT 574 57401	301385 C02437
		020185					422.83		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	14003	100491	00736728	1,228.16	IC TRANSFER PMT 400 47109	300434 B01449
			IC	14004	100491	00736728	742.91	IC TRANSFER PMT 400 47101	300166 B01449
			IC	14005	100491	00736728	5,120.06	IC TRANSFER PMT 400 47102	300434 B01454
			IC	14006	100491	00736728	1,430.60	IC TRANSFER PMT 400 47101	300166 B01454
			IC	20251	112291	00760570	1,270.51	IC TRANSFER PMT 400 47109	300434 B01491
			IC	20251A	112291	00760570	768.53	IC TRANSFER PMT 400 47101	300166 B01491
			IC	20252	112291	00760570	3,456.57	IC TRANSFER PMT 400 47102	300434 B01492
			IC	20252A	112291	00760570	965.80	IC TRANSFER PMT 400 47101	300166 B01492
			IC	22036	120691	00767332	1,588.14	IC TRANSFER PMT 400 47109	300434 B01522
			IC	22036A	120691	00767332	960.66	IC TRANSFER PMT 400 47101	300166 B01522
			IC	22037	120691	00767332	4,709.58	IC TRANSFER PMT 400 47102	300434 B01528
			IC	22037A	120691	00767332	1,315.91	IC TRANSFER PMT 400 47101	300166 B01528
			IC	30071	122091	00774127	2,057.51	IC TRANSFER PMT 400 40801	300908 A00032
			IC	30072	122091	00774127	1,686.23	IC TRANSFER PMT 400 40801	300908 A00033
			IC	30073A	122091	00774127	1,516.06	IC TRANSFER PMT 400 40801	300908 A00037
		020193					28,817.23		
		PUBLIC INFORMATION SERVICES							
	59101	020194	CA	2413U	122091	00774977	1,555.38	BRW INC	
		020194					1,555.38		
		POSTAGE							
	59101	020202	IC	15073A	101191	00739642	206.15	IC TRANSFER PMT 521 52104	350323 W01181

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1991 THRU DECEMBER 31, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJLCT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		POSTAGE							
59101		020202	IC	16956A	102591	00745199	67.31	IC TRANSFER PMT 521 52104	350323 W01221
			IC	2203E	120691	00767332	184.15	IC TRANSFER PMT 521 52104	350323 W01253
			CA	23389B	121391	00770708	145.00	POSTMASTER C/D BUDGETING	
		020202					602.61		
		TELEPHONE LONG DISTANCE CHARGES							
59101		020207	CA	14047C	100491	00736729	2.88	AT&T COMMUNICATIONS	
			CA	14056	100491	00736729	22.24	AT&T COMMUNICATIONS	
			CA	19519	111491	00757395	20.03	AT&T COMMUNICATIONS	
			CA	22803	121391	00770639	12.15	AT&T COMMUNICATIONS	
		020207					57.30		
		TELEPHONE-LOCAL SERVICE							
59101		020208	CA	14647	100891	00738107	108.61	U S WEST COMMUNICATIONS	
			CA	19526	111491	00757396	107.19	U S WEST COMMUNICATIONS	
			CA	22793	121391	00770683	107.19	U S WEST COMMUNICATIONS	
		020208					322.99		
		TELEPHONE-EQUIPMENT RENTAL							
59101		020209	CA	30537	122791	00776782	31.00	ST PAUL CITY OF	
		020209					31.00		
		MESSENGER SERVICE							
59101		020305	CA	13919	100491	00737576	55.45	ROADRUNNER TRANSPORTATION INC	
			CA	14711	100891	00738452	41.60	ROADRUNNER TRANSPORTATION INC	
			CA	19590	111491	00757830	22.45	ROADRUNNER TRANSPORTATION INC	
			CA	21121	112791	00763051	8.60	ROADRUNNER TRANSPORTATION INC	
			CA	23038	121391	00771257	20.20	ROADRUNNER TRANSPORTATION INC	
		020305					148.30		
		PRINTING & STATIONERY							
59101		020501	IC	14007	100491	00736728	188.82	IC TRANSFER PMT 400 41202	300404 H02066
			IC	15072	101191	00739642	3,936.80	IC TRANSFER PMT 400 40301	300130 A00478
			IC	16957	102591	00745199	976.30	IC TRANSFER PMT 400 40301	300130 A00480
			IC	16986	102591	00745199	213.51	IC TRANSFER PMT 400 41202	300404 H02119
		020501					5,315.43		
		EQUIPMENT AND MACHINERY-RENTAL							
59101		020903	CA	30531	122791	00776907	90.00	SURPLUS OFFICE SUPPLY	
		020903					90.00		
		PARKING SPACE							
59101		020909	CA	13920	100491	00736725	180.00	VICTORY PARKING INC	
			CA	16321	101891	00743215	180.00	VICTORY PARKING INC	
			CA	21034	112791	00762441	180.00	VICTORY PARKING INC	
			CA	23939	121791	00772390	180.00	VICTORY PARKING INC	
		020909					720.00		

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1991 THRU DECEMBER 31, 1991

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM HBR	WAR DATE	WAR HBR	WAR AMT	VENDOR NAME
		BOOKS, PERIODICALS, SUBSCRIPTIONS						
	59101	021101	CA	19591	111491	00757831	65.00	AMERICAN PUBLIC TRANSIT ASSN
			CA	21122	112791	00763052	5.00	WORLDWATCH INSTITUTE
			CA	23039	121391	00771258	23.22	DIGITAL EQUIPMENT CORPORATION
		021101					93.22	
		CONFERENCE & SEMINAR EXPENSES						
	59101	021403	CA	16564	102291	00744185	475.00	NEW TRANSPORTATION FOR A NEW C
			CA	17230	102591	00746475	571.00	FINLEY JOHN T
		021403					1,046.00	
		OTHER TRAVEL						
	59101	021407	CA	17007	102591	00746476	553.50	CARLSON TRAVEL NETWORK
			CA	17380	102991	00747792	911.54	HORGARD HAL
		021407					1,465.04	
		CED MEETING EXPENSES ACCOUNT						
	59101	021409	CA	21216	112791	00763053	18.44	DESPIEGELAERE KATHRYN
			CA	23040	121391	00771259	44.75	AUGIES CATERING
			CA	23041	121391	00771260	14.23	DESPIEGELAERE KATHRYN
			CA	24287	122091	00774978	39.13	DESPIEGELAERE KATHRYN
		021409					116.55	
		OFFICE SUPPLIES						
	59101	030101	CA	13921	100491	00737577	22.33	GENERAL OFFICE PROD CO
			CA	14045	100491	00737028	119.06	ST PAUL CITY OF
			CA	14635	100891	00738101	15.11	ST PAUL CITY OF
			CA	21035	112791	00763054	23.63	GENERAL OFFICE PROD CO
			CA	21123	112791	00762482	61.75	ST PAUL CITY OF
		030101					241.88	

RAMSEY COUNTY REGIONAL RAILROAD AUTH - ADMINISTRATION: 63,210.57

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1991 THRU DECEMBER 31, 1991

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAK DATE	WAK NBR	WAK AMT	VENDOR NAME
		CONSULTING SERVICES						
59103		020102	CA	PA800	100891	00738453	1,368.57	BRW INC
			CA	PA800	101191	00740554	36,775.39	BRW INC
			CA	PA800	101591	00741747	10,761.83	BRW INC
		020102					48,905.79	
		EXECUTIVE DIRECTOR-SERVICES						
59103		020176	IC	13994	100491	00736728	468.16	IC TRANSFER PMT 400 40301 300908 A00467
			IC	13996C	100491	00736728	216.30	IC TRANSFER PMT 400 40301 300908 A00468
			IC	30067	122091	00774127	360.50	IC TRANSFER PMT 400 40301 300908 A00491
			IC	30060	122091	00774127	144.20	IC TRANSFER PMT 400 40301 300908 A00492
		020176					1,189.16	
		DATA-PROCESSING-SERVICES-MTCE						
59103		020185	IC	13998C	100491	00736728	17.46	IC TRANSFER PMT 574 57401 301385 C02437
		020185					17.46	
		COUNTY PROJECT MANAGEMENT SERVICES						
59103		020193	IC	14000	100491	00736728	211.75	IC TRANSFER PMT 400 47109 300434 B01448
			IC	14009	100491	00736728	128.09	IC TRANSFER PMT 400 47101 300166 B01448
			IC	15074A	101191	00739642	119.25	IC TRANSFER PMT 400 47102 300434 B01451
			IC	20253	112291	00760570	148.22	IC TRANSFER PMT 400 47109 300434 B01490
			IC	20253A	112291	00760570	89.65	IC TRANSFER PMT 400 47101 300166 B01490
			IC	20254A	112291	00760570	110.56	IC TRANSFER PMT 400 47102 300434 B01493
			IC	22039A	120691	00767332	135.93	IC TRANSFER PMT 400 47109 300434 B01524
			IC	30071A	122091	00774127	185.64	IC TRANSFER PMT 400 40801 300908 A00034
		020193					1,129.09	

RCRRA PHASE 1 PRELIM ENGR * EIS

51,241.50

RAMSEY COUNTY
BUDGET ACCOUNTING

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DATE 1/14/92

REGIONAL RAILROAD QTKLY REPORT
PERIOD OCTOBER 1, 1991 THRU DLCEMBER 31, 1991

PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		CONSULTING SERVICES						
59105		020102	CA	PA270	121791	00772908	6,574.77	BRM INC
		020102					6,574.77	
		EXECUTIVE DIRECTOR-SERVICES						
59105		020176	IC	13995	100491	00736728	1,442.00	IC TRANSFER PMT 400 40301 300908 A00469
			IC	13996	100491	00736728	504.70	IC TRANSFER PMT 400 40301 300908 A00468
			IC	169878	102591	00745199	522.73	IC TRANSFER PMT 400 40301 300908 A00487
			IC	30067C	122091	00774127	793.10	IC TRANSFER PMT 400 40301 300908 A00491
			IC	30068C	122091	00774127	288.40	IC TRANSFER PMT 400 40301 300908 A00492
		020176					3,550.93	
		DATA PROCESSING SERVICES-MTCE						
59105		020185	IC	13998	100491	00736728	134.88	IC TRANSFER PMT 574 57401 301385 C02437
		020185					134.88	
		COUNTY PROJECT MANAGEMENT SERVICES						
59105		020193	IC	14010	100491	00736728	995.23	IC TRANSFER PMT 400 47109 300434 B01445
			IC	14011	100491	00736728	602.01	IC TRANSFER PMT 400 47101 300166 B01445
			IC	14012	100491	00736728	777.72	IC TRANSFER PMT 400 47102 300434 B01453
			IC	14013	100491	00736728	217.30	IC TRANSFER PMT 400 47101 300166 B01453
			IC	20255	112291	00760570	910.53	IC TRANSFER PMT 400 47109 300434 B01487
			IC	20255A	112291	00760570	550.77	IC TRANSFER PMT 400 47101 300166 B01487
			IC	22040	120691	00767332	1,728.28	IC TRANSFER PMT 400 47102 300434 B01526
			IC	22040A	120691	00767332	482.90	IC TRANSFER PMT 400 47101 300166 B01526
			IC	22041	120691	00767332	2,286.92	IC TRANSFER PMT 400 47109 300434 B01525
			IC	22041A	120691	00767332	1,383.35	IC TRANSFER PMT 400 47101 300166 B01525
			IC	30072B	122091	00774127	1,856.40	IC TRANSFER PMT 400 40801 300908 A00035
			IC	30073	122091	00774127	1,577.94	IC TRANSFER PMT 400 40801 300908 A00038
		020193					13,369.35	
		POSTAGE						
59105		020202	IC	15073C	101191	00739642	34.35	IC TRANSFER PMT 521 52104 350323 W01181
			IC	16956	102591	00745199	5.61	IC TRANSFER PMT 521 52104 350323 W01221
		020202					39.96	
		OTHER TRAVEL						
59105		021407	CA	24285	122091	00774979	349.21	CARLSON TRAVEL NETWORK
			CA	24286	122091	00774979	388.00	CARLSON TRAVEL NETWORK
		021407					737.21	
		VOLUNTEER/COMMITTEE MEETING EXPENSE						
59105		021408	CA	21217	112791	00763055	35.00	COURT SHUPPE
		021408					35.00	

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REGIONAL RAILROAD QTRLY REPORT
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PHASE II PE-MIDWAY CORRIDOR

RFC	DLPT	OBJCT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
PHASE II PE-MIDWAY CORRIDOR						24,442.10		

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REGIONAL RAILROAD QTRLY REPORT
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RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		BUDGETING AND ACCOUNTING SERVICES							
	59106	020179	IC	13997	100491	00736728	36.08	IC TRANSFER PMT 400 40303	300908 A00470
		020179					36.08		
		DATA PROCESSING SERVICES-MTCE							
	59106	020185	IC	13998D	100491	00736728	12.66	IC TRANSFER PMT 574 57401	301385 C02437
		020185					12.66		
		SURVEYING SERVICE							
	59106	020192	CA	PA219	101891	00743216	3,950.00	HANSEN THORP PELLINEN OLSON	
			IC	14014	100491	00736728	491.19	IC TRANSFER PMT 400 47110	300188 B01420
			IC	14015	100491	00736728	297.12	IC TRANSFER PMT 400 47101	300166 B01420
			IC	14016	100491	00736728	537.35	IC TRANSFER PMT 400 47110	300188 B01450
			IC	14017	100491	00736728	325.04	IC TRANSFER PMT 400 47101	300166 B01450
			IC	30070	122091	00774127	164.38	IC TRANSFER PMT 400 47110	300188 B01494
			IC	30070A	122091	00774127	99.43	IC TRANSFER PMT 400 47101	300166 B01494
		020192					5,864.51		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59106	020193	IC	14016	100491	00736728	105.88	IC TRANSFER PMT 400 47109	300434 B01447
			IC	15074	101191	00739642	98.52	IC TRANSFER PMT 400 47101	300166 B01451
			IC	15074B	101191	00739642	139.99	IC TRANSFER PMT 400 47102	300434 B01451
			IC	20254C	112291	00760570	110.56	IC TRANSFER PMT 400 47102	300434 B01493
			IC	20256	112291	00760570	101.94	IC TRANSFER PMT 400 47109	300434 B01489
		020193					556.89		

RIGHT-OF-WAY ACQUISITION

6,470.14

FAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
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NORTHEAST CORRIDOR STUDY

RFC	DLPT	OBJLCT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		CONSULTING SERVICES						
59107	020102	CA	PA017	111491	00757832		1,000.00	STRGAR ROSCOE FAUSCH INC
	020102						1,000.00	
		EXECUTIVE DIRECTOR-SERVICES						
59107	020176	IC	13994C	100491	00736728		501.60	IC TRANSFER PMT 400 40301 300908 A00467
		IC	13996D	100491	00736728		216.30	IC TRANSFER PMT 400 40301 300908 A00468
	020176						717.90	
		DATA PROCESSING SERVICES-MTCE						
59107	020185	IC	13990B	100491	00736728		5.05	IC TRANSFER PMT 574 57401 301385 C02437
	020185						5.05	
		COUNTY PROJECT MANAGEMENT SERVICES						
59107	020193	IC	14018A	100491	00736728		64.03	IC TRANSFER PMT 400 47101 300166 B01447
		IC	20256A	112291	00760570		89.65	IC TRANSFER PMT 400 47101 300166 B01489
		IC	20256B	112291	00760570		46.28	IC TRANSFER PMT 400 47109 300434 B01489
		IC	22039	120691	00767332		75.82	IC TRANSFER PMT 400 47109 300434 B01524
		IC	22039B	120691	00767332		128.08	IC TRANSFER PMT 400 47101 300166 B01524
	020193						403.86	
59107	020202	IC	15073	101191	00739642		34.35	IC TRANSFER PMT 521 52104 350323 W01181
	020202						34.35	

NORTHEAST CORRIDOR STUDY

2,161.16

RAMSEY COUNTY BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY RPT
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SOUTH CORRIDOR STUDY

RFC	DLPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59108	CONSULTING SERVICES							
		020102	CA	PA075	101191	00740554	4,758.34	BRW INC	
			CA	PA075	120691	00768288	3,448.80	BRW INC	
		020102					8,207.14		
		EXECUTIVE DIRECTOR-SERVICES							
	59108	020176	IC	13994B	100491	00736728	1,437.92	IC TRANSFER PMT 400 40301	300908 A00467
			IC	13995B	100491	00736728	1,442.00	IC TRANSFER PMT 400 40301	300908 A00469
			IC	13996B	100491	00736728	1,910.65	IC TRANSFER PMT 400 40301	300908 A00468
			IC	16987A	102591	00745199	1,297.80	IC TRANSFER PMT 400 40301	300908 A00487
			IC	30067B	122091	00774127	432.60	IC TRANSFER PMT 400 40301	300908 A00491
			IC	30068B	122091	00774127	216.30	IC TRANSFER PMT 400 40301	300908 A00492
		020176					6,737.27		
		BUDGETING AND ACCOUNTING SERVICES							
	59108	020179	IC	13997B	100491	00736728	36.09	IC TRANSFER PMT 400 40303	300908 A00470
			IC	16955	102591	00745199	18.04	IC TRANSFER PMT 400 40303	300908 A00483
		020179					54.13		
		DATA PROCESSING SERVICES-MTCE							
	59108	020185	IC	14002	100491	00736728	113.83	IC TRANSFER PMT 574 57401	301385 C02437
		020185					113.83		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59108	020193	IC	14019	100491	00736728	465.85	IC TRANSFER PMT 400 47109	300434 B01446
			IC	14020	100491	00736728	281.79	IC TRANSFER PMT 400 47101	300166 B01446
			IC	14021	100491	00736728	6,864.14	IC TRANSFER PMT 400 47102	300434 B01452
			IC	14021	103191	00000000	-6,000.00	JE02270 400 47102	300434
			IC	14022	100491	00736728	241.45	IC TRANSFER PMT 400 47101	300166 B01452
			IC	20254	112291	00760570	124.53	IC TRANSFER PMT 400 47102	300434 B01493
			IC	20254B	112291	00760570	96.59	IC TRANSFER PMT 400 47101	300166 B01493
			IC	20257	112291	00760570	294.59	IC TRANSFER PMT 400 47101	300166 B01488
			IC	20257A	112291	00760570	487.02	IC TRANSFER PMT 400 47109	300434 B01488
			IC	22042	120691	00767332	211.75	IC TRANSFER PMT 400 47109	300434 B01523
			IC	22042A	120691	00767332	128.08	IC TRANSFER PMT 400 47101	300166 B01523
			IC	22043	120691	00767332	820.93	IC TRANSFER PMT 400 47102	300434 B01527
			IC	22043A	120691	00767332	229.37	IC TRANSFER PMT 400 47101	300166 B01527
			IC	30072A	122091	00774127	1,732.64	IC TRANSFER PMT 400 40801	300908 A00036
		020193					5,978.73		
		POSTAGE							
	59108	020202	IC	15073B	101191	00739642	68.74	IC TRANSFER PMT 521 52104	350323 W01181
			IC	16956B	102591	00745199	39.26	IC TRANSFER PMT 521 52104	350323 W01221
		020202					108.00		
		PUBLISHING MINUTES & NOTICES							
	59108	020401	CA	16002	101591	00741692	240.00	ST PAUL PIONEER PRESS DISPATCH	
		020401					240.00		

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
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SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59108	PRINTING & STATIONERY	020501	IC	14007A	100491	00736728	
		020501					14.75	IC TRANSFER PMT 400 41202
							14.75	300404 H02066

SOUTH CORRIDOR STUDY

21,453.85

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REFUNDS AND REIMBURSEMENTS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		REFUNDS AND REIMBURSEMENTS - PETTY CASH							
	59177	050201	CA	J2229	101191	00740555	33.16	DESPIEGELAERE	KATHRYN
		050201					33.16		

REFUNDS & REIMBURSEMENTS

33.16

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1991 THRU DECEMBER 31, 1991

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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TOTAL 4TH QUARTER - 1991 EXPENDITURES:					FUND 591 TOTAL		169,012.48	
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RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	150,000.00	0.00	3,719.00	150,000.00	146,281.00	0.00	0.00	
020122	3,000.00	2,445.75	554.25	554.25	0.00	0.00	0.00	81.53
020154	25,000.00	10,000.00	0.00	15,000.00	15,000.00	0.00	0.00	40.00
020174	35,000.00	0.00	6,500.00	35,000.00	28,500.00	0.00	0.00	
020176	68,000.00	41,629.40	2,000.00	26,370.60	24,370.60	0.00	0.00	61.22
020179	20,000.00	7,526.77	3,000.00	12,473.23	9,473.23	0.00	0.00	37.63
020185	6,600.00	2,706.66	0.00	3,893.34	3,893.34	0.00	600.00	41.01
020193	140,250.00	93,006.51	25,000.00	47,243.49	22,243.49	0.00	0.00	66.31
020194	30,000.00	3,290.38	0.00	26,709.62	26,709.62	0.00	0.00	10.97
020202	5,574.00	2,091.37	600.00	3,482.63	2,882.63	0.00	226.00	37.52
020207	230.00	187.33	40.00	42.67	2.67	0.00	150.00	81.45
020208	1,560.00	1,437.08	120.00	122.92	2.92	300.00	0.00	92.12
020209	31.00	31.00	31.00	0.00	31.00CR	31.00	0.00	100.00
020301	600.00	333.12	266.88	266.88	0.00	0.00	0.00	55.52
020305	1,200.00	1,079.25	110.00	120.75	10.75	600.00	0.00	89.94
020401	8,460.00	0.00	0.00	8,460.00	8,460.00	0.00	100.00	
020501	20,440.00	7,093.63	2,400.00	13,346.37	10,946.37	0.00	360.00	34.70
020611	250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
020803	45.00	45.00	0.00	0.00	0.00	45.00	0.00	100.00
020903	360.00	90.00	270.00	270.00	0.00	360.00	0.00	25.00
020906	14,700.00	0.00	0.00	14,700.00	14,700.00	0.00	0.00	

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
								* CONTINUED *
020909	2,400.00	2,160.00	0.00	240.00	240.00	0.00	0.00	90.00
021101	231.00	93.22	0.00	137.78	137.78	0.00	19.00	40.35
021134	303.00	0.00	303.00	303.00	0.00	303.00	0.00	
021192	0.00	0.68	0.00	0.68CR	0.68CR	0.00	0.00	6800.00
021226	2,550.00	0.00	0.00	2,550.00	2,550.00	0.00	450.00	
021401	500.00	175.00	0.00	325.00	325.00	0.00	0.00	35.00
021403	4,466.00	1,961.54	1,200.00	2,504.46	1,304.46	0.00	284.00	43.92
021407	20,000.00	2,953.63	0.00	17,046.37	17,046.37	0.00	0.00	14.77
021408	700.00	396.71	300.00	303.29	3.29	450.00	2,750.00	56.67
021409	2,500.00	1,003.96	100.00	1,496.04	1,396.04	2,500.00	0.00	40.16
022213	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02	564,950.00	181,987.99	46,514.13	382,962.01	336,447.88	4,839.00	4,939.00	32.21
030101	2,000.00	992.26	200.00	1,007.74	807.74	0.00	0.00	49.61
040300	33,880.00	0.00	33,800.00	33,880.00	80.00	0.00	0.00	
061001	400,000.00	0.00	0.00	400,000.00	400,000.00	0.00	0.00	
061003	1,857,650.00	0.00	0.00	1,857,650.00	1,857,650.00	0.00	117,350.00	
061007	150,000.00	0.00	0.00	150,000.00	150,000.00	0.00	0.00	
CURR ORG-TOT	3,008,480.00	182,980.25	80,514.13	2,825,499.75	2,744,985.62	4,839.00	122,289.00	6.08
R90 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	452,713.74	20,762.89	0.00	431,950.85	431,950.85	0.00	0.00	4.59
ORG-TOT	3,461,193.74	203,743.14	80,514.13	3,257,450.60	3,176,936.47	4,839.00	122,289.00	5.89

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN							
020102	585.72	0.00	0.00	585.72	585.72	0.00	0.00	
020174	237.10	0.00	0.00	237.10	237.10	0.00	0.00	
020176	292.76	0.00	0.00	292.76	292.76	0.00	0.00	
020179	450.36	0.00	0.00	450.36	450.36	0.00	0.00	
020185	0.87	0.00	0.00	0.87	0.87	0.00	0.00	
020193	1,255.73	0.00	0.00	1,255.73	1,255.73	0.00	0.00	
020202	213.71	0.00	0.00	213.71	213.71	0.00	0.00	
020305	9.00	0.00	0.00	9.00	9.00	0.00	0.00	
020401	2,200.00	0.00	0.00	2,200.00	2,200.00	0.00	0.00	
020501	1,340.04	0.00	0.00	1,340.04	1,340.04	0.00	0.00	
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	10.00	0.00	0.00	10.00	10.00	0.00	0.00	
021408	6.37	0.00	0.00	6.37	6.37	0.00	0.00	
TOTL 02	6,601.66	0.00	0.00	6,601.66	6,601.66	0.00	0.00	
ORG-TOT	6,601.66	0.00	0.00	6,601.66	6,601.66	0.00	0.00	
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	535,437.52	421,540.65	82,694.21	113,896.87	31,202.66	0.00	0.00	78.73
020174	5,308.74	1,030.68	0.00	4,278.06	4,278.06	0.00	0.00	19.41
020176	13,495.06	13,424.86	0.00	70.20	70.20	10,000.00	0.00	99.48
020179	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	1,637.72	1,563.76	0.00	73.96	73.96	1,600.00	0.00	95.48

PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020193	53,959.88	34,011.42	0.00	19,948.46	19,948.46	0.00	0.00	63.03
020194	30,126.60	27,696.85	0.00	2,429.75	2,429.75	0.00	12,694.00	91.93
020202	367.11	356.13	0.00	10.98	10.98	150.00	0.00	97.01
020305	260.90	211.85	0.00	49.05	49.05	200.00	0.00	81.20
020401	952.45	372.55	0.00	579.90	579.90	0.00	3,500.00	39.11
020501	1,071.32	1,038.65	0.00	32.67	32.67	100.00	0.00	96.95
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	1,869.47	1,869.11	0.00	0.36	0.36	1,816.00	0.00	99.98
021408	2,347.60	2,347.33	0.00	0.27	0.27	2,328.00	0.00	99.99
TOTL 02	648,136.54	505,463.84	82,694.21	142,672.70	59,978.49	16,194.00	16,194.00	77.99
ORG-TOT	648,136.54	505,463.84	82,694.21	142,672.70	59,978.49	16,194.00	16,194.00	77.99
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	2,940,000.00	6,574.77	2,600,425.23	2,933,425.23	333,000.00	0.00	0.00	.22
020174	48,766.86	2,042.96	0.00	46,723.90	46,723.90	0.00	0.00	4.19
020176	34,983.28	3,902.05	0.00	31,081.23	31,081.23	0.00	0.00	11.15
020179	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020185	3,498.00	338.17	0.00	3,159.83	3,159.83	0.00	0.00	9.67
020193	327,929.58	19,759.73	0.00	308,169.85	308,169.85	0.00	0.00	6.03
020202	3,500.00	87.19	0.00	3,412.81	3,412.81	0.00	0.00	2.49
020401	4,000.00	23.40	0.00	3,976.60	3,976.60	0.00	0.00	.59

PCT DF YEAR ELAPSED =100.00

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID CURRENT ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR			* CONTINUED *				
020501	10,000.00	110.72	0.00	9,889.28	9,889.28	0.00	0.00	1.11
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	12,000.00	737.21	0.00	11,262.79	11,262.79	0.00	0.00	6.14
021408	1,000.00	84.20	0.00	915.80	915.80	0.00	0.00	8.42
TOTL 02	3,396,677.72	33,660.40	2,600,425.23	3,363,017.32	762,592.09	0.00	0.00	.99
ORG-TOT	3,396,677.72	33,660.40	2,600,425.23	3,363,017.32	762,592.09	0.00	0.00	.99
59106	RIGHT-OF-WAY ACQUISITION							
020109	9,000.00	0.00	9,000.00	9,000.00	0.00	9,000.00	0.00	
020174	34,000.00	533.75	0.00	33,466.25	33,466.25	34,000.00	0.00	1.57
020176	1,600.00	242.44	0.00	1,357.56	1,357.56	1,600.00	0.00	15.15
020179	2,000.00	36.08	0.00	1,963.92	1,963.92	2,000.00	0.00	1.80
020185	450.00	50.39	0.00	399.61	399.61	450.00	0.00	11.20
020192	59,500.00	53,860.09	0.00	5,639.91	5,639.91	59,500.00	0.00	90.52
020193	9,300.00	1,800.97	0.00	7,499.03	7,499.03	9,300.00	0.00	19.37
020202	500.00	32.26	0.00	467.74	467.74	500.00	0.00	6.45
020401	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020501	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020913	0.00	0.00	0.00	0.00	0.00	9,300.00	9,300.00	
TOTL 02	117,350.00	56,555.98	9,000.00	60,794.02	51,794.02	126,650.00	9,300.00	48.19
ORG-TOT	117,350.00	56,555.98	9,000.00	60,794.02	51,794.02	126,650.00	9,300.00	48.19

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59107	NORTHEAST CORRIDOR STUDY							
020102	145,608.98	120,796.48	0.00	24,812.50	24,812.50	0.00	0.00	82.96
020174	6,950.86	2,687.13	0.00	4,263.73	4,263.73	0.00	0.00	38.66
020176	2,301.53	3,585.38	0.00	1,283.85CR	1,283.85CR	0.00	0.00	155.78
020179	2,924.15	0.00	0.00	2,924.15	2,924.15	0.00	0.00	
020185	495.51	548.76	0.00	53.25CR	53.25CR	0.00	0.00	110.75
020193	83,557.68	12,193.35	0.00	71,364.33	71,364.33	0.00	0.00	14.59
020202	436.28	112.98	0.00	323.30	323.30	0.00	0.00	25.90
020401	500.00	37.35	0.00	462.65	462.65	0.00	0.00	7.47
020501	473.90	434.63	0.00	39.27	39.27	0.00	0.00	91.71
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021408	465.40	500.28	0.00	34.88CR	34.88CR	0.00	0.00	107.49
TOTL 02	244,214.29	140,896.34	0.00	103,317.95	103,317.95	0.00	0.00	57.69
ORG-TOT	244,214.29	140,896.34	0.00	103,317.95	103,317.95	0.00	0.00	57.69
59108	SOUTH CORRIDOR STUDY							
020102	50,059.00	44,965.99	2,366.61	5,093.01	2,726.40	0.00	14,941.00	89.83
020174	3,111.00	3,110.45	0.00	0.55	0.55	611.00	0.00	99.98
020176	10,373.44	10,306.99	0.00	66.45	66.45	10,100.00	0.00	99.36
020179	322.93	124.96	0.00	197.97	197.97	0.00	0.00	38.70
020185	902.01	900.94	0.00	1.07	1.07	800.00	0.00	99.88
020193	27,232.28	27,177.28	0.00	55.00	55.00	3,300.00	0.00	99.80

PCT OF YEAR ELAPSED =100.00

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ACJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD	
59108	SOUTH CORRIDOR STUDY								
				* CONTINUED *					
020202		218.75	213.32	0.00	5.43	5.43	30.00	0.00	97.52
020305		100.00	75.00	0.00	25.00	25.00	100.00	0.00	75.00
020401		300.00	293.75	0.00	6.25	6.25	100.00	0.00	97.92
020501		200.00	118.12	0.00	81.88	81.88	0.00	0.00	59.06
021192		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226		100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408		100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL 02		93,019.41	87,286.80	2,366.61	5,732.61	3,366.00	15,041.00	14,941.00	93.84
ORG-TOT		93,019.41	87,286.80	2,366.61	5,732.61	3,366.00	15,041.00	14,941.00	93.84
59177	REFUNDS & RECOVERIES & PETTY CASH								
050201		33.16	33.16	0.00	0.00	0.00	33.16	0.00	100.00
ORG-TOT		33.16	33.16	0.00	0.00	0.00	33.16	0.00	100.00
ACT-TOT	7,967,226.52	1,027,639.66	2,775,000.18	6,939,586.86	4,164,586.68	162,757.16	162,724.00	12.90	
FCT-TOT	7,967,226.52	1,027,639.66	2,775,000.18	6,939,586.86	4,164,586.68	162,757.16	162,724.00	12.90	
FUND CURR TOT	7,514,512.78	1,006,876.77	2,775,000.18	6,507,636.01	3,732,635.83	162,757.16	162,724.00	13.40	
FUND R90 TOT	452,713.74	20,762.89	0.00	431,950.85	431,950.85	0.00	0.00	4.59	
FUND TOTAL	7,967,226.52	1,027,639.66	2,775,000.18	6,939,586.86	4,164,586.68	162,757.16	162,724.00	12.90	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]
Authorized Signature

2/17/92
Date

Board Action Requested

Ratify Partial Payment No. 26 to BRW, Inc. in the amount of \$30,196.17 for Phase I PE/ EIS Studies for the Midway Corridor

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$30,196.17 for the period ending October 31, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-70. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable form and Partial Payment No. 26
 - 3) BRW, Inc. Invoice 63887 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Committee / Meeting Date

February 25, 1992

Board Date

Signature

Signature

Signature

Date

Date

Date

2/21/92



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 Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

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

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

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-70) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 63887, Partial Payment No. 26, 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 \$30,196.17 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

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: January 22, 1992

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

For Accounting Use Only			
	Claim No.		Date Paid
CA	PA800	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

1-2 3-7 8 9-14

3 CODE				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$ 30,196.17
				\$
				\$
				\$
				\$

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

\$ 30,196.17
TOTAL

4 PAY TO: 02207
8 First Name & Initial (NO PUNCTUATION) 9-22
BRW
Last Name or Company Name 23-52
BRW
(Name - Continued) 53-76
3 Address 9-32
8 City State 33-54 Zip Code 55-59 Soc Sec No _____
or Fed Tax ID _____
60-71

5 ON CHECK STUB PUT: Partial Pymt 26; Inv. 63887; Phase I PE/EIS Midway Corr.
8 9-60
Agreement PA800; Acct 59103-020102; October 31, 1991
8 9-60

For Risk Management Use Only	
8 Last Name	8 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.

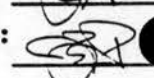
Authorized Signature K. Desjardins

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

PARTIAL PAYMENT NO.26

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 30 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 59103-020102	PERCENT COMPLETED	99.3%
TOTAL VALUE OF WORK CERTIFIED - 31 OCT 91		\$1,608,254.87
LESS RETAINAGE		\$15,000.00
AMOUNT DUE		\$1,593,254.87
LESS PREVIOUSLY APPROVED PAYMENTS:		\$1,559,559.25

ALLOWABLE PAYMENT FOR THIS PARTIAL: \$33,695.62

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

1/13/92 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/9/92 
DATE CONSULTANT

AMENDED MAXIMUM PROFESSIONAL SERVICES FEE UNDER CONTRACT RCRRA-89-001

1) ORIGINAL CONTRACT AMOUNT	\$1,398,039.00
2) AMENDMENT NO. 2 - TUNNEL STUDIES	\$200,000.00
3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST	\$18,000.00
4) 1990 MNDOT GRANT APPLICATION - REPRESENTS OUT OF SCOPE SERVICES	\$3,719.00
AMENDED CONTRACT AMOUNT	\$1,619,758.00

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO.10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO.11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO.12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT NO.13	\$79,406.61	\$7,568.57	\$86,975.18
PARTIAL PAYMENT NO.14	\$212,654.63	\$24,921.94	\$237,576.57
PARTIAL PAYMENT NO.15	\$66,549.38	\$8,169.29	\$74,718.67
PARTIAL PAYMENT NO.16	\$56,447.50	\$1,557.15	\$58,004.65
PARTIAL PAYMENT NO.17	\$15,069.56	\$2,054.94	\$17,124.50
PARTIAL PAYMENT NO.18	\$7,344.85	\$946.99	\$8,291.84
PARTIAL PAYMENT NO.19	\$10,335.08	\$1,368.34	\$11,703.42
PARTIAL PAYMENT NO.20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT NO.21	\$10,761.83	\$640.45	\$11,402.28
PARTIAL PAYMENT NO.22	\$1,368.57	\$186.63	\$1,555.20
PARTIAL PAYMENT NO.22A	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.23	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.24	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.25	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.26	\$30,196.17	\$3,499.45	\$33,695.62
PARTIAL PAYMENT TOTAL:	\$1,429,265.44	\$163,989.43	\$1,593,254.87

PAGE 1 OF 2 PAGES

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT:	\$1,619,758.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$1,593,254.87
AMOUNT REMAINING ON AGREEMENT	\$26,503.13

THIS BILLING PAST BILLING TOTAL TO DATE

RCRRA COST SHARE	\$2,153.55	\$1,440,311.89	\$1,442,465.44
5% RETAINAGE	(\$28,042.62)	\$41,242.62	\$13,200.00
AMOUNT DUE	\$30,196.17	\$1,399,069.27	\$1,429,265.44
HCRRA COST SHARE	\$293.67	\$165,495.76	\$165,789.43
5% RETAINAGE	(\$3,205.78)	\$5,005.78	\$1,800.00
AMOUNT DUE	\$3,499.45	\$160,489.98	\$163,989.43

TOTAL WORK CERTIFIED	\$1,608,254.87
TOTAL PAYMENT	\$1,593,254.87
TOTAL RETAINAGE	\$15,000.00
TOTAL PAYMENT	\$33,695.62

PREV RETAINAGE	\$46,248.40
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NOTE: BASIS OF PAYMENT IS REDUCTION OF RETAIN
TO \$15,000. RCRRA SHARE \$13,200; HCRRA
SHARE \$1,800.

CHECK	\$0.00
CHECK	\$0.00



BRW INC.

Planning
Transportation
Engineering
Urban Design

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

Minneapolis
Denver
Phoenix
Tucson
San Diego
Seattle
Orlando

INVOICE
63887

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: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
62-9010, 26-9001
through 26-9003

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 I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 2,153.55	\$1,441,186.65	\$1,443,340.20
o Less 5% Retainage	107.67	72,059.99	72,167.66
o Due This Billing	2,045.88	\$1,369,127.66	\$1,371,172.54
Hennepin County RRA	293.67	\$ 165,347.10	\$ 165,640.77
o Less 5% Retainage	14.69	8,267.93	8,282.62
o Due This Billing	\$ 278.98	\$ 157,079.17	\$ 157,358.15

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

BRW, INC.


David M. Warner, PE
Senior Associate

RC

HC

2,153 ⁵⁵	1,440,311 ⁸⁹	1,442,465 ⁴⁴
(28,042 ⁶²)	41,242 ⁶²	13,200 ⁰⁰
30,196 ¹⁷	1,399,069 ²⁷	1,429,265 ⁴⁴
293 ⁶⁷	165,495 ⁷⁶	165,789 ⁴³
(3,205 ⁷⁸)	5,005 ⁷⁸	1,800 ⁰⁰
3,499 ⁴⁵	160,489 ²⁸	163,989 ⁴³

Basis of Payment is reduction of retainage to \$13,000. RCRRA share \$13,200; HCRRRA share \$1,800.

12/30/91



RCRRA/HCRRA MIDWAY LRT
SALES DISTRIBUTION FORM

JOB#	LABOR	DIRECT EXPENSES	SUBCONTRACTOR RETAINAGE	TOTAL	LESS 5% RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRA
26-8956				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
26-9001				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
26-9002				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
26-9003				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
26-9004				\$0.00	\$0.00	0.00	100%	\$0.00	0%	\$0.00
26-9005				\$0.00	\$0.00	0.00	100%	\$0.00	0%	\$0.00
26-9007				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8923				\$0.00	\$0.00	0.00		\$0.00		\$0.00
41-8924				\$0.00	\$0.00	0.00	89%	\$0.00	11%	\$0.00
41-8925				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8926				\$0.00	\$0.00	0.00	90%	\$0.00	10%	\$0.00
41-8927				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8928				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8929				\$0.00	\$0.00	0.00	90%	\$0.00	10%	\$0.00
41-8930				\$0.00	\$0.00	0.00	100%	\$0.00	0%	\$0.00
41-8931				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8932				\$0.00	\$0.00	0.00	90%	\$0.00	10%	\$0.00
41-8933				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8934				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8935				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8936				\$0.00	\$0.00	0.00	90%	\$0.00	10%	\$0.00
41-8937				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8938				\$0.00	\$0.00	0.00	88%	\$0.00	12%	\$0.00
41-8939				\$0.00	\$0.00	0.00	90%	\$0.00	10%	\$0.00
41-9022				\$0.00	\$0.00	0.00	100%	\$0.00	0%	\$0.00
41-9023				\$0.00	\$0.00	0.00	100%	\$0.00	0%	\$0.00
41-9061	2,417.22	30.00		\$2,447.22	\$122.36	2,324.86	88%	\$2,045.88	12%	\$278.98
62-8944				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-8954				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9004				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9005				\$0.00	\$0.00		90%	\$0.00	10%	\$0.00
62-9006				\$0.00	\$0.00		100%	\$0.00	0%	\$0.00
62-9007				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9008				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9009				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9010				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9014				\$0.00	\$0.00		90%	\$0.00	10%	\$0.00
62-9015				\$0.00	\$0.00		88%	\$0.00	12%	\$0.00
62-9016				\$0.00	\$0.00		100%	\$0.00	0%	\$0.00
62-9029				\$0.00	\$0.00		100%	\$0.00	0%	\$0.00
TOTAL	\$2,417.22	30.00	0.00	\$2,447.22	\$122.36			\$2,045.88		\$278.98
			ADD CHK	\$2,324.86						

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 SERVICE PERIOD : OCTOBER 1, 1991 - OCTOBER 31, 1991
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937 62-8944,62-9009 26-8956,26-9002	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938 62-9004,62-9010 26-9001,26-9003	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM - PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022 62-9016	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$2,417.22	\$30.00	\$2,447.22	88%	\$2,153.55	12%	\$293.67
TOTAL		\$2,417.22	\$30.00	\$2,447.22		\$2,153.55		\$293.67

BRW, INC.

OCTOBER 31, 1991
INVOICE NO. DRAFT

MIDWAY RIDERSHIP UPDATE

JOB NO. 04190.61

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.0	135.20	405.60
ASSOCIATE			
MOORE, DOUGLAS	18.5	72.80	1,346.80
CONSULTANT I			
HINKER, CHRISTIAN	5.5	44.20	243.10
MOLITOR, LINDA	1.0	44.20	44.20
SUBTOTALS	6.5		287.30
STAFF LEVEL III			
HENDERSON, JANE	1.3	36.40	47.32
ROKHOUDE, NANCY	0.5	36.40	18.20
SUBTOTALS	1.8		65.52
SR. ASSOCIATE			
WARNER, DAVID	4.0	78.00	312.00
TOTALS	33.8		2,417.22

TOTAL LABOR 2,417.22

TOTAL THIS JOB \$ 2,417.22

Freight / Delivery

INVOICE

Invoice No.	94
Account No.	10731791
Billing Thru:	5 of 13
Page:	
Branch:	

Remit Payment To:

On Time Delivery
P.O. Box 201235
Bloomington, MN 55420
(612) 884-4060
Fax: (612) 884-7132

30.00
TO INSURE PROPER POSTING TO YOUR ACCOUNT PLEASE DETACH AND RETURN WITH YOUR PAYMENT

Date	Job # Auth	Caller S/L #	Origin	Destination/POD	Base Charge	Surcharges	Total
10/10/91	01010130	CHRIS 08882 19101	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 13:21	FAH 20 SO 5TH STREET MPLS, MN 55402	7.50 DELIVER1 Direct Weekday		7.50
10/10/91	01010136	JULIE 08882 1163A01	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 14:24	ARCHITECTUAL FORUM SUITE 10 4801 WEST 81ST STREET BLOOMINGTON, MN 55437	21.00 DELIVER1 Direct Weekday		21.00
10/11/91	01110046	CHRIS 08882 839012	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 09:54	ADOLPHSONS COMPUTER 5701 WEST 23RD ST MPLS, MN 55426	11.00 DELIVERY 1 Hour		11.00
10/11/91	01110053	CHRIS 08882 1341.201	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 10:28	DEHNH ASSOC. 9141 GRAND AVENUE SOUTH BLOOMINGTON, MN 55420	21.00 DELIVER1 Direct		21.00
10/11/91	01110100	SUE 02708 UKT419040	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 12:26	DURATAB 13225 INDUSTRIAL PK BLVD PLYMOUTH, MN 55441	13.00 DELIVERY 1 Hour		13.00
10/11/91	01110142	CHRIS 08882 839004	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 14:27	CITY OF EAGAN 8830 PILOTKNOB RD EAGAN, MN 55122	13.50 DELIVERY 3 Hour		13.50
10/11/91	01110149	NANCY 07798 419061	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 13:27	METROPOLITAN COUNCIL 230 E. 5TH. ST. ST PAUL, MN 55101	18.00 DELIVER1 Direct		18.00
10/11/91	01110150	NANCY 07798 419061	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 13:35	RAMSEY COUNTY COURTHOUSE 15 WEST KELLOGG ST PAUL, MN 55101	12.00 DELIVERY 2 Hour		12.00
10/11/91	01110240	JULIE 03476 41-9040	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415 PCS 1 DEL 15:30	BARTON ASHMAN ASSOC. 111 3RD AVENUE SOUTH MINNEAPOLIS, MN 55402	7.50 DELIVER1 Direct		7.50
10/14/91	01110044	NANCY 074003 418915	MINN DEPT OF TRANSPORTATION 6000 MINNEHAHA AVENUE ST PAUL, MN 55101 PCS 1 DEL 11:31	BRW 700 SOUTH 3RD STREET MINNEAPOLIS, MN 55415	10.50 DELIVERY 3 Hour		10.50

Invoice No.	
Account No.	
Billing Thru:	
Page:	
Branch:	

WT - Weight Charge
WA - Wait Time

XZ - X-tra Stop/Zone
XB - X-tra Stop/Bldg

AC - Advanced Fee Charge
MI - Mileage

NT - Notary
XA - X-tra Affidavit/Service

DC - Discount
MS - Misc. Charge

TERMS:

Current Charges				
Current	OVER 30	OVER 60	OVER 90	Finance Charge per terms
Total Due				

PARTIAL PAYMENT NO.25

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 30 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 59103-020102	PERCENT COMPLETED	99.1%
TOTAL VALUE OF WORK CERTIFIED - 30 SEPT 91		\$1,605,807.65
LESS RETAINAGE		\$46,248.40
AMOUNT DUE		\$1,559,559.25
LESS PREVIOUSLY APPROVED PAYMENTS:		\$1,559,559.25

ALLOWABLE PAYMENT FOR THIS PARTIAL: \$0.00

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

11/13/92 
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

1/9/92 
DATE CONSULTANT

AMENDED MAXIMUM PROFESSIONAL SERVICES FEE UNDER CONTRACT RCRRA-89-001

1) ORIGINAL CONTRACT AMOUNT	\$1,398,039.00
2) AMENDMENT NO. 2 - TUNNEL STUDIES	\$200,000.00
3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST	\$18,000.00
4) 1990 MNDOT GRANT APPLICATION - REPRESENTS OUT OF SCOPE SERVICES	\$3,719.00
AMENDED CONTRACT AMOUNT	\$1,619,758.00

PREVIOUS PARTIALS: RCRRA SHARE HCRRA SHARE TOTAL

PAGE 1 OF 2 PAGES

PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO.10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO.11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO.12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT NO.13	\$79,406.61	\$7,568.57	\$86,975.18
PARTIAL PAYMENT NO.14	\$212,654.63	\$24,921.94	\$237,576.57
PARTIAL PAYMENT NO.15	\$66,549.38	\$8,169.29	\$74,718.67
PARTIAL PAYMENT NO.16	\$56,447.50	\$1,557.15	\$58,004.65
PARTIAL PAYMENT NO.17	\$15,069.56	\$2,054.94	\$17,124.50
PARTIAL PAYMENT NO.18	\$7,344.85	\$946.99	\$8,291.84
PARTIAL PAYMENT NO.19	\$10,335.08	\$1,368.34	\$11,703.42
PARTIAL PAYMENT NO.20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT NO.21	\$10,761.83	\$640.45	\$11,402.28
PARTIAL PAYMENT NO.22	\$1,368.57	\$186.63	\$1,555.20
PARTIAL PAYMENT NO.22A	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.23	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.24	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.25	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$1,399,069.27	\$160,489.98	\$1,559,559.25

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,619,758.00
 LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,559,559.25

AMOUNT REMAINING ON AGREEMENT \$60,198.75

THIS BILLING PAST BILLING TOTAL TO DATE

RCRRA COST SHARE	\$488.88	\$1,439,823.01	\$1,440,311.89
5% RETAINAGE	\$488.88	\$40,753.74	\$41,242.62
AMOUNT DUE	\$0.00	\$1,399,069.27	\$1,399,069.27
HCRRA COST SHARE	\$66.67	\$165,429.09	\$165,495.76
5% RETAINAGE	\$66.67	\$4,939.11	\$5,005.78
AMOUNT DUE	\$0.00	\$160,489.98	\$160,489.98

TOTAL WORK CERTIFIED	\$1,605,807.65
TOTAL PAYMENT	\$1,559,559.25
TOTAL RETAINAGE	\$46,248.40
TOTAL PAYMENT	\$0.00

PREV RETAINAGE	\$45,692.85
----------------	-------------

CHECK	\$0.00
CHECK	\$0.00



BRW INC.

Planning
Transportation
Engineering
Urban Design

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

Minneapolis
Denver
Phoenix
Tucson
San Diego
Seattle
Orlando

INVOICE
63773

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: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
62-9010, 26-9001
through 26-9003

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 I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 488.88	\$1,440,697.77	\$1,441,186.65
o Less 5% Retainage	24.44	72,034.55	72,059.99
o Due This Billing**	\$ 464.44	\$1,368,663.22	\$1,369,127.66
Hennepin County RRA	\$ 66.67	\$ 165,280.43	\$ 165,347.10
o Less 5% Retainage	3.34	8,264.59	8,267.93
o Due This Billing**	\$ 63.33	\$ 157,015.84	\$ 157,079.17

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

BRW, INC.


David M. Warner, PE
Senior Associate

RC

HC

488 ⁸⁸	1,439,823 ⁰¹	1,440,311 ⁸⁹
488 ⁸⁸	40,753 ⁷⁴	41,242 ⁶²
0 ⁰⁰	1,399,069 ²⁷	1,399,069 ²⁷
66 ⁶⁷	165,429 ⁰²	165,495 ⁷⁶
66 ⁶⁷	4,939 ¹¹	5,005 ⁷⁸
0 ⁰⁰	160,489 ³⁸	160,489 ³⁸

12/30/91



ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
 INVOICE PERIOD : SEPTEMBER 1, 1991 - SEPTEMBER 30, 1991
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRA ALLOCATION AMOUNT	%	HCRRA ALLCCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937 62-8944,62-9009 26-8956,26-9002	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938 62-9004,62-9010 26-9001,26-9003	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022 62-9016	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$535.60	\$19.95	\$555.55	88%	\$488.88	12%	\$66.67
TOTAL		\$535.60	\$19.95	\$555.55		\$488.88		\$66.67

ERN, INC.

SEPTEMBER 30, 1991
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

MIDWAY RIDERSHIP UPDATE

JOB NO. 04190.61

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	2.0	72.80	145.60
SR. ASSOCIATE			
WARNER, DAVID	2.0	78.00	156.00
WARNER, DAVID	3.0	78.00	234.00
SUBTOTALS	5.0		390.00
TOTALS	7.0		535.60
		TOTAL LABOR	535.60

TOTAL THIS JOB \$ 535.60

=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

INVOICE TOTALS

TOTAL LABOR 535.60

TOTAL CONSULTANTS

TOTAL EXPENSE

TOTAL FEE

TOTAL INTEREST

535.60
=====

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA-89003

INVOICE PERIOD : 1 SEPTEMBER 1991 - 30 SEPTEMBER 1991

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

AUTO/MILEAGE	9.45
POSTAGE/DELIVERY	10.50

TOTAL	\$19.95
-------	---------

SUBCONTRACTORS

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

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|                |         |
|----------------|---------|
| TOTAL EXPENSES | \$19.95 |
|----------------|---------|

Auto Mileage.



# BRW, INC. EXPENSE RECORD

9.45

441

APPROVAL: [Signature]  
PRINCIPAL \_\_\_\_\_  
SUPERVISOR \_\_\_\_\_

NAME Douglas B. Mass

STUDIO Transportation

June 15, 1991 to Sept. 15, 1991

TUCSON  
ST. PETERSBURG  
SAN DIEGO

☐  
☐  
☐

Sheet 1 of    Sheets

| DATE    | JOB NO. | ITEM      | PLACE    | CLIENT | BUSINESS PURPOSE                | RECEIPT<br>YES / NO | AMOUNT |
|---------|---------|-----------|----------|--------|---------------------------------|---------------------|--------|
| 7/11/91 | 419061  | - parking | St. Paul | AKRA   | meeting w/ Met. Council         | X                   | 4.25   |
| 7/11/91 | 419061  | - mileage | St. Paul | AKRA   | meeting w/ Met Council 20 miles | X                   | 5.20   |
|         |         |           |          |        |                                 |                     |        |

\$ 9.45

Freight / Delivery

# INVOICE

|               |             |
|---------------|-------------|
| Invoice No:   | 08319100091 |
| Account No:   | 94          |
| Billing Thru: | 08/31/91    |
| Page:         | 1 of 14     |
| Branch:       |             |

Remit Payment To:

On Time Delivery  
P.O. Box 201235  
Bloomington, MN 55420  
(612) 884-4060  
Fax: (612) 884-7132

TING TO YOUR ACCOUNT PLEASE DETACH AND RETURN WITH YOUR PAYMENT

\$ 10.50

| Origin                                     | Destination/POB                                                         | Base Charge                                                            | Surcharges                             | Total   |
|--------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------|---------|
| SUMMARY OF CURRENT ORDERS                  |                                                                         |                                                                        |                                        |         |
| 08/01/91 HO110051 NANCY R<br>96026 #19061  | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:23 | METROPOLITAIN COUNCLE<br>230 EAST 5TH ST<br>ST PAUL, MN 55101          | 10.50<br>DELIVERY<br>3 Hour<br>Weekday | 10.50 ✓ |
| 08/01/91 HO110112 CHRIS<br>105983 #839012  | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 12:51 | TOM DOWNS<br>219 NORTH 2ND STREET<br>MINNEAPOLIS, MN 55401             | 4.50<br>DELIVERY<br>3 Hour<br>Weekday  | 4.50 ✓  |
| 08/01/91 HO110115 CHRIS<br>105984 #1177201 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 12:38 | CITY OF N. ST. PAUL<br>2526 EAST 7TH AVENUE<br>N. ST. PAUL, MN 55109   | 13.50<br>DELIVERY<br>3 Hour<br>Weekday | 13.50 ✓ |
| 08/01/91 HO110141 CHRIS<br>105985 #1075201 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 14:11 | DUMMAN ASSOC<br>9141 GRAND AVENUE SOUTH<br>BLOOMINGTON, MN 55420       | 13.50<br>DELIVERY<br>2 Hour<br>2       | 13.50 ✓ |
| 08/01/91 HO110190 JULIE<br>103782 #8-9036  | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 16:06 | CITY OF EDEN PRAIRIE<br>7600 EXECUTIVE DRIVE<br>EDEN PRAIRIE, MN 55344 | 21.00<br>DELIVERY<br>Direct<br>2       | 21.00 ✓ |
| 08/02/91 HO210087 SUE<br>105874 #19121     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:53 | SUSAN MASON<br>3535 VADNAIS CENTER DRIVE<br>ST. PAUL, MN 55110         | 25.00<br>DELIVERY<br>Direct<br>2       | 25.00 ✓ |
| 08/02/91 HO210088 SUE<br>105873 #19121     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 12:11 | SIGN KNAPP<br>6301 SHINGLE CREEK PKWY<br>BROOKLYN CNT, MN 55430        | 16.00<br>DELIVERY<br>Direct<br>2       | 16.00 ✓ |
| 08/02/91 HO210089 SUE<br>105875 #19121     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 12:19 | MPLS/ST. PAUL AIRPORT<br>ST. PAUL, MN 55111                            | 9.00<br>DELIVERY<br>3 Hour<br>2        | 9.00    |
| 08/02/91 HO210160 SUE B<br>102120 #19121   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 14:33 | CITY OF MPLS<br>309 2ND AVENUE SOUTH<br>MINNEAPOLIS, MN 55401          | 7.50<br>DELIVERY<br>Direct<br>2        | 7.50 ✓  |

|               |  |
|---------------|--|
| Invoice No:   |  |
| Account No:   |  |
| Billing Thru: |  |
| Page:         |  |
| Branch:       |  |

WT - Weight Charge  
WA - Wait Time

XZ - X-tra Stop/Zone  
XB - X-tra Stop/Bldg

AC - Advanced Fee Charge  
MI - Mileage

NT - Notary  
XA - X-tra Affidavit/Service

DC - Discount  
MS - Misc. Charge

## TERMS:

| Current Charges |         |         |         | Finance Charge<br>per terms |
|-----------------|---------|---------|---------|-----------------------------|
| Current         | OVER 30 | OVER 60 | OVER 90 |                             |
|                 |         |         |         |                             |
| Total Due       |         |         |         |                             |

26

PAGE 1 OF 2 PAGES

PREPARED BY:

ENTERED BY:

AGREEMENT NO: PA 800

DATE: 30 DEC 91

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

PERCENT COMPLETED 99.1%

\$1,605,252.10

\$45,692.85

**\$1,559,559.25**

**\$1,559,559.25**

**\$0.00**

1/13/92 K. H. Spengler  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/9/92 Robert M. Warner  
DATE CONSULTANT

AMENDED MAXIMUM PROFESSIONAL SERVICES FEE UNDER CONTRACT RCRRA-89-001

|                                                                       |                   |
|-----------------------------------------------------------------------|-------------------|
| 1) ORIGINAL CONTRACT AMOUNT                                           | \$1,398,039.00    |
| 2) AMENDMENT NO. 2 - TUNNEL STUDIES                                   | \$200,000.00      |
| 3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST                        | \$18,000.00       |
| 4) 1990 MNDOT GRANT APPLICATION -<br>REPRESENTS OUT OF SCOPE SERVICES | <u>\$3,719.00</u> |

AMENDED CONTRACT AMOUNT \$1,619,758.00



PREVIOUS PARTIALS: RCRRA SHARE HCRRA SHARE TOTAL

PAGE 1 OF 2 PAGES

|                        |                |              |                |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$22,793.28    | \$2,960.20   | \$25,753.48    |
| PARTIAL PAYMENT NO. 2  | \$16,204.16    | \$2,162.13   | \$18,366.29    |
| PARTIAL PAYMENT NO. 3  | \$11,462.24    | \$1,450.12   | \$12,912.36    |
| PARTIAL PAYMENT NO. 4  | \$25,132.71    | \$3,244.59   | \$28,377.30    |
| PARTIAL PAYMENT NO. 5  | \$50,216.59    | \$6,662.10   | \$56,878.69    |
| PARTIAL PAYMENT NO. 6  | \$55,234.37    | \$7,274.62   | \$62,508.99    |
| PARTIAL PAYMENT NO. 7  | \$74,637.71    | \$9,938.04   | \$84,575.75    |
| PARTIAL PAYMENT NO. 8  | \$75,747.93    | \$10,078.03  | \$85,825.96    |
| PARTIAL PAYMENT NO. 9  | \$107,136.59   | \$14,316.72  | \$121,453.31   |
| PARTIAL PAYMENT NO.10  | \$107,744.28   | \$13,616.50  | \$121,360.78   |
| PARTIAL PAYMENT NO.11  | \$142,385.49   | \$15,039.28  | \$157,424.77   |
| PARTIAL PAYMENT NO.12  | \$213,660.52   | \$21,499.99  | \$235,160.51   |
| PARTIAL PAYMENT NO.13  | \$79,406.61    | \$7,568.57   | \$86,975.18    |
| PARTIAL PAYMENT NO.14  | \$212,654.63   | \$24,921.94  | \$237,576.57   |
| PARTIAL PAYMENT NO.15  | \$66,549.38    | \$8,169.29   | \$74,718.67    |
| PARTIAL PAYMENT NO.16  | \$56,447.50    | \$1,557.15   | \$58,004.65    |
| PARTIAL PAYMENT NO.17  | \$15,069.56    | \$2,054.94   | \$17,124.50    |
| PARTIAL PAYMENT NO.18  | \$7,344.85     | \$946.99     | \$8,291.84     |
| PARTIAL PAYMENT NO.19  | \$10,335.08    | \$1,368.34   | \$11,703.42    |
| PARTIAL PAYMENT NO.20  | \$36,775.39    | \$4,833.36   | \$41,608.75    |
| PARTIAL PAYMENT NO.21  | \$10,761.83    | \$640.45     | \$11,402.28    |
| PARTIAL PAYMENT NO.22  | \$1,368.57     | \$186.63     | \$1,555.20     |
| PARTIAL PAYMENT NO.22A | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT NO.23  | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT NO.24  | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT TOTAL: | \$1,399,069.27 | \$160,489.98 | \$1,559,559.25 |

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,619,758.00  
 LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,559,559.25

AMOUNT REMAINING ON AGREEMENT \$60,198.75

THIS BILLING    PAST BILLING    TOTAL TO DATE  
 \*\*\*\*\*

|                   |            |                |                |
|-------------------|------------|----------------|----------------|
| RCRRA COST SHARE  | \$2,597.34 | \$1,437,225.67 | \$1,439,823.01 |
| 5% RETAINAGE      | \$2,597.34 | \$38,156.40    | \$40,753.74    |
| <hr/>             |            |                |                |
| AMOUNT DUE        | \$0.00     | \$1,399,069.27 | \$1,399,069.27 |
| <hr/>             |            |                |                |
| HCRRRA COST SHARE | \$354.18   | \$165,074.91   | \$165,429.09   |
| 5% RETAINAGE      | \$354.18   | \$4,584.93     | \$4,939.11     |
| <hr/>             |            |                |                |
| AMOUNT DUE        | \$0.00     | \$160,489.98   | \$160,489.98   |

|                      |                |
|----------------------|----------------|
| TOTAL WORK CERTIFIED | \$1,605,252.10 |
| TOTAL PAYMENT        | \$1,559,559.25 |
| TOTAL RETAINAGE      | \$45,692.85    |
| TOTAL PAYMENT        | \$0.00         |

PREV RETAINAGE                      \$42,741.33

|       |        |
|-------|--------|
| CHECK | \$0.00 |
| CHECK | \$0.00 |



BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Denver  
Phoenix  
Tucson  
San Diego  
Seattle  
Orlando

INVOICE  
63427

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: August 31, 1991

JOB NO: 41-8923 through  
41-8939, 62-8944,  
62-8954, 26-8956,  
62-9004 through  
62-9010, 26-9001  
through 26-9003

INVOICE PERIOD: August 31, 1991  
FEDERAL TAX ID NUMBER: 41-1625272

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

| AGENCY               | DUE THIS BILLING | PAST AMOUNT INVOICED | TOTAL INVOICED TO DATE |
|----------------------|------------------|----------------------|------------------------|
| Ramsey County RRA    | \$ 2,597.34      | \$1,438,100.43       | \$1,440,697.77         |
| o Less 5% Retainage  | 129.87           | 71,904.68            | 72,034.55              |
| o Due This Billing** | \$ 2,467.47      | \$1,366,195.75       | \$1,368,663.22         |
| Hennepin County RRA  | \$ 354.18        | \$ 164,926.25        | \$ 165,280.43          |
| o Less 5% Retainage  | 17.71            | 8,246.88             | 8,264.59               |
| o Due This Billing** | \$ 336.47        | \$ 156,679.37        | \$ 157,015.84          |

\*\*Due this Billing Amount reflects deductions previously taken for Bechtels temporary living expenses.

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

BRW, INC.

David M. Warner, PE  
Senior Associate

|                                      |                                          |                                          |
|--------------------------------------|------------------------------------------|------------------------------------------|
| 2,597 <sup>24</sup> / <sub>100</sub> | 1,437,225 <sup>67</sup> / <sub>100</sub> | 1,439,823 <sup>01</sup> / <sub>100</sub> |
| 2,597 <sup>24</sup> / <sub>100</sub> | 38,156 <sup>40</sup> / <sub>100</sub>    | 40,753 <sup>74</sup> / <sub>100</sub>    |
| 0 <sup>00</sup> / <sub>100</sub>     | 1,399,069 <sup>27</sup> / <sub>100</sub> | 1,399,069 <sup>27</sup> / <sub>100</sub> |
| 354 <sup>18</sup> / <sub>100</sub>   | 165,074 <sup>21</sup> / <sub>100</sub>   | 165,074 <sup>21</sup> / <sub>100</sub>   |
| 354 <sup>18</sup> / <sub>100</sub>   | 4,584 <sup>93</sup> / <sub>100</sub>     | 4,584 <sup>93</sup> / <sub>100</sub>     |
| 0 <sup>00</sup> / <sub>100</sub>     | 160,489 <sup>38</sup> / <sub>100</sub>   | 160,489 <sup>38</sup> / <sub>100</sub>   |

12/30/91

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA - 89003  
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA  
 INVOICE PERIOD : AUGUST 1, 1991 - AUGUST 31, 1991  
 FILENAME: 89003\_1

ORIGINALLY CHARGED

| WORK TASK                                            | JOB<br>NUMBER                                         | LABOR *    | DIRECT<br>EXPENSES ** | TOTAL      | %    | RCRRA<br>ALLOCATION<br>AMOUNT | %   | HCRRA<br>ALLOCATION<br>AMOUNT |
|------------------------------------------------------|-------------------------------------------------------|------------|-----------------------|------------|------|-------------------------------|-----|-------------------------------|
| 0 PROJECT MANAGEMENT                                 | 41-8923                                               | \$0.00     | \$0.00                | \$0.00     | 89%  | \$0.00                        | 11% | \$0.00                        |
| 1 PROJECT INITIATION                                 | 41-8924                                               | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 2 COMMUNITY PARTICIPATION<br>PROGRAM                 | 41-8925                                               | \$0.00     | \$0.00                | \$0.00     | 90%  | \$0.00                        | 10% | \$0.00                        |
| 3 SYSTEM PLANNING AND<br>ENGINEERING                 | 41-8926,41-8937<br>62-8944,62-9009<br>26-8956,26-9002 | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 4 ROUTE ENGINEERING AND<br>DESIGN                    | 41-8927,41-8938<br>62-9004,62-9010<br>26-9001,26-9003 | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 5 PROTOTYPICAL STATION<br>ZONE DESIGN                | 41-8928,41-8939<br>62-9005,62-9014                    | \$0.00     | \$0.00                | \$0.00     | 90%  | \$0.00                        | 10% | \$0.00                        |
| 6 SUPPORT FACILITIES                                 | 41-8929,62-9006                                       | \$0.00     | \$0.00                | \$0.00     | 100% | \$0.00                        | 0%  | \$0.00                        |
| 7 COST ANALYSIS                                      | 41-8930,62-9007                                       | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 8 FINANCE AND MANAGEMENT<br>ANALYSIS                 | 41-8931,41-8936                                       | \$0.00     | \$0.00                | \$0.00     | 90%  | \$0.00                        | 10% | \$0.00                        |
| 9 IMPLEMENTATION PLANNING                            | 41-8932                                               | \$0.00     | \$0.00                | \$0.00     | 90%  | \$0.00                        | 10% | \$0.00                        |
| 10 ENVIRONMENTAL STUDIES                             | 41-8933,62-8954,<br>62-9015,26-9007                   | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 11 SELECT LOCALLY PRE-<br>FERRED ALTERNATIVE         | 41-8934                                               | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 12 WORK PROGRAM- PHASE II<br>PRELIMINARY ENGINEERING | 41-8935,62-9008                                       | \$0.00     | \$0.00                | \$0.00     | 88%  | \$0.00                        | 12% | \$0.00                        |
| 13 CAPITOL AREA TUNNEL                               | 26-9005,41-9023<br>62-9029                            | \$0.00     | \$0.00                | \$0.00     | 100% | \$0.00                        | 0%  | \$0.00                        |
| 14 DOWNTOWN AREA TUNNEL                              | 26-9004, 41-9022<br>62-9016                           | \$0.00     | \$0.00                | \$0.00     | 100% | \$0.00                        | 0%  | \$0.00                        |
| 15 RIDERSHIP UPDATE                                  | 41-9061                                               | \$2,951.52 | \$0.00                | \$2,951.52 | 88%  | \$2,597.34                    | 12% | \$354.18                      |
| TOTAL                                                |                                                       | \$2,951.52 | \$0.00                | \$2,951.52 |      | \$2,597.34                    |     | \$354.18                      |

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1991

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 1.0   | 135.20 | 135.20   |
| ASSOCIATE         |       |        |          |
| MOORE, DOUGLAS    | 8.0   | 72.80  | 582.40   |
| CONSULTANT I      |       |        |          |
| HINKER, CHRISTIAN | 15.0  | 44.20  | 663.00   |
| STAFF LEVEL III   |       |        |          |
| ROXHOVDE, NANCY   | 0.3   | 36.40  | 10.92    |
| SR. ASSOCIATE     |       |        |          |
| WARNER, DAVID     | 20.0  | 78.00  | 1,560.00 |
| TOTALS            | 44.3  |        | 2,951.52 |

TOTAL LABOR 2,951.52

TOTAL THIS JOB \$ 2,951.52



PARTIAL PAYMENT NO.23

PREPARED BY: *[Signature]*

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

ENTERED BY: *[Signature]*

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 30 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 59103-020102                | PERCENT COMPLETED | 98.9%          |
| TOTAL VALUE OF WORK CERTIFIED - 31 JULY 91 |                   | \$1,602,300.58 |
| LESS RETAINAGE                             |                   | \$42,741.33    |
| AMOUNT DUE                                 |                   | \$1,559,559.25 |
| LESS PREVIOUSLY APPROVED PAYMENTS:         |                   | \$1,559,559.25 |

ALLOWABLE PAYMENT FOR THIS PARTIAL: \$0.00

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

1/13/92 *K. Desjardins*  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/19/92 *Robert M. Warner*  
DATE CONSULTANT

AMENDED MAXIMUM PROFESSIONAL SERVICES FEE UNDER CONTRACT RCRRA-89-001

|                                                                       |                |
|-----------------------------------------------------------------------|----------------|
| 1) ORIGINAL CONTRACT AMOUNT                                           | \$1,398,039.00 |
| 2) AMENDMENT NO. 2 - TUNNEL STUDIES                                   | \$200,000.00   |
| 3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST                        | \$18,000.00    |
| 4) 1990 MNDOT GRANT APPLICATION -<br>REPRESENTS OUT OF SCOPE SERVICES | \$3,719.00     |
| AMENDED CONTRACT AMOUNT                                               | \$1,619,758.00 |

PREVIOUS PARTIALS: RCRRA SHARE HCRRA SHARE TOTAL

PAGE 1 OF 2 PAGES

|                        |                |              |                |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$22,793.28    | \$2,960.20   | \$25,753.48    |
| PARTIAL PAYMENT NO. 2  | \$16,204.16    | \$2,162.13   | \$18,366.29    |
| PARTIAL PAYMENT NO. 3  | \$11,462.24    | \$1,450.12   | \$12,912.36    |
| PARTIAL PAYMENT NO. 4  | \$25,132.71    | \$3,244.59   | \$28,377.30    |
| PARTIAL PAYMENT NO. 5  | \$50,216.59    | \$6,662.10   | \$56,878.69    |
| PARTIAL PAYMENT NO. 6  | \$55,234.37    | \$7,274.62   | \$62,508.99    |
| PARTIAL PAYMENT NO. 7  | \$74,637.71    | \$9,938.04   | \$84,575.75    |
| PARTIAL PAYMENT NO. 8  | \$75,747.93    | \$10,078.03  | \$85,825.96    |
| PARTIAL PAYMENT NO. 9  | \$107,136.59   | \$14,316.72  | \$121,453.31   |
| PARTIAL PAYMENT NO.10  | \$107,744.28   | \$13,616.50  | \$121,360.78   |
| PARTIAL PAYMENT NO.11  | \$142,385.49   | \$15,039.28  | \$157,424.77   |
| PARTIAL PAYMENT NO.12  | \$213,660.52   | \$21,499.99  | \$235,160.51   |
| PARTIAL PAYMENT NO.13  | \$79,406.61    | \$7,568.57   | \$86,975.18    |
| PARTIAL PAYMENT NO.14  | \$212,654.63   | \$24,921.94  | \$237,576.57   |
| PARTIAL PAYMENT NO.15  | \$66,549.38    | \$8,169.29   | \$74,718.67    |
| PARTIAL PAYMENT NO.16  | \$56,447.50    | \$1,557.15   | \$58,004.65    |
| PARTIAL PAYMENT NO.17  | \$15,069.56    | \$2,054.94   | \$17,124.50    |
| PARTIAL PAYMENT NO.18  | \$7,344.85     | \$946.99     | \$8,291.84     |
| PARTIAL PAYMENT NO.19  | \$10,335.08    | \$1,368.34   | \$11,703.42    |
| PARTIAL PAYMENT NO.20  | \$36,775.39    | \$4,833.36   | \$41,608.75    |
| PARTIAL PAYMENT NO.21  | \$10,761.83    | \$640.45     | \$11,402.28    |
| PARTIAL PAYMENT NO.22  | \$1,368.57     | \$186.63     | \$1,555.20     |
| PARTIAL PAYMENT NO.22A | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT NO.23  | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT TOTAL: | \$1,399,069.27 | \$160,489.98 | \$1,559,559.25 |

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,619,758.00  
 LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,559,559.25

AMOUNT REMAINING ON AGREEMENT \$60,198.75

THIS BILLING    PAST BILLING    TOTAL TO DATE  
 \*\*\*\*\*

|                  |            |                |                |
|------------------|------------|----------------|----------------|
| RCRRA COST SHARE | \$1,556.33 | \$1,435,669.34 | \$1,437,225.67 |
| 5% RETAINAGE     | \$1,556.33 | \$36,600.07    | \$38,156.40    |

---

|            |        |                |                |
|------------|--------|----------------|----------------|
| AMOUNT DUE | \$0.00 | \$1,399,069.27 | \$1,399,069.27 |
|------------|--------|----------------|----------------|

|                  |          |              |              |
|------------------|----------|--------------|--------------|
| HCRRA COST SHARE | \$212.23 | \$164,862.68 | \$165,074.91 |
| 5% RETAINAGE     | \$212.23 | \$4,372.70   | \$4,584.93   |

---

|            |        |              |              |
|------------|--------|--------------|--------------|
| AMOUNT DUE | \$0.00 | \$160,489.98 | \$160,489.98 |
|------------|--------|--------------|--------------|

|                      |                |
|----------------------|----------------|
| TOTAL WORK CERTIFIED | \$1,602,300.58 |
| TOTAL PAYMENT        | \$1,559,559.25 |
| TOTAL RETAINAGE      | \$42,741.33    |
| TOTAL PAYMENT        | \$0.00         |

|                |             |
|----------------|-------------|
| PREV RETAINAGE | \$40,972.77 |
|----------------|-------------|

|       |        |
|-------|--------|
| CHECK | \$0.00 |
| CHECK | \$0.00 |



BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Denver  
Phoenix  
Tucson  
St. Petersburg  
San Diego

INVOICE  
63197

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

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

DATE: July 31, 1991

JOB NO: 41-8923 through  
41-8939, 62-8944,  
62-8954, 26-8956,  
62-9004 through  
62-9010, 26-9001  
through 26-9003

INVOICE PERIOD: July 31, 1991  
FEDERAL TAX ID NUMBER: 41-1625272

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

| AGENCY               | DUE THIS BILLING       | PAST AMOUNT INVOICED      | TOTAL INVOICED TO DATE    |
|----------------------|------------------------|---------------------------|---------------------------|
| Ramsey County RRA    | \$ 1,556.33            | <del>\$1,436,544.10</del> | <del>\$1,438,100.43</del> |
| o Less 5% Retainage  | <del>77.83</del>       | <del>71,826.85</del>      | <del>71,904.68</del>      |
| o Due This Billing** | \$ <del>1,478.50</del> | <del>\$1,364,717.25</del> | <del>\$1,366,195.75</del> |
| Hennepin County RRA  | \$ 212.23              | <del>\$ 164,714.02</del>  | <del>\$ 164,926.25</del>  |
| o Less 5% Retainage  | <del>10.61</del>       | <del>8,236.27</del>       | <del>8,246.88</del>       |
| o Due This Billing** | \$ <del>201.62</del>   | <del>\$ 156,477.75</del>  | <del>\$ 156,679.37</del>  |

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

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

\*\* Due this billing amount reflects only the maximum amount billable for task 15. See next page for breakdown.

BRW, INC

David M. Warner, PE  
Senior Associate

RC

HC

|                                      |                                          |                                          |
|--------------------------------------|------------------------------------------|------------------------------------------|
| 1,556 <sup>33</sup> / <sub>100</sub> | 1,435,669 <sup>31</sup> / <sub>100</sub> | 1,437,225 <sup>67</sup> / <sub>100</sub> |
| 1,556 <sup>33</sup> / <sub>100</sub> | 36,600 <sup>07</sup> / <sub>100</sub>    | 38,156 <sup>40</sup> / <sub>100</sub>    |
| 0 <sup>00</sup> / <sub>100</sub>     | 1,399,069 <sup>24</sup> / <sub>100</sub> | 1,399,069 <sup>27</sup> / <sub>100</sub> |
| 212 <sup>23</sup> / <sub>100</sub>   | 164,862 <sup>60</sup> / <sub>100</sub>   | 165,074 <sup>21</sup> / <sub>100</sub>   |
| 212 <sup>23</sup> / <sub>100</sub>   | 4,372 <sup>70</sup> / <sub>100</sub>     | 4,584 <sup>23</sup> / <sub>100</sub>     |
| 0 <sup>00</sup> / <sub>100</sub>     | 160,489 <sup>30</sup> / <sub>100</sub>   | 160,489 <sup>38</sup> / <sub>100</sub>   |

12/30/91 36

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA - 89003  
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA  
 INVOICE PERIOD : JULY 1, 1991 - JULY 31, 1991  
 FILENAME: 89003\_1

| WORK TASK                                            | JOB<br>NUMBER                                         | LABOR *    | DIRECT<br>EXPENSES ** | TOTAL      | RCRRA<br>ALLOCATION |            | HCRRA<br>ALLOCATION |          |
|------------------------------------------------------|-------------------------------------------------------|------------|-----------------------|------------|---------------------|------------|---------------------|----------|
|                                                      |                                                       |            |                       |            | %                   | AMOUNT     | %                   | AMOUNT   |
| 0 PROJECT MANAGEMENT                                 | 41-8923                                               | \$0.00     | \$0.00                | \$0.00     | 89%                 | \$0.00     | 11%                 | \$0.00   |
| 1 PROJECT INITIATION                                 | 41-8924                                               | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 2 COMMUNITY PARTICIPATION<br>PROGRAM                 | 41-8925                                               | \$0.00     | \$0.00                | \$0.00     | 90%                 | \$0.00     | 10%                 | \$0.00   |
| 3 SYSTEM PLANNING AND<br>ENGINEERING                 | 41-8926,41-8937<br>62-8944,62-9009<br>26-8956,26-9002 | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 4 ROUTE ENGINEERING AND<br>DESIGN                    | 41-8927,41-8938<br>62-9004,62-9010<br>26-9001,26-9003 | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 5 PROTOTYPICAL STATION<br>ZONE DESIGN                | 41-8928,41-8939<br>62-9005,62-9014                    | \$0.00     | \$0.00                | \$0.00     | 90%                 | \$0.00     | 10%                 | \$0.00   |
| 6 SUPPORT FACILITIES                                 | 41-8929,62-9006                                       | \$0.00     | \$0.00                | \$0.00     | 100%                | \$0.00     | 0%                  | \$0.00   |
| 7 COST ANALYSIS                                      | 41-8930,62-9007                                       | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 8 FINANCE AND MANAGEMENT<br>ANALYSIS                 | 41-8931,41-8936                                       | \$0.00     | \$0.00                | \$0.00     | 90%                 | \$0.00     | 10%                 | \$0.00   |
| 9 IMPLEMENTATION PLANNING                            | 41-8932                                               | \$0.00     | \$0.00                | \$0.00     | 90%                 | \$0.00     | 10%                 | \$0.00   |
| 10 ENVIRONMENTAL STUDIES                             | 41-8933,62-8954,<br>62-9015,26-9007                   | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 11 SELECT LOCALLY PRE-<br>FERRED ALTERNATIVE         | 41-8934                                               | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 12 WORK PROGRAM- PHASE II<br>PRELIMINARY ENGINEERING | 41-8935,62-9008                                       | \$0.00     | \$0.00                | \$0.00     | 88%                 | \$0.00     | 12%                 | \$0.00   |
| 13 CAPITOL AREA TUNNEL                               | 26-9005,41-9023<br>62-9029                            | \$0.00     | \$0.00                | \$0.00     | 100%                | \$0.00     | 0%                  | \$0.00   |
| 14 DOWNTOWN AREA TUNNEL                              | 26-9004, 41-9022<br>62-9016                           | \$0.00     | \$0.00                | \$0.00     | 100%                | \$0.00     | 0%                  | \$0.00   |
| 15 RIDERSHIP UPDATE                                  | 41-9081                                               | \$1,743.56 | \$25.00               | \$1,768.56 | 88%                 | \$1,556.33 | 12%                 | \$212.23 |
| TOTAL                                                |                                                       | \$1,743.56 | \$25.00               | \$1,768.56 |                     | \$1,556.33 |                     | \$212.23 |



## PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1991

## PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT   |
|--------------------|-------|-------|----------|
| ASSOCIATE          |       |       |          |
| MOORE, DOUGLAS     | 3.0   | 72.80 | 218.40   |
| CONSULTANT I       |       |       |          |
| MINIKER, CHRISTIAN | 26.5  | 44.20 | 1,171.30 |
| STAFF LEVEL III    |       |       |          |
| RONHOVDE, KANCY    | 0.9   | 36.40 | 32.76    |
| STAFF LEVEL II     |       |       |          |
| HANSON, KATHY      | 9.5   | 33.60 | 321.10   |
| TOTALS             | 39.9  |       | 1,743.56 |

|             |          |
|-------------|----------|
| TOTAL LABOR | 1,743.56 |
|-------------|----------|

|                   |          |
|-------------------|----------|
| TOTAL THIS JOB \$ | 1,743.56 |
|-------------------|----------|

Freight / Delivery

# INVOICE

|               |             |
|---------------|-------------|
| Invoice No.   | 07019100094 |
| Account No.   | 94          |
| Billing Thru: | 06/30/91    |
| Page:         | 5 of 9      |
| Branch:       |             |

Remit Payment To:

On Time Delivery  
P.O. Box 201235  
Bloomington, MN 55420  
(612) 884-4060  
Fax: (612) 884-7132

\$25.00

TO INSURE PROPER POSTING TO YOUR ACCOUNT PLEASE DETACH AND RETURN WITH YOUR PAYMENT

| Date     | Job #<br>Auth      | Caller<br>B/L#       | Origin                                                                         | Destination/POD                                                | Base<br>Charge                         | Surcharges                   | Total   |
|----------|--------------------|----------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------|------------------------------|---------|
| 06/17/91 | 50680              | 1234801              | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 16:27        | OPUS CORP<br>9900 BREN ROAD EAST<br>MINNETONKA, MN 55343       | 16.00<br>DELIVER1<br>Direct<br>Weekday |                              | 16.00 ✓ |
| 06/17/91 | F1710201<br>90495  | SUE B<br>79001/78711 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 16:04        | CITY OF CHANHASSEN<br>690 COLTER DRIVE<br>CHANHASSEN, MN 55317 | 25.00<br>DELIVER1<br>Direct<br>Weekday | 790.01 12.50<br>787.11 12.50 | 25.00 ✓ |
| 06/17/91 | F1710211<br>105856 | SUE<br>1167C01       | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 17:00        | OPPENHEIMER<br>3400 PLAZA VII<br>MPLS, MN 55402                | 7.50<br>DELIVER1<br>Direct<br>2        |                              | 7.50 ✓  |
| 06/19/91 | F1910022<br>50681  | NANCY<br>419061      | METRO COUNCEL<br>230 EAST 5TH STREET<br>ST PAUL, MN 55101<br>PCS 1 DEL 09:26   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415           | 13.00<br>DELIVERY<br>1 Hour<br>1       |                              | 13.00 ✓ |
| 06/19/91 | F1910029<br>105860 | SUE<br>1179C01       | TOM HARRINGTON<br>6200 BIRCHWOOD ROAD<br>WOODBURY, MN 55125<br>PCS 1 DEL 13:25 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415           | 25.00<br>DELIVER1<br>Direct<br>1       |                              | 25.00 ✓ |
| 06/19/91 | F1910040<br>105858 | SUE RICE<br>SUE RICE | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 09:35        | US FISH & WILDLIFE<br>FEDERAL BLDG<br>FORT SNELLING, MN 55111  | 9.00<br>DELIVERY<br>3 Hour<br>2        |                              | 9.00    |
| 06/19/91 | F1910066<br>105915 | CHRIS<br>878936      | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:15        | 900 EAST WAYZATA BLVD<br>WAYZATA, MN 55391                     | 23.00<br>DELIVER1<br>Direct<br>2       |                              | 23.00 ✓ |
| 06/19/91 | F1910067<br>105916 | CHRIS<br>84-8702     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:32        | 445 LAKE STREET<br>WAYZATA, MN 55391                           | 23.00<br>DELIVER1<br>Direct<br>2       |                              | 23.00 ✓ |
| 06/19/91 | F1910087<br>90496  | SUE B<br>1225A00     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:56        | 9900 BREN ROAD EAST<br>MINNETONKA, MN 55343<br>SIGN            | 18.00<br>DELIVER1<br>Direct<br>2       |                              | 18.00 ✓ |
| 06/19/91 | F1910109<br>105917 | CHRIS<br>1075201     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 14:26        | LINDBERG TERMINAL<br>6040 28TH AVE SOUTH<br>ST PAUL, MN 55111  | 9.00<br>DELIVERY<br>3 Hour<br>Weekday  |                              | 9.00 ✓  |

|               |  |
|---------------|--|
| Invoice No.   |  |
| Account No.   |  |
| Billing Thru: |  |
| Page:         |  |
| Branch:       |  |

WT - Weight Charge  
WA - Wait Time

XZ - X-tra Stop/Zone  
XB - X-tra Stop/Bldg

AC - Advanced Fee Charge  
MI - Mileage

NT - Notary  
XA - X-tra Affidavit/Service

## TERMS:

| Current Charges |         |         |         |                             |
|-----------------|---------|---------|---------|-----------------------------|
| Current         | OVER 30 | OVER 60 | OVER 90 | Finance Charge<br>per terms |
|                 |         |         |         |                             |
| Total Due       |         |         |         |                             |



# INVOICE

|               |             |
|---------------|-------------|
| Invoice No.   | 07019100094 |
| Account No.   | 94          |
| Billing Thru: | 06/30/91    |
| Page:         | 7 of 9      |
| Branch:       |             |

BRW  
RANDY MALMQUIST  
700 SOUTH 3RD STREET  
MINNEAPOLIS, MN 55415

## Remit Payment To:

On Time Delivery  
P.O. Box 201235  
Bloomington, MN 55420  
(612) 884-4060  
Fax: (612) 884-7132

TO INSURE PROPER POSTING TO YOUR ACCOUNT PLEASE DETACH AND RETURN WITH YOUR PAYMENT

| Date     | Job #<br>Auth      | Caller<br>B.L.#  | Origin                                                                                      | Destination/POD                                                      | Base<br>Charge                   | Surcharges | Total   |
|----------|--------------------|------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------|------------|---------|
| 06/21/91 | F2110053<br>105918 | CHRIS<br>19192   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:46                     | SUITE 194<br>23 EMPIRE DRIVE<br>ST PAUL, MN 55103                    | 10.50<br>DELIVERY<br>3 Hour<br>1 |            | 10.50 ✓ |
| 06/21/91 | F2110072<br>105919 | CHRIS<br>19101   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:09                     | SMILEY GLOTTER<br>1021 LASALLE AVENUE SOUTH<br>MINNEAPOLIS, MN 55403 | 6.00<br>DELIVERY<br>1 Hour<br>2  |            | 6.00 ✓  |
| 06/21/91 | F2110096<br>90424  | SUE<br>79001     | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 13:18                     | CITY OF CHANHASSAN<br>690 COULTER DRIVE<br>CHANHASSAN, MN 55317      | 15.00<br>DELIVERY<br>3 Hour<br>2 |            | 15.00 ✓ |
| 06/21/91 | F2110222<br>105920 | CHRIS<br>19101   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 15:47                     | NCB<br>75 SO 5TH STREET<br>MINNEAPOLIS, MN 55402                     | 7.50<br>DELIVER1<br>Direct<br>2  |            | 7.50 ✓  |
| 06/24/91 | F2410016<br>50687  | NANCY<br>419061  | METRO COUNCIL<br>230 EAST 5TH STREET<br>ST PAUL, MN 55101<br>PCS 1 DEL 09:57                | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415                 | 12.00<br>DELIVERY<br>2 Hour<br>1 |            | 12.00 ✓ |
| 06/24/91 | F2410097<br>50688  | NANCY R<br>NA    | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 11:26                     | 6860 FLYING CLOUD DR<br>EDEN PRAIRIE, MN 55344                       | 21.00<br>DELIVER1<br>Direct<br>2 |            | 21.00   |
| 06/24/91 | F2410211<br>103752 | SUE B<br>1139A01 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 15:23                     | EAGAN MCKALE<br>7100 MEDICINE LAKE RD<br>MPLS, MN 55427              | 14.00<br>DELIVER1<br>Direct<br>2 |            | 14.00 ✓ |
| 06/24/91 | F2410221<br>50689  | NANCY<br>19121   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 16:32                     | 2966 WHITE BEAR AVE<br>MAPLEWOOD, MN 55109                           | 17.00<br>DELIVERY<br>1 Hour<br>1 |            | 17.00 ✓ |
| 06/25/91 | F2510065<br>50690  | NANCY<br>1068801 | ROSEVILLE CIVIC CENTER<br>2660 CIVIC CENTER DRIVE<br>ROSEVILLE, MN 55113<br>PCS 1 DEL 10:32 | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415                 | 9.00<br>DELIVERY<br>3 Hour<br>1  |            | 9.00 ✓  |
| 06/25/91 | F2510166<br>103753 | SUE B<br>19111   | BRW<br>700 SOUTH 3RD STREET<br>MINNEAPOLIS, MN 55415<br>PCS 1 DEL 15:03                     | RESOLUTION TRUST<br>3400 YANKEE DRIVE<br>EAGAN, MN 55122             | 23.00<br>DELIVER1<br>Direct<br>2 |            | 23.00 ✓ |

|               |  |
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| Invoice No.   |  |
| Account No.   |  |
| Billing Thru: |  |
| Page:         |  |
| Branch:       |  |

WT - Weight Charge  
WA - Wait Time

XZ - X-tra Stop/Zone  
XB - X-tra Stop/Bldg

AC - Advanced Fee Charge  
MI - Mileage

NT - Notary  
XA - X-tra Affidavit/Service

## TERMS:

| Current Charges |         |         |         |                             |
|-----------------|---------|---------|---------|-----------------------------|
| Current         | OVER 30 | OVER 60 | OVER 90 | Finance Charge<br>per terms |
|                 |         |         |         |                             |
| Total Due       |         |         |         |                             |

34

PARTIAL PAYMENT NO.22A (CORRECTIONS TO PREVIOUS BILLINGS)

PREPARED BY: *[Signature]*

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

ENTERED BY: *[Signature]*

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 30 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 59103-020102                | PERCENT COMPLETED | 98.8%          |
| TOTAL VALUE OF WORK CERTIFIED - 31 JULY 91 |                   | \$1,600,532.02 |
| LESS RETAINAGE                             |                   | \$40,972.77    |
| AMOUNT DUE                                 |                   | \$1,559,559.25 |
| LESS PREVIOUSLY APPROVED PAYMENTS:         |                   | \$1,559,559.25 |

ALLOWABLE PAYMENT FOR THIS PARTIAL: \$0.00

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

1/13/92 *K. Lespesselaere*  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/19/92 *Robert M. Warner*  
DATE CONSULTANT

AMENDED MAXIMUM PROFESSIONAL SERVICES FEE UNDER CONTRACT RCRRA-89-001

|                                                                       |                |
|-----------------------------------------------------------------------|----------------|
| 1) ORIGINAL CONTRACT AMOUNT                                           | \$1,398,039.00 |
| 2) AMENDMENT NO. 2 - TUNNEL STUDIES                                   | \$200,000.00   |
| 3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST                        | \$18,000.00    |
| 4) 1990 MNDOT GRANT APPLICATION -<br>REPRESENTS OUT OF SCOPE SERVICES | \$3,719.00     |
| AMENDED CONTRACT AMOUNT                                               | \$1,619,758.00 |

SUMMARY OF CORRECTIONS TO PREVIOUS BILLINGS

|                                                                                      |                                                                            |
|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| A) PREVIOUS BECHTEL DELETIONS (DIRECT COSTS)<br>LESS CREDIT AS PER CORRECTED BILLING | \$9,821.03 (PARTIAL 16: \$5,135.99 AND<br>(726.10) PARTIAL 17: \$4,685.04) |
| VALUE OF WORK CERTIFIED FOR PAYMENT                                                  | \$9,094.93                                                                 |
| PREVIOUS WORK CERTIFIED (THROUGH PART. 22)                                           | \$1,591,437.09                                                             |
| WORK CERTIFIED THROUGH PARTIAL 22A                                                   | \$1,600,532.02 (SUBJECT TO CONTRACT RETAINAGE)                             |

PREVIOUS PARTIALS:      RCRR SHARE      HCRR SHARE      TOTAL

PAGE 1 OF 2 PAGES

|                        |                |              |                |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$22,793.28    | \$2,960.20   | \$25,753.48    |
| PARTIAL PAYMENT NO. 2  | \$16,204.16    | \$2,162.13   | \$18,366.29    |
| PARTIAL PAYMENT NO. 3  | \$11,462.24    | \$1,450.12   | \$12,912.36    |
| PARTIAL PAYMENT NO. 4  | \$25,132.71    | \$3,244.59   | \$28,377.30    |
| PARTIAL PAYMENT NO. 5  | \$50,216.59    | \$6,662.10   | \$56,878.69    |
| PARTIAL PAYMENT NO. 6  | \$55,234.37    | \$7,274.62   | \$62,508.99    |
| PARTIAL PAYMENT NO. 7  | \$74,637.71    | \$9,938.04   | \$84,575.75    |
| PARTIAL PAYMENT NO. 8  | \$75,747.93    | \$10,078.03  | \$85,825.96    |
| PARTIAL PAYMENT NO. 9  | \$107,136.59   | \$14,316.72  | \$121,453.31   |
| PARTIAL PAYMENT NO.10  | \$107,744.28   | \$13,616.50  | \$121,360.78   |
| PARTIAL PAYMENT NO.11  | \$142,385.49   | \$15,039.28  | \$157,424.77   |
| PARTIAL PAYMENT NO.12  | \$213,660.52   | \$21,499.99  | \$235,160.51   |
| PARTIAL PAYMENT NO.13  | \$79,406.61    | \$7,568.57   | \$86,975.18    |
| PARTIAL PAYMENT NO.14  | \$212,654.63   | \$24,921.94  | \$237,576.57   |
| PARTIAL PAYMENT NO.15  | \$66,549.38    | \$8,169.29   | \$74,718.67    |
| PARTIAL PAYMENT NO.16  | \$56,447.50    | \$1,557.15   | \$58,004.65    |
| PARTIAL PAYMENT NO.17  | \$15,069.56    | \$2,054.94   | \$17,124.50    |
| PARTIAL PAYMENT NO.18  | \$7,344.85     | \$946.99     | \$8,291.84     |
| PARTIAL PAYMENT NO.19  | \$10,335.08    | \$1,368.34   | \$11,703.42    |
| PARTIAL PAYMENT NO.20  | \$36,775.39    | \$4,833.36   | \$41,608.75    |
| PARTIAL PAYMENT NO.21  | \$10,761.83    | \$640.45     | \$11,402.28    |
| PARTIAL PAYMENT NO.22  | \$1,368.57     | \$186.63     | \$1,555.20     |
| PARTIAL PAYMENT NO.22A | \$0.00         | \$0.00       | \$0.00         |
| PARTIAL PAYMENT TOTAL: | \$1,397,700.70 | \$160,303.35 | \$1,559,559.25 |

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT: \$1,619,758.00  
 LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,559,559.25

AMOUNT REMAINING ON AGREEMENT \$60,198.75



Partial 22A

Billing  
Corrections

THIS BILLING PAST BILLING TOTAL TO DATE  
\*\*\*\*\*

|                         |            |                |                |
|-------------------------|------------|----------------|----------------|
| RCRRA COST SHARE        | \$8,003.54 | \$1,427,665.80 | \$1,435,669.34 |
| <del>5%</del> RETAINAGE | \$8,003.54 | \$28,596.53    | \$36,600.07    |
| <hr/>                   |            |                |                |
| AMOUNT DUE              | \$0.00     | \$1,399,069.27 | \$1,399,069.27 |
| <hr/>                   |            |                |                |
| HCRRRA COST SHARE       | \$1,091.39 | \$163,771.29   | \$164,862.68   |
| <del>5%</del> RETAINAGE | \$1,091.39 | \$3,281.31     | \$4,372.70     |
| <hr/>                   |            |                |                |
| AMOUNT DUE              | \$0.00     | \$160,489.98   | \$160,489.98   |

|                      |                |
|----------------------|----------------|
| TOTAL WORK CERTIFIED | \$1,600,532.02 |
| TOTAL PAYMENT        | \$1,559,559.25 |
| TOTAL RETAINAGE      | \$40,972.77    |
| TOTAL PAYMENT        | \$0.00         |

|                |             |
|----------------|-------------|
| PREV RETAINAGE | \$31,877.84 |
|----------------|-------------|

|       |        |
|-------|--------|
| CHECK | \$0.00 |
| CHECK | \$0.00 |

Bechtel Deletions 9,094<sup>93</sup> (added back with corrected amounts)