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Regional Transit Planning

March 1992

Program Evaluation Division
Office of the Legislative Auditor
State of Minnesota

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Regional Transit Planning

March 1992

Report of the Joint Fact-Finding Committee
Legislative Audit Commission

Joint Report of the Joint Fact-Finding Committee

March 1992

The Joint Fact-Finding Committee was established by the Legislature in 1991 to study and report on the state of regional transit planning. The committee's mandate was to determine the degree to which activities and programs entered into or funded by the state are accomplishing their goals and objectives and utilizing resources efficiently. The committee's report is published by the Office of the Legislative Auditor.

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STATE OF MINNESOTA

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JAMES R. NOBLES, LEGISLATIVE AUDITOR

March 17, 1992

Representative Ann H. Rest, Chair
Legislative Audit Commission

Dear Representative Rest:

In 1984, the Legislature created the Regional Transit Board (RTB) and restructured transit responsibilities in the Twin Cities metropolitan area. Despite these changes, there is still concern about transit service and the adequacy of transit and highway planning. The 1980s have seen a substantial decline in bus ridership, growing highway congestion, and continued conflict over solutions. As a result, the Legislative Audit Commission directed our office to conduct a study of metropolitan transit planning.

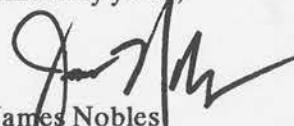
We conclude that transit planning has lacked balance and direction. The planning process has been dominated by conflict over light rail transit and Metro Mobility, while issues related to the regular route bus system and suburban bus service have been neglected. Also, despite years of planning, alternatives to light rail transit have not received adequate attention.

Recently, however, the Metropolitan Council has taken steps to reorient the planning process and more vigorously oversee the work of the Regional Transit Board. The Council's new transit facilities plan and the Board's new vision for transit are steps in the right direction, although many of their details will need to be worked out over the next several years.

We thank the many staff, administrators, policy makers, and community members who assisted us during this study. We appreciate the full cooperation we received from the Regional Transit Board, the Metropolitan Council, the Minnesota Department of Transportation, county regional railroad authorities, the Metropolitan Transit Commission, and opt-out communities.

This report was researched and written by John Yunker (project manager) and Jan Sandberg.

Sincerely yours,


James Nobles
Legislative Auditor

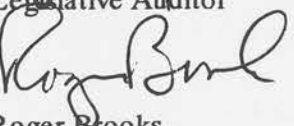

Roger Brooks
Deputy Legislative Auditor

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REGIONAL TRANSIT PLANNING

Executive Summary

The Twin Cities metropolitan area has a complex, multi-tiered structure for planning and implementing public transit improvements. Agencies involved include the Metropolitan Council, the Regional Transit Board (RTB), "opt-out" communities, and the Metropolitan Transit Commission (MTC) and other transit operators. In addition, the area's seven counties are responsible for acquiring right-of-way and planning for new light rail transit lines, and the Minnesota Department of Transportation (Mn/DOT) is involved in planning and constructing highway improvements which may include transit components.

In spite of this level of agency involvement, there have been continuing concerns about transit performance and the adequacy of transit planning. During the 1980s, the Twin Cities area has experienced a substantial decline in bus ridership, growing highway congestion, and only limited suburban transit expansions outside of opt-out communities. In addition, the area has been split by disagreement over the desirability of implementing light rail transit.

This report examines transit planning in the Twin Cities area and addresses the following questions:

- What progress has the Regional Transit Board made in planning for and implementing cost-effective transit service improvements, as well as providing oversight of existing transit operations?
- Has the Metropolitan Council provided adequate long-range planning and policy direction for transit and highway improvements?
- Has the Minnesota Department of Transportation appropriately integrated transit into its highway planning and construction activities?
- Has transit planning become too fragmented and are structural changes needed to improve planning?
- What are the strengths and weaknesses of the Metropolitan Council's new Regional Transit Facilities Plan and the Regional Transit Board's new Vision for Transit?

In general, we found a planning process which has been dominated in recent years by light rail transit to the exclusion of other transit options such as improved bus service and high-occupancy vehicle (HOV) lanes. In addition, the growing costs of Metro Mobility have made it difficult for the Regional Transit Board to expand suburban bus service.

Over the last year, however, the Metropolitan Council has taken steps to reorient the planning process and more vigorously oversee the work of the Regional Transit Board. The Council's new facilities plan and the RTB's new transit vision are steps in the right direction, although many of their details will need to be worked out in the next few years.

REGIONAL TRANSIT BOARD

RTB's progress has been slow.

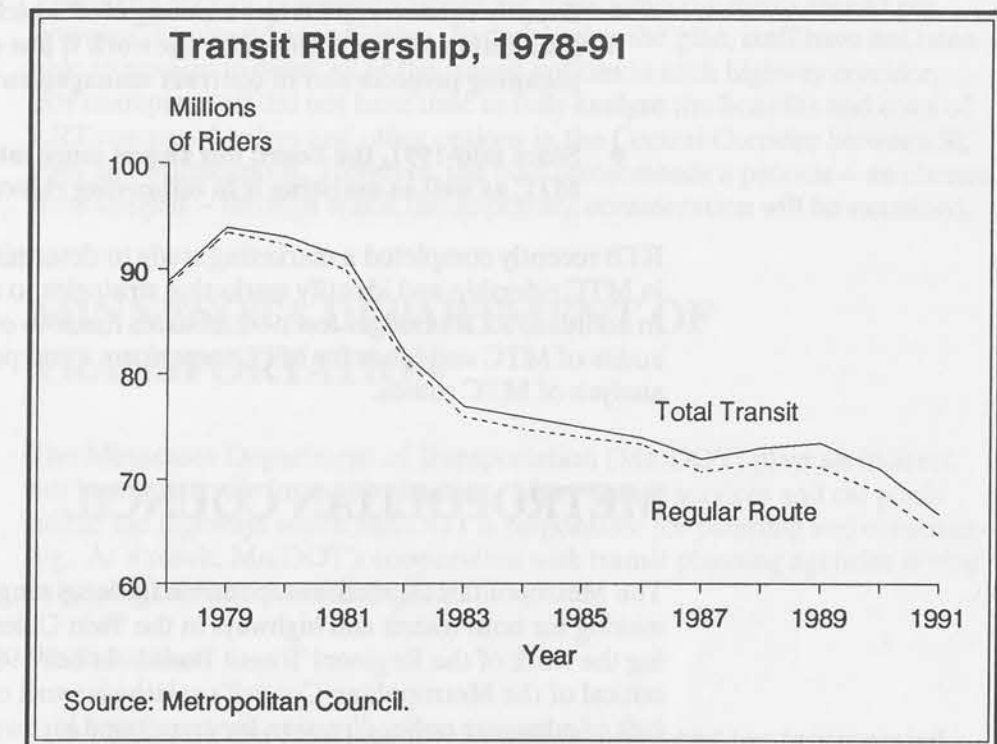
In 1984, the Legislature created the Regional Transit Board to do short- and mid-range transit planning, contract for transit services, and review and approve transit budgets. The Legislature wanted the RTB to control rising transit costs, respond to growing suburban transit needs, improve oversight of the Metropolitan Transit Commission (MTC), and more closely integrate transit into the region's highway planning. In a 1988 evaluation, we concluded that RTB had not yet proven to be an effective problem solver. Now, four years later, we conclude that:

- Although creation of the Regional Transit Board was a good idea, the Board's progress has not lived up to expectations in several key areas.
- Progress in some key areas has been slow and problems remain, but there have been some encouraging signs recently.

The major problems with RTB's past performance are:

- There has been little progress in responding to growing suburban transit needs outside of opt-out communities.
- RTB has been slow to provide adequate oversight of the Metropolitan Transit Commission despite substantial declines in regular route ridership.
- RTB still does not have an adequate policy on competitive bidding of bus service and has allowed MTC to provide a significant amount of peak-hour express service outside MTC's exclusive service area despite significant questions regarding MTC's relative efficiency in providing that service.
- RTB has not provided needed leadership from a regional perspective on light rail transit, and has focused too much on expensive transit options and too little on relatively inexpensive solutions.

Bus ridership has declined significantly.



In part, these problems have resulted from factors external to RTB. For example, state funding for transit has been relatively constant in recent years while Metro Mobility costs have grown significantly. The increase in costs has limited RTB's ability to fund service improvements for suburban areas and in the existing regular route system. Some of the increase in Metro Mobility costs is the direct result of RTB's decisions to expand and improve service. However, RTB did not anticipate much of the growth in ridership and costs. In addition, the planning process has been dominated by light rail transit (LRT) in recent years. Considerable staff and board time devoted to LRT has taken time and attention away from other issues.

However, factors within RTB's control have been at work as well. These include: 1) the board's promotion of LRT without adequate examination of the alternatives, 2) the board's attitude toward contracting transit services, 3) continuing internal tension due to the agency having both an executive director and a full-time chair, and 4) the board's unwillingness to control Metro Mobility costs, which led to an expenditure cap being imposed by the 1991 Legislature.

On the positive side, we found that:

- RTB recently adopted new plans which attempt to improve suburban transit service and control Metro Mobility expenditures.
- RTB is developing five transit hubs in suburban locations and has experimented with four new suburban services which are either circulators or general purpose dial-a-rides.

- Despite turnover, RTB has a strong staff which has laid a good foundation for the future with the work it has done on various planning projects and in contract management.
- Since mid-1991, the Board has shown more interest in overseeing MTC as well as assisting it in improving ridership and efficiency.

RTB recently completed a marketing study to determine reasons for the loss in MTC ridership and identify marketing strategies to address that concern. In addition, RTB's budget for 1992 includes funds to conduct management audits of MTC and funds for MTC to perform a comprehensive operations analysis of MTC routes.

METROPOLITAN COUNCIL

The Metropolitan Council is responsible for long-range planning and policy making for both transit and highways in the Twin Cities area and for overseeing the work of the Regional Transit Board. In our 1988 evaluation, we were critical of the Metropolitan Council's relatively weak oversight of RTB and lack of adequate policy direction for transit and highways.

Since 1988, with adoption of a new transportation policy plan, the Council's planning work and policy direction gradually improved and, in the last year, improved dramatically. We found that:

- Until last year, the Metropolitan Council did not provide adequate oversight of the Regional Transit Board.
- Until this year, the Metropolitan Council did not provide sufficient leadership in formulating a long-range vision for transit in the region.

These recent improvements in Council oversight and leadership have come about in two ways:

- The Metropolitan Council and its staff provided significant oversight of RTB through the Council's review of the RTB's Five Year Plan in May 1991.
- The Metropolitan Council and its staff have provided significant leadership for future transit and highway improvements with the recent adoption of its Regional Transit Facilities Plan.

The plan is significant in that it recommends an even-handed approach to transit planning. While LRT has dominated planning in recent years, the Council's plan calls for service improvements, minor capital improvements, and major capital projects according to their effectiveness in solving transit and highway problems in various parts of the region.

The Metropolitan Council has begun to provide stronger leadership.

The plan's specific recommendations for transit improvements should not, however, be viewed as definitive. In developing the plan, staff have not been able to analyze in detail all of the transit options in each highway corridor. For example, staff did not have time to fully analyze the benefits and costs of LRT compared to bus and other options in the Central Corridor between St. Paul and Minneapolis. However, the plan recommends a process -- an alternatives analysis -- through which this important consideration will be examined.

MINNESOTA DEPARTMENT OF TRANSPORTATION

Mn/DOT has cooperated with transit planning agencies.

The Minnesota Department of Transportation (Mn/DOT) plays an indirect, but important, role in transit planning. Many transit services and car pools utilize the highways which Mn/DOT is responsible for planning and constructing. As a result, Mn/DOT's cooperation with transit planning agencies is vital in helping them achieve their goals.

We found that:

- Mn/DOT has been receptive to transit issues and has incorporated various transit options into its highway plans.

Mn/DOT has worked with the Metropolitan Council in providing bus and car pool bypass ramps at freeway exits as called for in the Council's 1988 Transportation Policy Plan. Mn/DOT is currently working with MTC on MTC's "Team Transit" project to provide lane and ramp improvements which could help buses reduce their travel time and potentially increase their ridership. Finally, Mn/DOT has constructed high-occupancy vehicle lanes, park-and-ride lots, and transit stations in the I-394 corridor west of downtown Minneapolis and is analyzing HOV lanes, as well as light rail transit, in its planning process for improvements to I-35W from downtown Minneapolis south to the Minnesota River.

RECOMMENDATIONS

Legislature

We have five types of legislative recommendations, which address: 1) internal RTB structural problems, 2) LRT funding and governance, 3) financial disincentives for automobile use, 4) funding for transit improvements, and 5) the need for oversight of RTB. Regarding RTB's internal structure, we recommend that:

RTB needs consistent internal direction.

- **The Legislature should either make the position of RTB chair a part-time one or permit the chair to select the executive director with the board's approval.**

Since its inception, there has been internal tension at RTB because the agency essentially has two heads: an executive director and a full-time chair. This situation is not a viable one for an agency as small as RTB. It will continue to struggle to meet expectations unless it goes forward under strong and consistent leadership.

Second, we recommend that:

- **The Legislature should not fund construction of LRT in the Central Corridor until a satisfactory alternatives analysis has been prepared.**
- **The Legislature should change the governance structure for light rail transit planning to provide for more regional control of the process while continuing to involve county railroad authorities in a meaningful way.**

The Metropolitan Council's facilities plan shows that, within the next 20 years, only two LRT lines -- the Central Corridor and the I-35W South lines -- have the potential to be cost-effective under reasonable assumptions. Recent studies show that these two lines have a combined projected cost of just under \$4.00 per rider -- the maximum permitted by Metropolitan Council policy in order for a line to be considered for implementation before the year 2010.



Alternatives to LRT have not been adequately studied.

Furthermore, it has yet to be determined how the benefits and costs of a Central Corridor LRT line -- the Council's highest LRT priority -- compare to those for all-bus and other alternatives. As a result, it is important that an alternatives analysis be conducted before more design work continues or construction work begins. An alternatives analysis will also improve the region's chances of maximizing the amount of federal "new start" money which can be received and used to reduce the region's costs of building the line.

The current governance structure for light rail transit planning is dominated by the region's counties and their rail authorities. Their only transit mission is to plan for light rail transit. Considering the new cost per rider estimates for LRT, the need for objective analysis of alternatives, and the need to use regional or state funding to implement LRT -- there is a need to reorient the governance structure to ensure that regional goals are met and that spending on additional lines is not continued. We are generally supportive of the Metropolitan Council's proposed governance structure. That proposal would place RTB in charge of the alternatives analysis, Mn/DOT in charge of design and construction, and MTC in charge of operations. However, given the counties' leadership on LRT issues, the Legislature should consider ways in which the counties can be given a meaningful role in the design and construction of LRT, while assuring regional control over important decisions.

We also recommend that:

- **The Legislature should examine options for increasing automobile user costs to better reflect the costs to the region of automobile travel.**

A modest increase in automobile user costs through additional gasoline taxes or other taxes or fees may help to limit future growth in automobile travel and would better reflect some of the regional costs of automobile use. It would also make sense to use a portion of any tax or fee increase to help fund transit improvements or relieve some of the current burden on property taxes. However, Constitutional limitations and budgetary constraints will affect the options available to the Legislature.

The details of new transit plans have not been worked out.

If transit programs are allotted funds from a new funding source, it is essential that the Legislature retain control over transit funding and not provide transit agencies with an unlimited source of dedicated funding. Many of the recommendations in the Council's new facilities plan and RTB's new vision are conceptual and lack ridership estimates and other details which would help in determining their cost-effectiveness. Legislative oversight of these agencies' recommendations is needed before transit funding is substantially increased. The Legislature should take an incremental approach and fund some improvements while requiring the agencies to report back on their progress in developing more detailed plans and ridership estimates. We recommend that:

- **The Legislature should be generally supportive of the concepts contained in the Metropolitan Council's facilities plan.**

The Council's oversight authority over RTB needs to be strengthened.

- However, the Legislature should require RTB and the Council to provide information on the potential cost-effectiveness of the recommended service improvements and transit hub projects.

We also recommend that the Legislature strengthen oversight of RTB in the following ways:

- The Legislature should require RTB to prepare an annual performance report for existing transit services and submit the report to the Metropolitan Council for its review and comment.
- The Legislature should require RTB to report at least annually on its progress in implementing its five-year plan and submit the report to the Metropolitan Council for its review and comment.
- The Legislature should give the Metropolitan Council authority to review and approve RTB's annual capital budget and review and comment on RTB's annual operating budget.

Metropolitan Council

We recommend that:

- The Metropolitan Council continue the strong oversight and leadership it has shown over the last year.

In addition, even without specific legislative authorization, we recommend that:

- The Metropolitan Council should consider requiring RTB to prepare: 1) an annual transit performance report, 2) an annual progress report on plan implementation, and 3) cost per rider estimates for the new services and other mass transit improvements recommended in the Council's new plan and RTB's new vision.

Also, in formulating regional policy on highway and transit development, the Council should consider the extent to which automobile users are not directly paying the full costs of automobile use. We recommend that the Metropolitan Council: 1) determine the extent to which automobile users do not directly pay for the costs imposed on the region from automobile use, 2) examine the potential effect on automobile and transit use from raising automobile ownership and operation costs through additional taxes or other methods, and 3) study the impact which such action might have on future development patterns.

Regional Transit Board

The Regional Transit Board has made only slow progress in achieving the goals envisioned when it was established. Improvement has been made since mid-1991, but it remains to be seen whether such improvement will be sustained. The RTB's Vision for Transit has conceptual appeal, but lacks important details. It is unclear at this point how much of the vision should be implemented. It is also unclear how the results of needs assessments and MTC's comprehensive operations analysis will affect the vision.

RTB needs to make progress in some key areas.

Despite reservations, we believe RTB should continue to exist in its current form. The separation of planning and operations has had some desirable effects and remains a good concept. However, RTB needs to continue the progress of the last eight months and demonstrate to the Legislature that RTB can be an effective problem solver. RTB can best develop this trust by being a fair and objective planning agency. Advocacy on behalf of transit is best based on sound and thoughtful analysis.

Specifically, we recommend that:

- RTB should adopt a competitive bidding policy which adequately addresses the costing method MTC should use when bidding to provide transit services outside its exclusive service area.
- RTB should undertake the proposed management audits of MTC and review the comprehensive operations analysis of MTC when completed. RTB should ultimately identify any resources which can be freed up to provide needed service improvements.
- RTB should examine the need for and potential cost-effectiveness of the service improvements and hubs recommended in the Metropolitan Council's facilities plan. Not all of the hubs and accompanying circulator and express routes may be cost-effective.
- RTB should prepare an annual performance report which provides performance statistics for each route and type of service funded by RTB.
- RTB should continue its recent efforts to work cooperatively with the opt-out providers and assist them in competitively bidding out transit services when their current contracts end.
- RTB should work with MTC to strengthen the region's efforts to encourage ridesharing or consider moving Minnesota Rideshare to the Minnesota Department of Transportation.

INTRODUCTION

Chapter 1

The 1970s saw an expansion of bus service in the Twin Cities metropolitan area along with a corresponding increase in transit ridership. However, transit costs also increased at a rate far exceeding the combined effect of inflation and service expansion. In addition to rising costs, the Legislature perceived a lack of responsiveness to growing suburban transit needs, a need to improve oversight of the Metropolitan Transit Commission, a need to separate transit operations from planning, and a need to more closely integrate transit into the region's highway planning.

As a result, in 1984, the Legislature created the Regional Transit Board (RTB) to do short- and mid-range transit planning, contract for transit services, and review and approve transit budgets. The creation of RTB gave the region a three-tier transit planning structure that was more complicated than the one- or two- tier systems used in other major metropolitan areas.

Despite RTB's creation, there have been continuing concerns about transit performance and the adequacy of transit planning. The 1980s have seen a substantial decline in bus ridership, growing highway congestion, limited suburban transit service expansions, and a fragmentation of planning responsibilities in some areas. In addition, the transit community, as well as the broader metropolitan community, has been split by disagreement over the desirability of implementing light rail transit.

Consequently, the Legislative Audit Commission directed our office to conduct a study of transit planning in the Twin Cities metropolitan area. This report updates and expands upon an earlier evaluation of RTB which we completed in 1988. The report addresses the following questions:

- **What progress has the Regional Transit Board made in planning for and implementing cost-effective transit service improvements, as well as providing oversight of existing transit operations?**
- **Has the Metropolitan Council provided adequate long-range planning and policy direction for transit and highway improvements?**
- **Has the Minnesota Department of Transportation appropriately integrated transit into its highway planning and construction activities?**

- Has transit planning become too fragmented and are structural changes needed to improve planning?
- What are the strengths and weaknesses of the Metropolitan Council's new Regional Transit Facilities Plan and the Regional Transit Board's new Vision for Transit?

To answer these questions, we conducted extensive interviews with people involved with transit and highway planning, operations, and policy direction. We reviewed a significant number and variety of local planning documents and studies, and also reviewed relevant literature available nationwide.

Chapter 1 of this report provides an overview of the transit and highway planning structure in the metropolitan area, reviews the region's transit budget and programs, highlights the challenges and problems faced by planners, and discusses the demographic trends which have created these challenges. Chapter 2 examines the adequacy of transit planning in the region. This chapter reviews the performance of the Regional Transit Board, the Metropolitan Council, and the Minnesota Department of Transportation. Chapter 2 also considers the need for structural changes in regional transit planning and examines the strengths and weaknesses of the new plans developed by the Metropolitan Council and the Regional Transit Board. Chapter 3 presents our recommendations for legislative and agency action.

BACKGROUND

Chapter 1

Transportation is one of the most important expenditures made by American households. The average household spends more on transportation than on any other major category of spending except housing. In 1989, a typical household spent \$5,200, or 19 percent of its total expenditures, on automobiles and other forms of transportation.¹

Government plays a major part in facilitating, as well as influencing, the public's choice of transportation modes and their respective costs. Government's role is twofold. First, state and local governments plan, construct, and maintain the streets and highways used by private vehicles. During fiscal 1991, Minnesota state government spent about \$1.1 billion on roads. Second, government provides public transit services. In 1989, public transit services provided in Minnesota had a total operating cost of \$144 million. Close to 90 percent of these costs were incurred by transit systems operating in the seven-county Twin Cities metropolitan area.

This report focuses on the process for planning and implementing public transit services in the Twin Cities area. Like many transportation planners, we consider a transit service to be any method of moving people that involves more than one person per vehicle. This definition of transit, of course, includes typical mass transit services which are provided directly by public agencies or contracted out to other providers. Bus service, light rail transit (LRT), and paratransit services for persons with disabilities and mobility limitations, are examples of mass transit services. In addition, the definition of transit includes car pooling and van pooling. Public agencies may be involved in encouraging car pooling through promotional activity, matching of potential car poolers, and construction of highway modifications designed to facilitate both car pooling and mass transit services. Potential highway modifications include high-occupancy vehicle (HOV) lanes and entrance ramps for the exclusive use of vehicles with more than one occupant.

This chapter provides an overview of transit planning in the Twin Cities metropolitan area. In particular, this chapter addresses the following questions:

- What is the current transit planning and operating structure in the Twin Cities metropolitan area?

¹ U.S. Bureau of Labor Statistics, *Consumer Expenditure Survey*, 1989.

- What transit programs are currently operated in the area?
- What trends in transit and automobile usage have occurred during the 1980s and are expected in the future?
- What challenges are transit planners facing?

ORGANIZATIONAL STRUCTURE

In the last decade, the region's transit planning and operating structure has become increasingly complex. Many major metropolitan areas in the United States have a "one-tier" system, which combines operating and planning in one agency, or a "two-tier" system in which long range planning is separated from transit operations. In the Twin Cities area, as shown in Figure 1.1, there are three tiers:

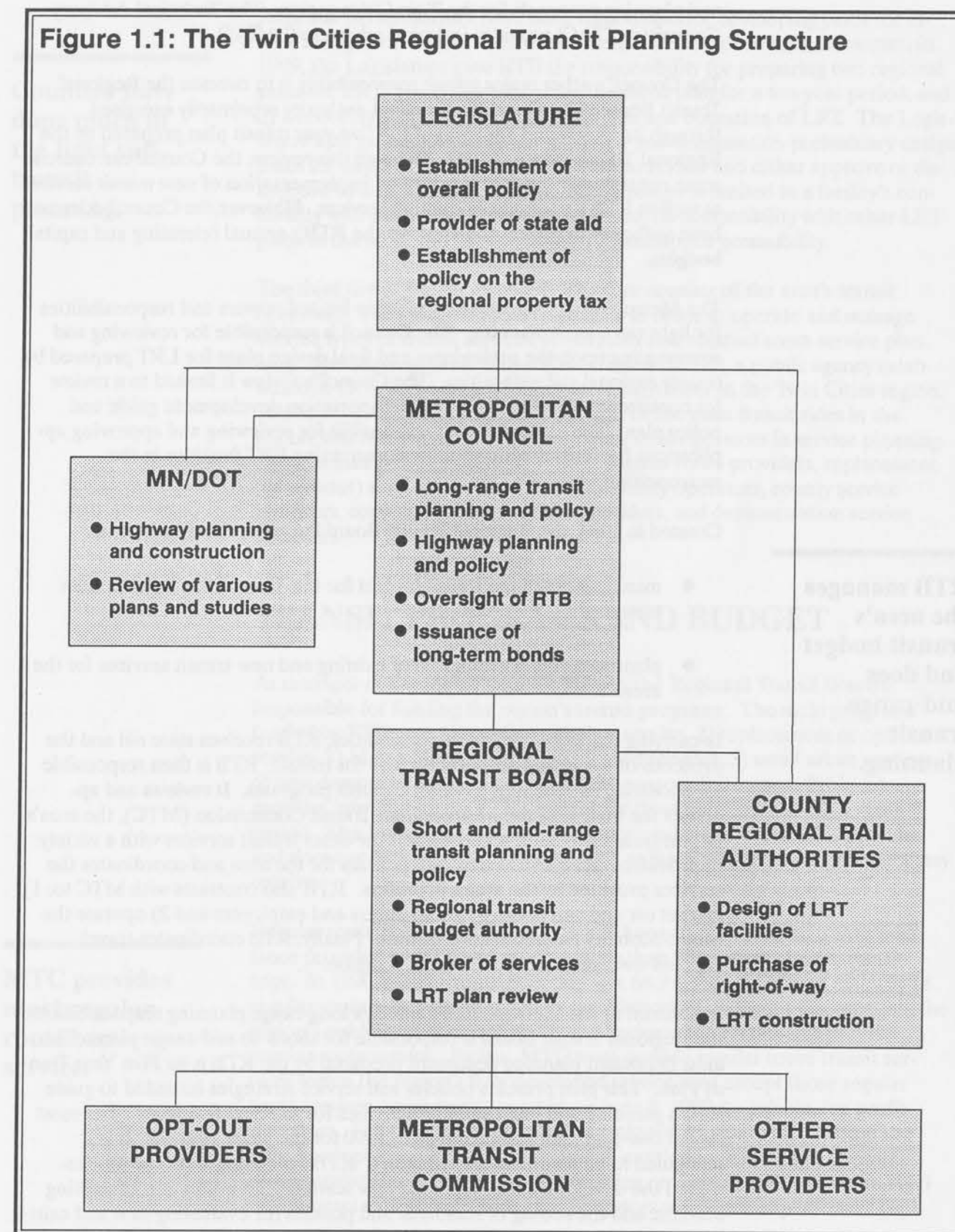
- At the first tier, the Metropolitan Council does long-range transit and highway planning and provides oversight of the Regional Transit Board.
- At the second tier, the Regional Transit Board develops mid- and short-range transit plans, contracts with operators to provide service, and oversees the performance of the operators.
- At the third tier, a variety of operators provide transit service and conduct some service planning.

In addition, there are a number of other agencies involved in transit planning in the area. The Minnesota Department of Transportation (Mn/DOT) is responsible for planning and constructing highways, which may include transit components. Each of the area's seven counties also has a regional rail authority. These county-based authorities are in various stages of planning and designing light rail transit lines within their boundaries.

The Metropolitan Council has three important roles in the transit area: 1) long range transit planning and policy making, 2) highway planning and policy making, and 3) oversight of the Regional Transit Board. Perhaps the single most important transit/highway plan prepared by the Council's transportation staff is its Transportation Development Guide/Policy Plan. This document, which was substantially revised in 1988, includes both a transit plan and a highway system plan for the metropolitan area for the year 2010. In addition, the document details the Council's transit and highway policies. The Council also prepares a Transportation Improvement Program (TIP), which lists the federally funded highway and transit capital projects to be undertaken in the next three years. The TIP is prepared by Council staff following substantial input from Mn/DOT and the Regional Transit Board. Assisting the Council is the Transportation Advisory Board (TAB), which functions as a forum for citizens and local officials to discuss their positions on transportation issues

The
Metropolitan
Council sets
long-range
transit and
highway policy.

Figure 1.1: The Twin Cities Regional Transit Planning Structure



and planning proposals for the Twin Cities region. The Technical Advisory Committee (TAC) provides technical advice to the TAB.

The Council's other major transit responsibility is to oversee the Regional Transit Board. The Council's oversight authority is primarily exercised through its review and approval of the five-year transit plan prepared by the Regional Transit Board (RTB). Through this review, the Council can exercise some control over the RTB's proposed implementation of new transit services as well as RTB's oversight of existing services. However, the Council does not have authority to review and approve the RTB's annual operating and capital budgets.

The Metropolitan Council also has some limited powers and responsibilities for light rail transit planning. The Council is responsible for reviewing and commenting upon the preliminary and final design plans for LRT prepared by county regional rail authorities. The Council's review is limited to a review for consistency with the Council's transportation development guide and policy plan. The Council is also responsible for reviewing and approving applications for federal assistance for constructing LRT facilities in the metropolitan area.

Created in 1984, the Regional Transit Board has two primary functions:

- management of the transit budget for the Twin Cities metropolitan area, and
- planning for and evaluation of existing and new transit services for the area.

In carrying out its budgetary responsibilities, RTB receives state aid and the proceeds of a regional property tax levy for transit. RTB is then responsible for allocating its revenues to various transit programs. It reviews and approves the budget of the Metropolitan Transit Commission (MTC), the area's largest transit provider, and contracts for other transit services with a variety of providers. RTB establishes fare policies for the area and coordinates the services provided by the area's providers. RTB also contracts with MTC to: 1) market car and van pooling to commuters and employers and 2) operate the Metro Mobility Administrative Center. Finally, RTB coordinates travel demand management activities in the region.

In contrast to the Metropolitan Council's long-range planning responsibilities, the Regional Transit Board is responsible for short- to mid-range plans. The most important planning document prepared by the RTB is its Five Year Transit Plan. This plan presents policies and service strategies intended to guide RTB's planning and programming activities for the next five years. The most recent five-year plan was prepared in 1990 for the years 1991-95. It is scheduled to be revised every two years. RTB's planning work has also included the development of plans for new services, the evaluation of existing services, and the setting of standards and policies for evaluating new and existing services.

RTB manages the area's transit budget and does mid-range transit planning.

Counties have done much of the light rail transit planning.

Regional rail authorities have been responsible for developing plans for individual light rail transit lines within the area's seven counties. However, in 1989, the Legislature gave RTB the responsibility for preparing two regional plans for LRT: 1) a development and financial plan for a ten-year period, and 2) a coordination plan for the construction and operation of LRT. The Legislature also gave RTB the power to review and comment on preliminary design plans for any LRT facility and the power to review and either approve or disapprove of any final design plans. RTB's review is limited to a facility's conformity with RTB's two regional LRT plans, its compatibility with other LRT plans in the area, and its adequacy for handicapped accessibility.

The third tier of the area's transit structure consists of the area's transit operators. They receive funds from RTB in order to operate and manage various types of transit services. Operators also conduct some service planning. The Metropolitan Transit Commission (MTC), a public agency established in 1967, is the largest transit service provider in the Twin Cities region. The MTC provides more than 90 percent of the mass transit rides in the region, and is more actively involved than most operators in service planning. Other transit providers include private regular route providers, replacement (or opt-out) service providers, Metro Mobility operators, county service providers, community-based service providers, and demonstration service providers.

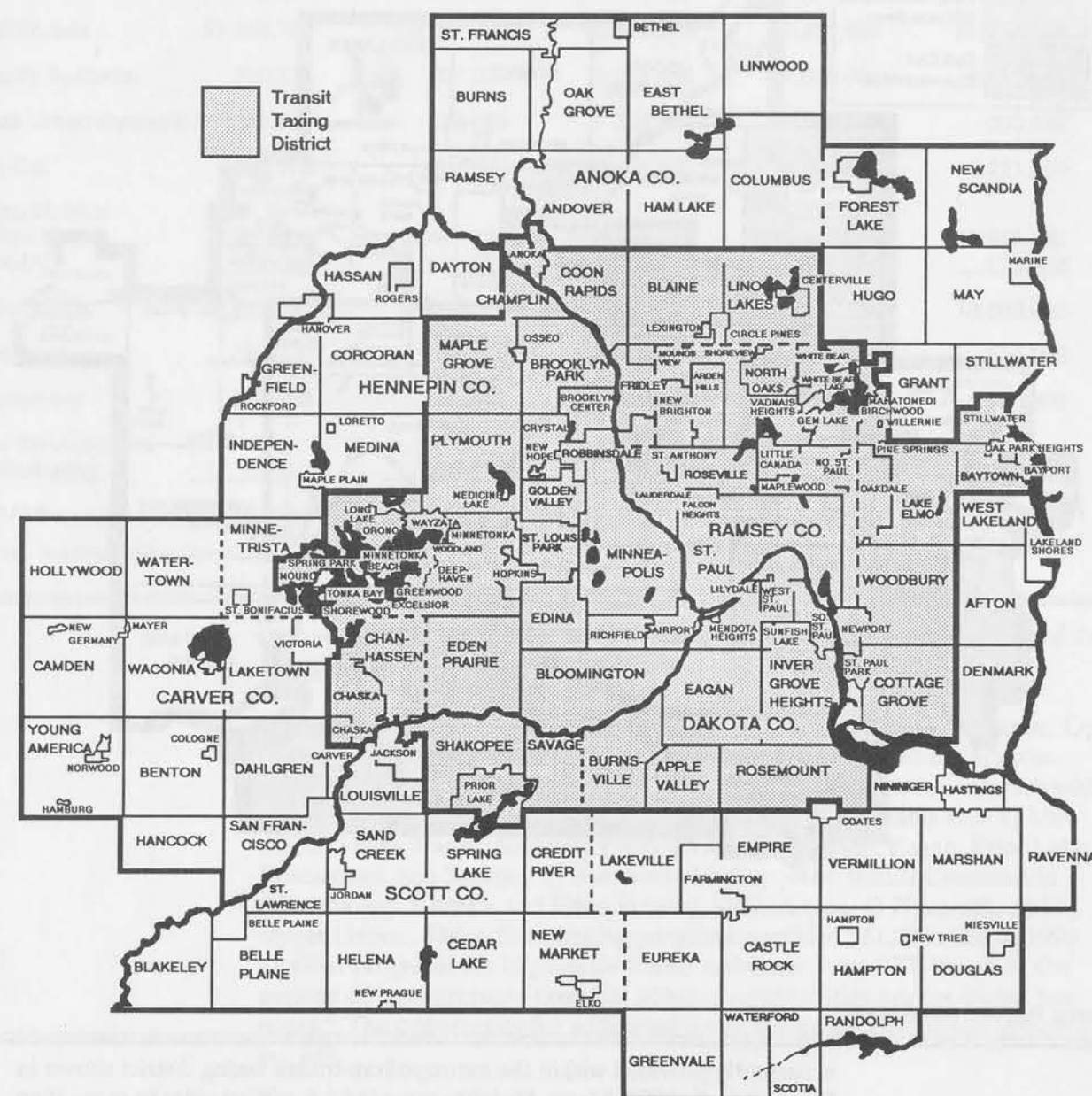
TRANSIT PROGRAMS AND BUDGET

As manager of the region's transit budget, the Regional Transit Board is responsible for funding the region's transit programs. The main programs funded by RTB are: 1) regular route bus service, 2) replacement or opt-out service, 3) Metro Mobility, 4) county transit services, 5) small urban services, 6) new demonstration services, and 7) Minnesota Rideshare. Table 1.1 provides information on RTB's budget for these services over a five-year period. This budget includes only the public subsidies which RTB provides and does not include other revenue, such as fares, which transit providers may receive.

MTC provides most regular route bus service.

Regular route bus services receive more than two-thirds of the transit assistance provided by RTB and provide more than 95 percent of mass transit trips. In 1990, regular route ridership was 68.9 million. The vast majority of regular route service is provided by the Metropolitan Transit Commission, the region's public transit company. Several private companies also provide regular route service. By law, MTC must provide regular route transit services within the region's fully developed service area except those regular route services which were operated on June 2, 1989, by private, for-profit operators. Figure 1.2 shows the fully developed service area. Outside the fully developed service area, MTC is also entitled to continue to operate those regular route services it was operating on June 2, 1989; however, RTB can contract with private, for-profit operators to operate replacement (opt-

Figure 1.3: Seven County Metropolitan Area and Transit Taxing District



Source: Regional Transit Board.

dial-a-ride programs provide transportation to medical, shopping, and senior centers. In 1990, these programs provided about 255,000 rides.

Small urban, or community-based, services provide dial-a-ride service in certain communities within the region. Service is generally provided to community residents who have special needs but do not qualify for Metro Mobility. Community-based services are funded cooperatively by RTB and the communities they serve. In 1990, small urban programs provided about 142,000 rides.

New demonstration services have also received funding from RTB. They include the Roseville Area Circulator, the Anoka Traveler, and a demonstration service in Lakeville. RTB also provides funds to Minnesota Rideshare, which is housed at MTC. Minnesota Rideshare provides match lists for people who want to car pool and also markets ridesharing to employers.

In addition to transit program funding, RTB's budget also includes funds for RTB administrative expenses, planning studies and consultant contracts, community planning grants, and capital projects. Over a five-year period, from \$3 to \$4 million annually has been spent or budgeted for these types of expenditures. Excluding capital projects, RTB's agency budget has been between \$2 and \$3 million annually.

As shown in Table 1.2, about two-thirds of the public subsidies administered by RTB are funded by property taxes levied in the metropolitan area for transit purposes. State appropriations provide most of the remainder of the funding.⁴ The bulk of property tax revenues are levied within the metropolitan transit taxing district depicted in Figure 1.3. Within the district, tax rates are feathered to reflect the lower levels of service received by some communities. Outside the transit taxing district but within the metropolitan area, property owners are taxed at a considerably lower rate--10 percent of the rate within the transit taxing district. Taxes levied outside the taxing district must only be used for paratransit or ridesharing services to people located within the metropolitan area but not within the taxing district.⁵

TRENDS

During the 1980s, the main trends in transit and auto usage have been:

Bus ridership has declined significantly.

- A decline in regular route transit ridership,
- An increase in the number of trips taken and miles driven in automobiles, and
- A growing complexity in the trips taken in the region.

⁴ Fares provide a significant source of transit funding but go directly to transit providers and consequently do not appear in RTB's budget.

⁵ Minn. Stat. §473.446.

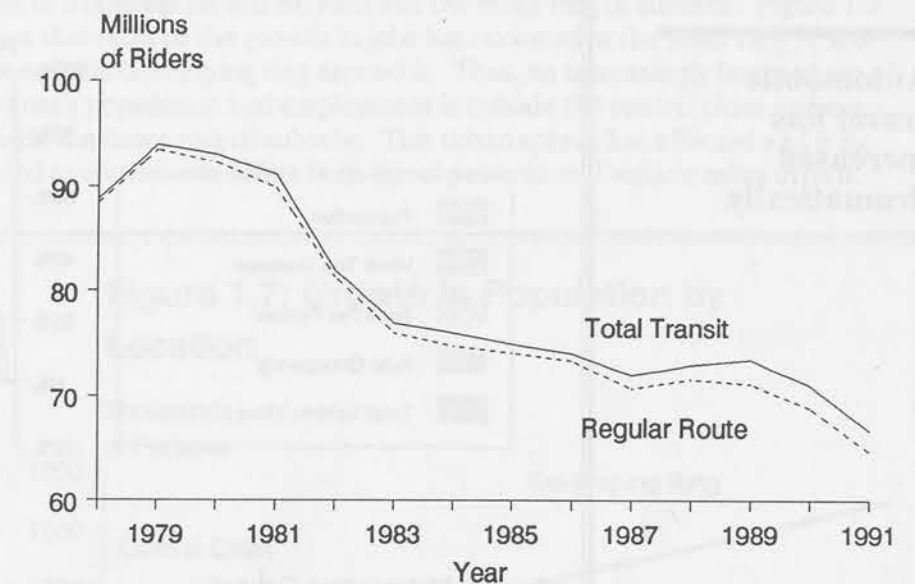
Table 1.2: Revenues, Expenditures, and Fund Balances for the Regional Transit Board

	1988 Actual	1989 Actual	1990 Actual	1991 Actual (Est.)	1992 Budget
Revenues					
Property Taxes	\$50,545,880	\$54,768,981	\$58,303,346	\$59,774,632	\$63,643,534
State Appropria- tion	26,634,000	26,016,944	24,615,000	24,103,000	27,129,500
Federal Grants	786,183	659,437	670,494	531,131	400,000
Interest/Miscel- laneous	1,192,596	1,580,486	1,328,025	676,454	600,000
1991 Agency Reimburse- ment	0	0	679,019	1,529,875	1,000,000
Total Revenues	79,158,659	83,025,848	85,595,884	86,615,092	92,773,034
Total Expenditures	74,068,031	82,708,485	93,665,182	87,745,831	93,695,691
Excess Revenues over Expenditures	5,090,628	317,362	-8,069,298	-1,130,739	-922,657
Beginning Fund Balance	8,202,946	13,293,574	13,610,936	5,541,638	4,410,899
Ending Fund Balance	\$13,293,574	\$13,610,936	\$5,541,638	\$4,410,899	\$3,488,242

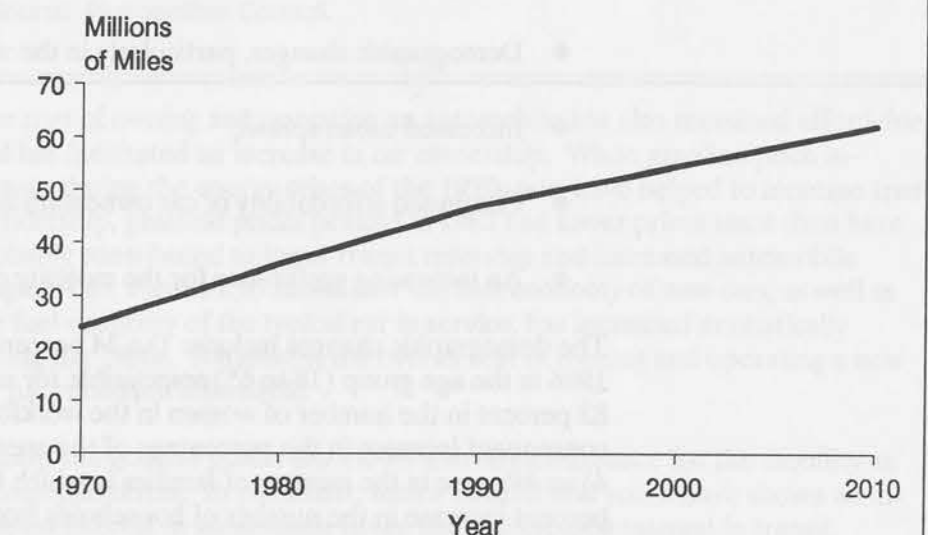
Source: Regional Transit Board.

Transit ridership nationwide has been in a long-term decline since the 1940s. During the 1970s, however, ridership grew as public agencies took over privately-run bus companies and expanded service and the nation experienced several energy crises and significant gasoline price increases. During the 1980s, Figure 1.4 shows that the Twin Cities area, like many other metropolitan areas, experienced a decline in transit ridership. Since it peaked in 1979, ridership in the Twin Cities area has declined more than 25 percent and is now back to the levels experienced in 1973-74. The decline has mostly occurred on the local bus routes which radiate from the downtown business districts of Minneapolis and St. Paul. Express bus ridership to the downtowns has increased significantly but accounts for a small portion of transit ridership.

While area residents are relying less on mass transit, they are relying more on their own automobiles. Figure 1.5 shows that vehicle miles traveled nearly doubled between 1970 and 1990 and are expected to increase another 32 percent by the year 2010. Figure 1.6 shows the four factors contributing to this increase: 1) population growth, 2) an increased number of trips per person, 3) an increase in the miles driven per trip, and 4) a decline in the automobile occupancy rate. From 1970 to 1990, population grew 21 percent, trips per person grew 33 percent, and miles per work trip grew 36 percent. Also, the number of persons in each car on the road declined 15 percent from 1.50 to 1.28. Growth in the first three factors is forecast to continue at least until 2010, but the rates of increase are expected to be lower.

Figure 1.4: Transit Ridership, 1978-91

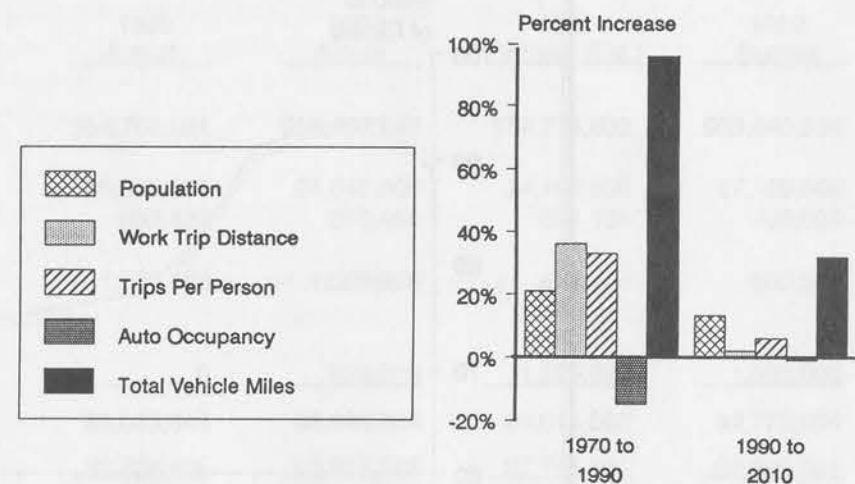
Source: Metropolitan Council.

Figure 1.5: Daily Vehicle Miles Traveled

Source: Metropolitan Council.

Automobile travel has increased dramatically.

Figure 1.6: Increase in Total Vehicle Miles and Contributing Factors



Source: Metropolitan Council.

Besides the growth in trips and miles driven, the area has experienced changes in travel patterns. Work destinations have become more spread out. A greater share of the trips are within or across suburbs. A smaller share of total trips are into the downtowns in the morning and out in the afternoon. In addition, many trips have become multipurpose trips. A person leaving work in the afternoon may now run errands, do shopping, and stop at the day-care center before arriving home.

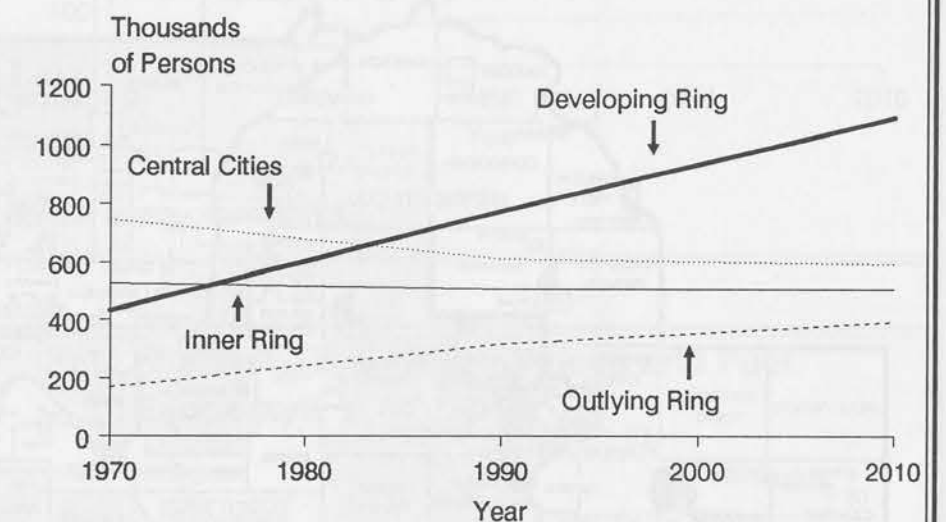
Among the reasons for these trends are:

- Demographic changes, particularly in the work place;
- Increased urban sprawl;
- Continued affordability of car ownership and operation; and
- An increasing preference for the mobility offered by a car.

The demographic changes include: 1) a 34 percent growth between 1970 and 1986 in the age group (18 to 65) responsible for most travel, 2) an increase of 82 percent in the number of women in the workforce from 1970 to 1980, 3) a consequent increase in the percentage of the area population which has jobs, 4) an increase in the number of families in which both adults work, and 5) a 42 percent increase in the number of households from 1970 to 1986. These factors have worked to increase the number of trips in the area as well as to change travel patterns.

Urban sprawl has also caused travel patterns to change and vehicle miles driven to increase. Figures 1.7 and 1.8 show that most of the population growth in the Twin Cities metropolitan area has occurred outside the central cities of Minneapolis and St. Paul and the inner ring of suburbs. Figure 1.9 shows that most of the growth in jobs has occurred in the inner ring of suburbs and the developing ring around it. Thus, an increasingly larger share of the area's population and employment is outside the central cities and even outside the inner ring of suburbs. This urban sprawl has affected and is expected to continue to affect both travel patterns and vehicle miles driven.

Figure 1.7: Growth in Population by Location



Source: Metropolitan Council.

The cost of owning and operating an automobile has also remained affordable and has facilitated an increase in car ownership. While gasoline price increases during the energy crises of the 1970s may have helped to increase transit ridership, gasoline prices peaked in 1981 and lower prices since then have probably contributed to lower transit ridership and increased automobile usage. Also, Figure 1.10 shows that the fuel economy of new cars, as well as the fuel economy of the typical car in service, has increased dramatically during the 1980s. Nationally, the overall cost of owning and operating a new car has remained affordable.

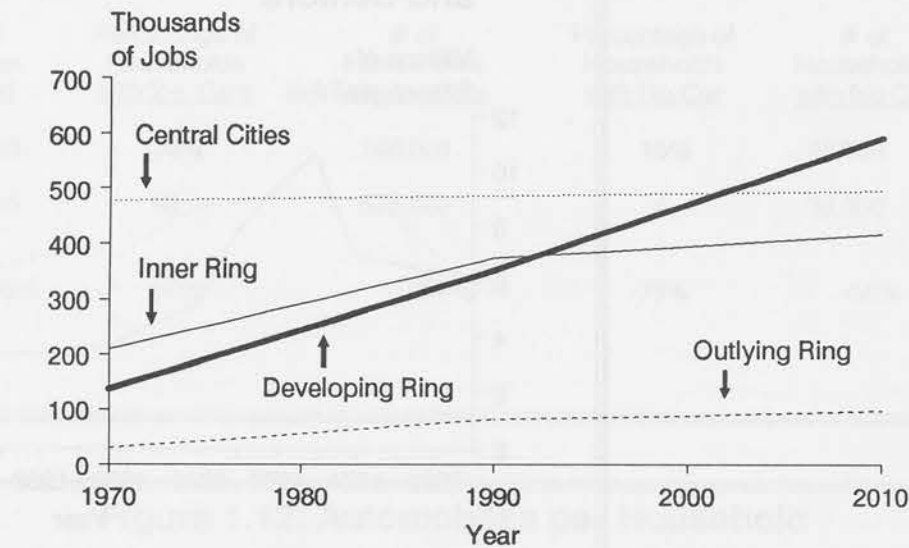
Finally, the general public has shown a strong preference for the mobility an automobile offers. In particular, senior citizens and youth have shown an increased interest in automobile usage and a decreased interest in transit. Figure 1.11 shows the general decline in transit ridership among these groups.

Figure 1.8: Seven County Metropolitan Area and Development Rings



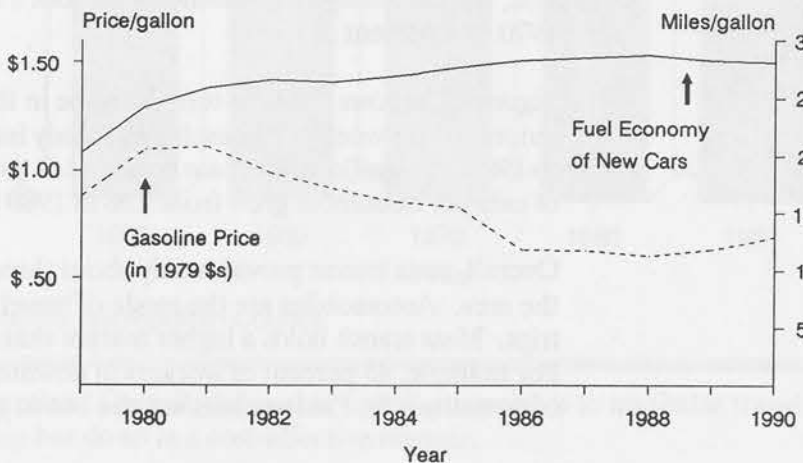
Source: Regional Transit Board.

Figure 1.9: Growth in Jobs by Location



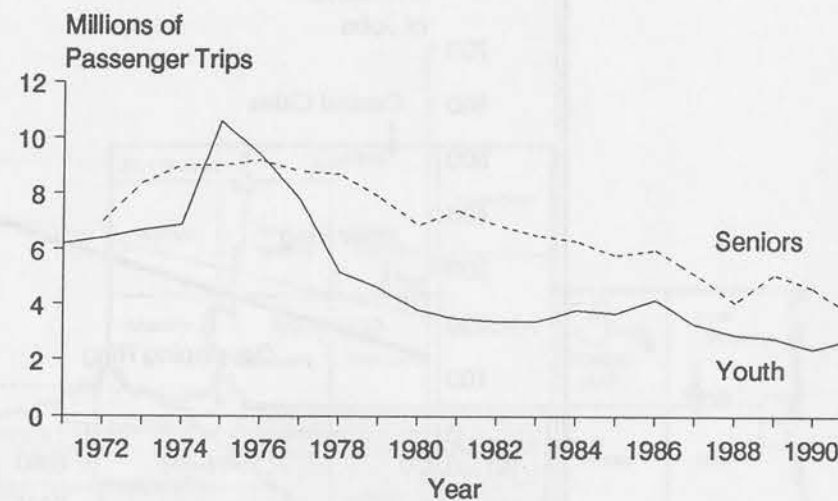
Source: Metropolitan Council.

Figure 1.10: Gasoline Prices and Fuel Economy



Sources: Motor Vehicle Manufacturer's Association, Bureau of Labor Statistics.

Figure 1.11: MTC Ridership for Youth and Seniors



Note: Youth under age 18.
Source: Metropolitan Council.

Two-thirds of households own two or more cars.

Overall, automobile ownership is up substantially in the Twin Cities metropolitan area and the number of households without a car is down dramatically. Table 1.3 shows that, between 1970 and 1990, the number of vehicles in the metropolitan area doubled. The percentage of households owning two or more cars grew dramatically from 33 to 65 percent. In addition, the percentage of households without a car declined from 15 percent in 1970 to 4 percent in 1990.

Figure 1.12 shows the long-term increase in the average number of automobiles owned per household. Steady increases have occurred from 1950 to 1980. A significant increase occurred in the last ten years when the number of cars per household grew from 1.58 in 1980 to 1.94 in 1990.

Overall, mass transit provides only about three percent of all person-trips in the area. Automobiles are the mode of travel chosen for the vast majority of trips. Mass transit holds a higher market share in certain selected markets. For example, 45 percent of workers in downtown Minneapolis and 30 percent of downtown St. Paul workers use the bus to get to work.

CHALLENGES

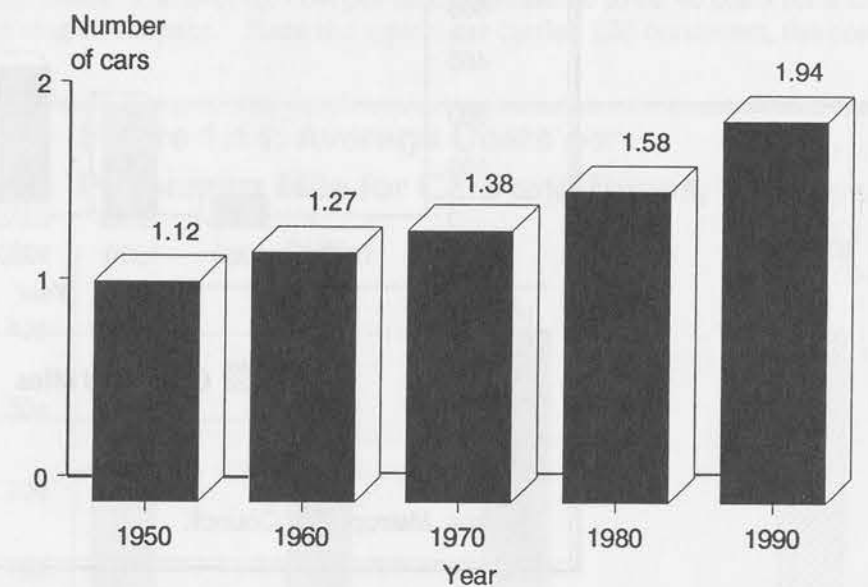
Public subsidies for transit programs are intended to serve a number of goals. Among the goals are to: 1) relieve congestion and limit the need for additional highway capacity, 2) serve the needs of transit dependent people, 3) support higher density land uses, 4) reduce pollution, and 5) reduce fuel

Table 1.3: Vehicle Ownership

Year	Total Vehicles Owned	Percentage of Households with 2+ Cars	# of Households with 2+ Cars	Percentage of Households with No Car	# of Households with No Car
1970	851,530	33%	189,000	15%	86,000
1990	1,695,805	65	573,000	4	38,000
Percentage Change: 1970-1990	99%	97%	203%	-73%	-56%

Source: Metropolitan Council.

Figure 1.12: Automobiles per Household



Source: Metropolitan Council.

consumption. Overall, the goal of transit programs is to maximize transit ridership but do so in a cost-effective manner.

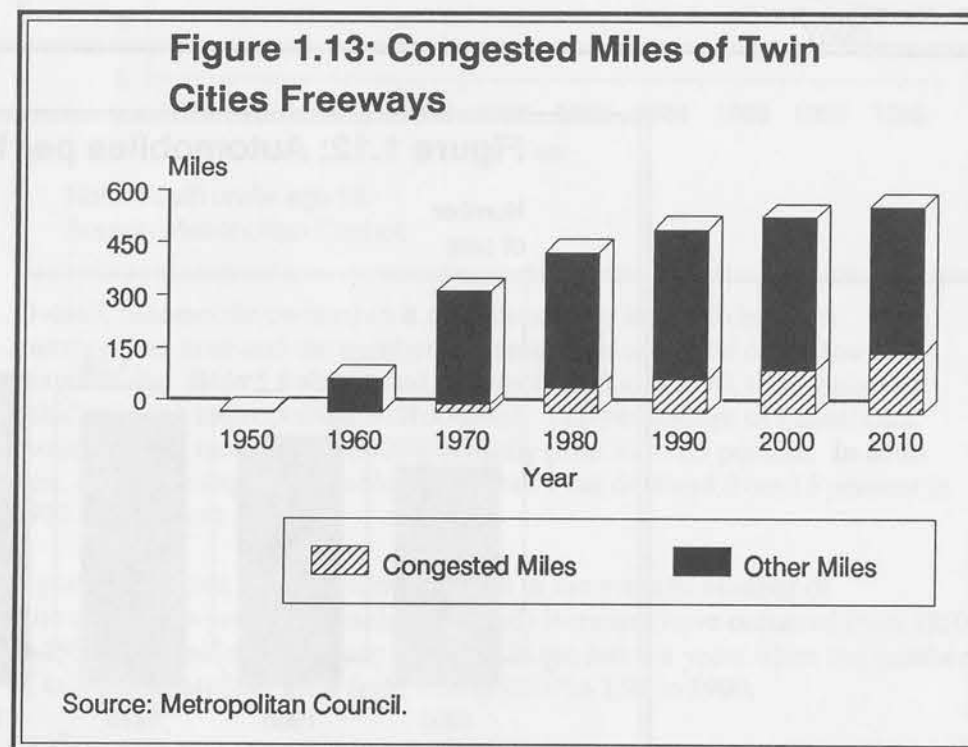
While addressing all of these goals is important and requires considerable thought and effort, perhaps the most challenging problem facing transit and transportation planners is that:

- The Twin Cities area will have great difficulty addressing its growing highway congestion problems unless current transit and car pooling trends are reversed.

Over the last 40 years, over 500 miles of freeways and expressways have been built in the metropolitan area. The number of miles of major highways grew from 5 in 1950 to 525 in 1990. Plans call for continued growth to 590 miles by 2010.

In spite of this expansion, the growth in the area's mobility and its dependence on the automobile have caused a substantial increase in highway congestion. Figure 1.13 shows that the share of freeway and expressway miles experiencing major or severe congestion has increased substantially and will continue to grow. Between 1972 and 1984, the number of congested miles tripled and are expected to double again by 2010. In addition to growing miles of congestion, there has been a lengthening of the period of congestion experienced on congested highways each day.

Freeway congestion is growing.



It would be very difficult for the metropolitan area to build its way out of its growing congestion problems by constructing more miles of highways or adding more lanes to existing highways. The area's aging highway network will require substantial funds simply to replace and maintain the existing system.⁶ Besides financial constraints, there are physical and environmental constraints which limit the extent to which new highways can be built or existing highways can be expanded. As a result, area planners generally agree that highway solutions which only serve more single occupant vehicles cannot adequately address the area's growing transportation problems.

However, it will be no easy task to find transit solutions to these problems for several reasons:

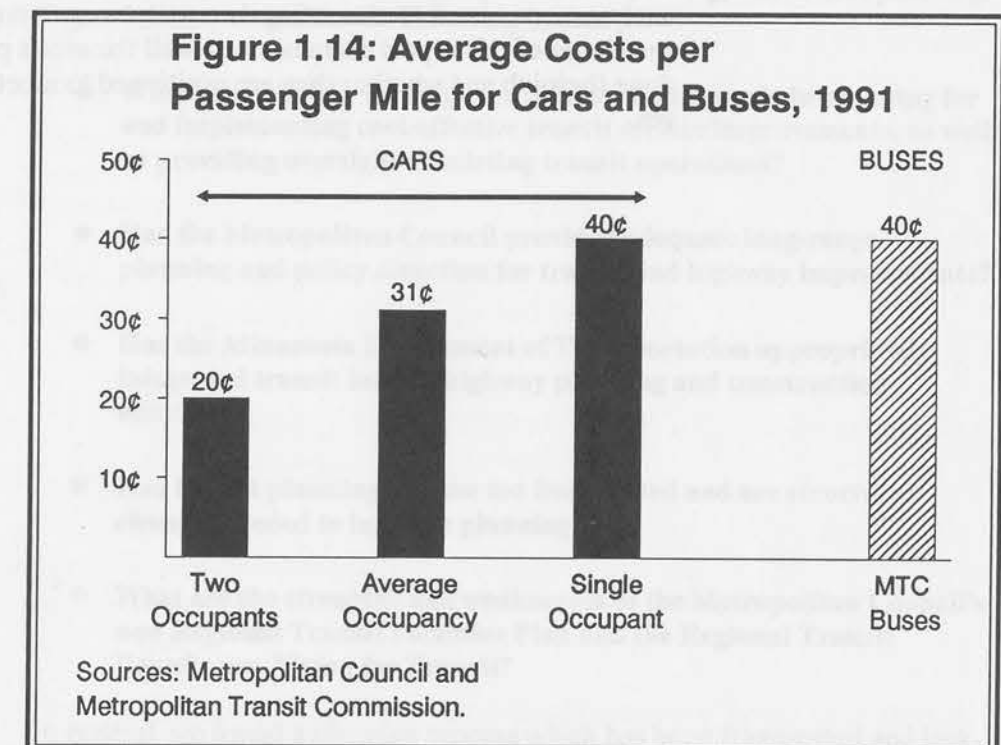
⁶ Transportation Study Board, *Study of Minnesota's Surface Transportation Needs* (1991).

Transit planners face some difficult challenges.

- Mass transit and car pooling have become an increasingly difficult alternative to market to the public.
- It is difficult to find cost-effective transit solutions.
- Transit funding is subject to uncertainties and budgetary pressures more than highway funding.

The public's growing ownership of vehicles, its changing travel patterns, its increasing tendency to make multipurpose trips, and the growth in urban sprawl all make increased transit usage a tough sell for transit agencies. The premium the public places on travel time and trip flexibility are significant obstacles standing in the way of increased transit ridership and car pooling.

With moderating costs of car ownership during the 1980s, mass transit costs have become high compared to automobile costs. Figure 1.14 compares the average cost per passenger mile for cars given the existing vehicle occupancy rate and the average cost per passenger mile for Metropolitan Transit Commission buses. The average cost per mile is estimated to be 40 cents for a car with a single occupant.⁷ Since the typical car carries 1.28 occupants, the cost



⁷ The automobile cost of 40 cents per mile was used by Metropolitan Council staff in a recent analysis of highway and transit options for I-35W South in Minneapolis. As an estimate, this figure is probably a reasonable one to use here. It overstates the average costs of car ownership and operation because it is based on costs for new cars, rather than for the average car in operation. However, it appears to equally understate some of the public costs of automobile operation.

per passenger mile is about 31 cents. For 1991, the average cost per passenger mile for MTC buses is about 40 cents.⁸ This comparison is not sufficient for analyzing the cost effectiveness of various options, but makes the point that mass transit is not necessarily less expensive per passenger mile, even though a bus has the capacity to carry far more passengers than a car.

Finally, funding for mass transit is often more difficult to obtain than funding for a highway project because highways have their own dedicated source of revenue. Mass transit funding depends on property tax revenues and appropriations from the state's General Fund. Since Metro Mobility costs have been increasing significantly during the 1980s, there has been only limited funding available to add or improve other transit services. Without adequate funding, mass transit is less capable of addressing congestion or other transportation problems.

Clearly, a major challenge for the area's planners is to find cost-effective ways of addressing congestion. This challenge must be met while also addressing other transit objectives. To accomplish this will require thought and analysis, as well as the funds to implement good ideas. A one-dimensional approach which relies primarily on highway construction, or alternatively on light rail transit, is not likely to be the solution for all of the area's transportation corridors. Planning agencies which collect accurate data and conduct objective analyses are essential for meeting the area's transportation challenges. The remainder of this report examines how well the area's planning agencies have done their job and whether they are positioned to meet tomorrow's challenges.

⁸ This estimate is based on operating costs of \$109.5 million, ridership of 65.5 million, and an average trip distance of 4.2 miles. Capital costs for buses are not included.

FINDINGS

Chapter 2

As described in Chapter 1, past and future trends are working to reduce transit ridership and increase automobile usage. The result is growing highway congestion, which can no longer be addressed simply by building more miles of freeway. Transit could reduce congestion by moving more people in fewer vehicles. However, transit options can sometimes be expensive relative to highway alternatives. An important issue is whether the area's planners are coming up with cost-effective solutions to address the area's transportation problems.

This chapter presents the findings from our study of regional transit planning. In particular, we consider the following issues:

- What progress has the Regional Transit Board made in planning for and implementing cost-effective transit service improvements, as well as providing oversight of existing transit operations?
- Has the Metropolitan Council provided adequate long-range planning and policy direction for transit and highway improvements?
- Has the Minnesota Department of Transportation appropriately integrated transit into its highway planning and construction activities?
- Has transit planning become too fragmented and are structural changes needed to improve planning?
- What are the strengths and weaknesses of the Metropolitan Council's new Regional Transit Facilities Plan and the Regional Transit Board's new Vision for Transit?

In general, we found a planning process which has been fragmented and lacking in adequate direction for too long. Progress in implementing cost-effective transit options and in addressing other transit goals has been slow.

Recent developments such as the Metropolitan Council's new transit facilities plan and the RTB's vision for expanding suburban transit service and containing Metro Mobility costs are long overdue steps in a positive direction. However, these new plans do not definitively resolve a number of important issues.

Despite many years of study, it is still not clear how the benefits and costs of light rail transit in the central corridor compare to those for less capital intensive options. In addition, it is not clear how many of the transit hubs and service improvements envisioned by RTB and the Metropolitan Council are likely to be cost-effective.

REGIONAL TRANSIT BOARD

History

In 1984, the Legislature created the Regional Transit Board to do short- and mid-range transit planning, contract for transit services, and manage the region's transit budget. The creation of the RTB came following studies by both the Metropolitan Council and a legislative study commission on metropolitan transit. Among the key reasons for establishing RTB were:

- the lack of transit service in the area's growing suburbs;
- the need to improve oversight of the Metropolitan Transit Commission and improve the overall cost-effectiveness of the transit system;
- the desire to foster transit innovations which are responsive to local needs;
- the need to more closely integrate transit into the region's overall transportation planning; and
- the desire to shift the Legislature's focus from transit operations to broad policy issues.

These concerns had arisen because:

- MTC's costs had escalated rapidly during the 1970s and early 1980s.
- The existing planning structure was not responsive to the need for a service plan which would address transit needs in the area, particularly the growing suburbs.
- The Metropolitan Council and MTC did not have a good working relationship.

During the 1970s and early 1980s, MTC's costs grew rapidly, going from \$12.7 million in 1971 to \$84.1 million in 1981. The rate of increase exceeded the combined impact of inflation and service expansion. With tight state budgets from 1981 to 1983, MTC's budget came under increasing scrutiny from the Legislature. As a result, MTC significantly reduced its transit planning func-

tions, increased fares, and cut bus service by 10 percent. MTC had little incentive to plan new transit services which it could not afford to operate.

Furthermore, the existing planning structure was not conducive to planning new services or overseeing existing ones since the Metropolitan Council and MTC did not have a good working relationship. In addition, the Metropolitan Council had no power to review MTC's budget, and MTC was not required to prepare a transit service plan consistent with Council policies.

The 1984 Legislature saw RTB as the agency which would prepare and implement a service plan for the entire seven-county metropolitan area and, at the same time, provide needed oversight of MTC. RTB would contract with a variety of providers to implement new service in a cost-effective way. By separating planning functions from operating functions, the Legislature attempted to ensure that planning and implementation would occur while MTC focused on improving its operations.

Evaluation of RTB's Performance

Despite RTB's creation, there have been continuing concerns about transit performance and the adequacy of transit planning and implementation. In our 1988 evaluation of RTB, we concluded that the Regional Transit Board had not yet proven to be an effective problem solver and that it was unclear whether the Legislature's restructuring of transit planning was working. We recommended that the Legislature reassess the situation in several years to determine if RTB's performance had improved. In addition, we made recommendations to RTB, the Metropolitan Council, and the Legislature for improving the planning process.¹

Now, four years later, we conclude that:

- **The RTB still has a mixed record of achievement.**
- **Progress in some key areas has been slow and problems remain, but there are some encouraging signs.**

The major concerns we have with RTB's past performance are that:

- **Progress in planning and implementing new suburban service has been slow.**
- **RTB's oversight of MTC has been limited even though ridership on local radial routes has declined significantly.**
- **RTB still does not have an adequate policy on competitive bidding of bus service and has allowed MTC to provide a significant amount of peak-hour express service outside MTC's service area despite**

RTB's progress has been slow.

¹ See Office of the Legislative Auditor, *Metropolitan Transit Planning* (January 1988) for details on our findings and recommendations, as well as a history of legislative changes between 1984 and 1987.

significant questions regarding MTC's relative efficiency in providing that service.

- RTB has not provided needed leadership from a regional perspective on light rail transit, and has focused too much on expensive transit options and too little on relatively inexpensive solutions.

Suburban Transit Service

One of the primary reasons for creating RTB was the Legislature's desire to increase transit service in the area's growing suburbs. However, RTB's progress in expanding suburban service has been limited. Among RTB's initiatives are: 1) the Roseville Circulator, a fixed route circulator service implemented in 1989; 2) the Anoka County Traveler, a general public dial-a-ride service implemented in August 1990; 3) a demand-responsive demonstration bus service in Lakeville, which started in July 1990; and 4) the development of five transit hubs in suburban areas. In addition, RTB has provided planning assistance to some suburban "opt-out" communities which have implemented new services.

RTB has also implemented a new circulator bus route in Bloomington and Edina. However, this service was implemented in response to criticism RTB received when three existing bus routes in the area were proposed to be eliminated.

RTB has also been involved in coordinating, providing, and funding some travel demand management services in the region. These activities include efforts to increase bus ridership and ridesharing in particular suburban and central city areas.

Oversight of MTC

Another key reason for RTB's creation was the need for oversight of MTC and other regular route providers. Until recently, RTB's oversight had been limited to: 1) establishing overall performance standards for bus routes; 2) persistent examination of the operations of the Metro Mobility Administrative Center, which is housed within MTC; and 3) approval of MTC's budget. In 1986, RTB and MTC agreed to use an interim performance standard of \$2.45 in operating subsidies per passenger. Routes exceeding that level of subsidy were reviewed by RTB and MTC to determine whether they should be terminated, restructured, or bid out. Refined performance standards were not implemented until 1991 even though they were initially expected to be developed in 1986 for use beginning in 1987. These refined standards, which are shown in Table 2.1, differentiate among different types of bus routes and apply to MTC and other regular route providers. Also shown in Table 2.1 are the performance standards adopted by RTB in late 1991 for application to circulator and dial-a-ride services.

Use of performance standards is a necessary oversight procedure. However, for several reasons, it does not provide sufficient oversight. First, there has

Table 2.1: RTB Performance Standards

Service Type	Subsidy per Passenger
Regular Route:	
Local Radial Routes	\$3.25
Local Crosstown Routes	4.00
Peak-Hour Express Routes	3.85
All-Day Express Routes	3.50
Other Services:	
Circulator and General Use Dial-A-Ride	\$5.00
Dial-A-Ride Service for Special Populations	9.00

Source: Regional Transit Board.

The regular route system needs more attention.

been a considerable reduction in ridership on MTC buses during the 1980s. While express bus ridership has increased, ridership on the system's predominately local radial routes has fallen significantly. Among the questions that need to be addressed are: 1) why ridership is down, 2) what can be done to regain ridership, and 3) whether particular routes should be restructured or adjusted to increase ridership or respond to new realities.

Second, review of MTC's budget can be more effective if RTB gains an understanding of the factors which affect MTC's costs. RTB would benefit from management audits of MTC's operations and various functions. RTB's review of MTC's budget needs to focus on issues of significance rather than on minor issues. The results of management audits would help RTB identify significant issues for review and help RTB avoid micromanagement.

Competitive Bidding

A third key area of responsibility for RTB is its contracting for transit services. RTB staff has generally done a professional job in writing and managing contracts. However, RTB still does not have an adequate policy on competitive bidding when one of the parties bidding is MTC. Currently, MTC provides peak-period express bus service to opt-out providers. Private operators have felt that MTC has been unfairly permitted to bid less than the true costs for providing these services. An arbitration panel reviewing the award of the Southwest Metropolitan Transit Commission contract to MTC recommended that RTB amend its competitive bidding policy to define what costs and costing methodology MTC should use in its bids when competing with private operators. In 1990, RTB contracted with Deloitte & Touche to conduct a study of how its competitive bidding guidelines should be changed. Deloitte and Touche recommended that, under certain conditions, MTC should include more costs than current RTB guidelines require it to include. RTB, however, has not acted to change its competitive bidding guidelines since receiving the consultant's report in August 1990.

RTB lacks an adequate policy on competitive bidding.

RTB has promoted light rail transit without adequate study of alternatives.

Light Rail Transit

When RTB has been permitted to play a role in light rail transit planning, it has too often failed to provide needed leadership from a regional perspective. Instead, RTB has promoted LRT through brochures touting LRT's benefits and buttons proclaiming that "light rail is coming." RTB has assumed this advocacy position even though no study has been conducted in this region to vigorously analyze the benefits and costs of any particular LRT line in comparison to other less costly transit alternatives, such as improved bus service and HOV lanes.

The 1989 Legislature gave RTB the responsibility to adopt a regional light rail transit plan. The purpose of the plan was to ensure that LRT would be developed in an "efficient, cost-effective, and coordinated manner as an integrated and unified system on a multi-county basis in coordination with buses and other transportation modes and facilities."² RTB was required to prepare this plan in two parts: 1) a development and financial plan, which would include a statement of needs, objectives, and priorities for capital development and service for the next ten years, and 2) a coordination plan, which would ensure that acquisition, construction, and operation of LRT would be coordinated throughout the region.

RTB's plans called for a \$1.3 billion nine-line system to be constructed over 10 years. With extensions and additional lines, the maximum 20-year LRT plan was estimated to cost \$1.9 billion. RTB also adopted a coordination plan which recommended that a joint powers board prepare final designs for LRT and construct LRT lines.

Indicative of RTB's bias in favor of LRT is the following statement from the LRT development and financial plan: "An LRT and bus system is more cost-effective than an all-bus system in moving large numbers of people. The primary reason for this operating cost advantage is that LRT is less labor intensive—one operator/driver can serve up to 450-500 passengers. Often the cost of constructing an LRT system can be recovered over several years through operating cost savings." This statement was included in the plan even though no one had compared the cost-effectiveness of proposed LRT lines to all-bus options.

In contrast to its support for a massive LRT system, RTB has spent too little time on less expensive transit solutions. Ridesharing and minor capital improvements to improve bus service have received little attention even though small additional investments in these areas have potential for getting people out of their cars and relieving congestion.

Discussion

Although the creation of RTB seemed to be a sound idea, it has not worked as well as was envisioned. Throughout much of its existence, RTB has not been an effective problem solver, has been slow to respond to several key ob-

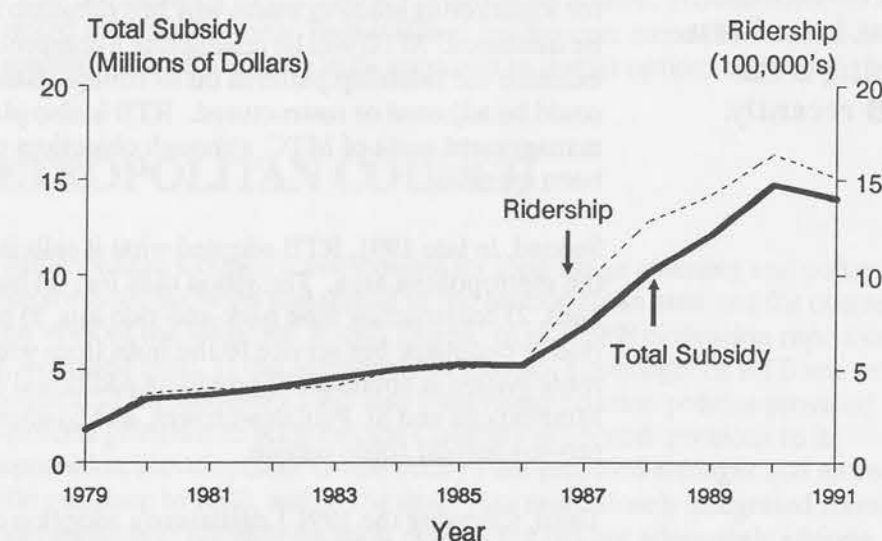
² Minn. Stat. §473.399, Subd.1.

jectives the 1984 Legislature established when it created RTB, and has failed to provide a sound, objective rationale for major plans it has recommended to the Legislature. There are a number of potential reasons for these disappointments.

First, to some extent, budget constraints, along with increases in costs for Metro Mobility service and opt-out service, have limited RTB's ability to fund bus service improvements for the existing regular route system and for suburbs outside of the opt-out communities. In recent years, state appropriations have been relatively constant and overall RTB revenues have increased modestly. However, both Metro Mobility costs and RTB expenditures for opt-out service have grown significantly and limited the resources available for new suburban services and regular route improvements.

Throughout RTB's history, increases in Metro Mobility costs have affected RTB's budget. From 1984 to 1990, the total subsidy for Metro Mobility services and administration nearly tripled from \$5.0 million to \$14.8 million. Ridership grew even more, increasing by 234 percent. RTB's restructuring of Metro Mobility and introduction of competition permitted ridership to grow faster than the total subsidy by lowering the subsidy required per rider. Figure 2.1 shows the growth in ridership and total subsidy. The increase in ridership resulted from several factors: 1) a tapping of latent demand from potential users, 2) an expansion of the area served by Metro Mobility, and 3) improvements in the reliability and quality of service. The restructuring of Metro Mobility and subsequent implementation problems have also diverted staff and board attention from other transit issues.

Figure 2.1: Change in Metro Mobility Subsidy and Ridership, 1979-91



Source: Regional Transit Board.

Second, RTB's organizational structure is not well suited for providing consistent direction to staff. RTB is a small agency with about 35 full-time staff but has two full-time leaders: a full-time chair appointed by the Governor and an executive director appointed by the board. Throughout RTB's history, this arrangement has caused confusion for staff as different directions have been given by the chair and executive director. This structure has probably contributed to the slowness with which RTB has progressed in certain areas.

Third, the chairs and board members have generally been more interested in major capital improvements such as LRT and less interested in minor capital and service improvements for the existing bus system. For example, in 1985, RTB began to get interested in LRT prior to any examination of bus service improvements. As a result, the 1985 Legislature required RTB to conduct a transit service needs assessment for the metropolitan area and placed a moratorium on all LRT planning.

Fourth, staff and board turnover has hindered RTB's progress. Staff turnover occurred both shortly after RTB's creation and in 1989 when the Governor recommended that RTB be abolished. Board turnover occurred in 1989 when the Legislature restructured the board's membership and in 1991 when new members were appointed by the Metropolitan Council and the Governor.

Finally, the Metropolitan Council gave RTB too much time to prove itself before becoming critical of RTB's progress and providing more direction for transit. Earlier intervention by the Council may have been helpful in guiding the RTB's transit decisions.

Recent Changes

Since mid-1991, there are encouraging signs coming from RTB and other transit agencies. First, oversight of the bus system has improved. RTB contracted for a marketing study to assess why bus ridership has declined and how it can be increased. MTC will be conducting a comprehensive operations analysis to examine the ridership patterns on its routes. Based on the analysis, routes could be adjusted or restructured. RTB is also planning on conducting a management audit of MTC, although objectives of the audit have not yet been specified.

Second, in late 1991, RTB adopted what it calls its new Vision for Transit in the metropolitan area. The vision calls for: 1) building twelve new transit hubs, 2) constructing nine park-and-ride lots, 3) providing suburban dial-a-ride or circulator bus service to the hubs from which access to the regular route system is obtained, 4) providing additional express bus service to the Minneapolis and St. Paul downtowns, and 5) ultimately restructuring and improving regular route service.

Third, following the 1991 Legislature's adoption of a cap on the Metro Mobility subsidy, RTB has taken some steps to limit the Metro Mobility subsidy. RTB raised Metro Mobility fares and has taken steps to restrict eligibility beginning in July 1992. RTB plans to continue Metro Mobility ser-

Encouraging signs have been coming from RTB recently.

vice in that portion of the region which lies within the core service area in which Metro Mobility service must be provided according to the Americans with Disabilities Act (ADA). However, outside the ADA core area, RTB plans to replace Metro Mobility service with accessible dial-a-ride services connecting to transit hubs within the ADA-mandated core area. Then, persons with disabilities would be able to use Metro Mobility or an accessible regular route bus once inside the core area. Implementing this alternative service in outlying suburban areas will likely take three to five years as hubs are developed and the alternative services are studied and then implemented.

Fourth, under the Metropolitan Council's direction, RTB staff has reanalyzed the cost per rider for the various LRT lines which have been proposed. RTB staff found that, because cost estimates have increased significantly and some ridership estimates reduced since 1989, only two lines now have an estimated cost per rider within the \$4.00 per rider maximum set by the Metropolitan Council. As a result, RTB recommended that the Council include only the Central Corridor line between downtown St. Paul and downtown Minneapolis and the I-35W line from downtown Minneapolis to 96th Street in Bloomington in its regional transit facilities plan. To achieve the \$4.00 per rider cost, RTB had to reduce the estimated costs by removing from consideration the tunnels which the Hennepin County Regional Railroad Authority had planned for downtown Minneapolis.

These signs appear to indicate a renewed interest by RTB in improving suburban bus service, controlling Metro Mobility costs, improving oversight of MTC, and maintaining a more balanced approach to transit. The reasons for these recent developments are largely external. They include: 1) legislative rejection of RTB's LRT plan, 2) the legislative cap placed on RTB's spending for Metro Mobility, 3) improved oversight by the Metropolitan Council, and 4) the leadership and direction provided by the Council in its preparation of the regional transit facilities plan. This suggests that continued oversight of RTB may be necessary to keep RTB's progress on course. However, we have also noted that the Regional Transit Board has become more cost conscious and somewhat more balanced in its approach to transit options since mid-1991.

METROPOLITAN COUNCIL

The Metropolitan Council is responsible for long-range planning and policy making for both highways and transit in the metropolitan area and for overseeing the work of the Regional Transit Board. In our 1988 evaluation report on RTB, we found that: 1) the Metropolitan Council's oversight of RTB was relatively weak, 2) the Council's 1983 and 1984 transportation policies provided only general guidance to RTB but the Council's proposed revisions to its Transportation Development Guide/Policy Plan provided stronger and more specific guidance to RTB, and 3) the draft plan more closely integrated transit considerations into highway decision making but did not adequately address the need to limit urban sprawl in the Twin Cities metropolitan area.

In conducting this evaluation, we reviewed a considerable number of planning and policy reports produced by the Metropolitan Council over the last ten years. Generally, we found that the Council staff has done a good job in being objective and promoting regional goals. We also found that, since 1988, the Council and its staff have been involved in a number of significant studies and efforts, including a study of future HOV facilities and various travel demand management activities. Nevertheless, the main criticisms which can be directed at the Metropolitan Council are that:

- **Until last year, the Metropolitan Council did not provide sufficient oversight of the Regional Transit Board.**
- **Until this year, the Metropolitan Council did not exercise sufficient leadership in formulating a long-range vision for transit in the region.**

The Metropolitan Council has begun to provide stronger oversight and leadership.

The Metropolitan Council's oversight of RTB improved significantly with the Council's May 1991 review of RTB's Five Year Transit Plan for 1991-1995. The Council required RTB to modify the plan to: 1) include a local bus service evaluation and implementation program to test factors which could improve ridership, 2) reevaluate LRT priorities in light of significant changes in estimated costs and ridership, 3) consider cost reduction measures for LRT lines to bring them within the maximum \$4.00 per rider cost set by the Council, 4) reevaluate Metro Mobility needs and assess the potential for cost-containment measures, 5) develop a comprehensive set of performance measures for non-regular route services, 6) set priorities for transit funding in the event of budget cuts or additions, and 7) provide more detailed financial information on bonding, fares, and budgets. This more detailed review of RTB's five-year plan has been helpful in assuring that RTB adequately performs its duties.

The other weak part of the Council's performance has been the lack of leadership in formulating a long-range vision for transit in the region. Although the Council's 1988 Transportation Development Guide/Policy Plan provided general policy guidance, it did not provide enough specific direction on the types of transit improvements which should be made in the various transportation corridors in the region. For example, in the Central corridor between downtown Minneapolis and downtown St. Paul, should there be light rail transit, HOV lanes, improved bus service, more mixed used highway lanes, or some combination of these? The lack of specific direction means that the various transit and highway planning agencies can be working at cross purposes or be pursuing options which do not make sense from a regional perspective.

To a large extent, the Metropolitan Council has addressed this concern with adoption of its Regional Transit Facilities Plan in February 1992. The plan is significant in its setting of specific direction for various transportation corridors and in its evenhanded approach. The plan recommends a variety of service improvements, minor capital improvements, and major capital projects--rather than relying heavily, as the region has in recent years, on one approach (LRT) to solve transportation problems. The plan attempts to set a

course for determining future improvements based on their effectiveness in solving a corridor's, and the region's, transportation problems.³

MINNESOTA DEPARTMENT OF TRANSPORTATION

Mn/DOT has cooperated with transit planning agencies.

The Minnesota Department of Transportation (Mn/DOT) plays an indirect, but important, role in transit planning in the Twin Cities metropolitan area. Buses and car pools utilize the highways which Mn/DOT is responsible for planning and constructing. In addition, many of the LRT lines planned by the counties would either utilize Mn/DOT highways or cross them. As a result, Mn/DOT's cooperation with transit planning agencies is vital in helping them achieve their goals.

It is important to note that the Metropolitan Council is designated by state law as the Metropolitan Planning Organization (MPO) for transportation planning in the region. As a result, Mn/DOT highway plans within the metropolitan region must be consistent with Metropolitan Council policies. Thus, while Mn/DOT's cooperation with transit planners is important, the appropriate tool for guiding Mn/DOT's actions is through the Council's transportation policy plans.

In general, we found that:

- **Mn/DOT has been receptive to transit issues and has incorporated various transit options into its highway plans.**

Mn/DOT has worked with the Metropolitan Council in providing bus and car pool bypass ramps at freeway exits as called for in the Council's 1988 policy plan. Mn/DOT is currently working with MTC on the MTC-initiated "Team Transit" project to provide lane and ramp improvements which could help buses reduce their travel time and potentially increase their ridership. Finally, Mn/DOT has constructed high-occupancy vehicle lanes, park-and-ride lots, and transit stations in the I-394 corridor west of downtown Minneapolis and is analyzing HOV lanes, as well as light rail transit, in the planning process for improvements to I-35W from downtown Minneapolis south to the Minnesota River.

Mn/DOT has been criticized as not being transit-friendly from two sources. First, regional rail authorities have suggested that Mn/DOT takes too much time to plan and that LRT needs to be implemented more quickly. For example, Mn/DOT began its planning work for improvements on I-35W South from downtown Minneapolis in 1986 and will not have reached a final decision on the preferred alternative until later this year. There is no question that planning for such a large project takes time and, in fact, has taken longer than Mn/DOT initially projected. However, there appear to be good

³ The strengths and weaknesses of the Council's *Regional Transit Facilities Plan* and the RTB's *Vision for Transit* will be examined in more detail later in this chapter.

reasons for not rushing to judgment on a project projected to cost about \$1 billion. It is important to have good information before making decisions of such significance. LRT cost estimates have risen so much since 1989 that the projected cost per rider on the Central Corridor and I-35W South Corridor has gone from \$1.72 and \$2.49 to a combined \$4.00 per rider for both corridors. Less planning and quicker implementation might have caused the region to make inappropriate decisions.

A second source of criticism has come from Minneapolis neighborhood groups affected by the widening of the I-35W corridor. These groups have suggested that Mn/DOT and the Metropolitan Council are biased against mass transit and are not pursuing transit options which would limit the need to take homes and property as part of the construction process. In general, we found that the agencies have appropriately considered various transit options. Neither agency is biased against transit. Instead, they are interested in utilizing cost-effective transit options which maximize the people-carrying ability of the facility. The agencies' objections to neighborhood proposals is largely based on the desire to minimize accidents on 35W and on adjoining neighborhood streets and to maintain a smooth-flowing facility by eliminating major bottlenecks at I-94 and the Crosstown Highway 62. Neighborhood groups are understandably concerned about the effect on neighborhoods from expanding the width of the highway corridor. However, it is unlikely that transit solutions other than those considered by the agencies would eliminate the need to balance safety and capacity concerns with neighborhood concerns.

ORGANIZATIONAL STRUCTURE

There are three areas of concern which we have about the current structural framework for transit planning in the metropolitan area. These concerns involve:

- the governance structure for light rail planning,
- the potential for conflict between the RTB and the Metropolitan Council, and
- the relative lack of attention to ridesharing.

Light Rail Transit

Over more than the last two decades, the Twin Cities metropolitan area has debated the desirability of rail transit time and time again. The debate started in the late 1960s with heavy rail systems and has been dominated by light rail transit (LRT) since 1980. Planning of rail transit has been characterized by periods of activity followed by legislatively-imposed periods of inactivity. Planning has also been characterized by proposals which present all-or-nothing op-

tions. Proposals for rail transit have generally involved building massive multi-line systems rather than the one or two LRT lines which many other metropolitan areas have focused on initially. Figure 2.2 provides details on the history of rail planning in the metropolitan area.

During the last five years, the debate over LRT has focused on: 1) how many lines, and which ones, should be built; 2) what specific alignments proposed LRT lines should be built on; 3) how the system should be financed; 4) what entities should control the planning and construction of LRT; and 5) what entities should be permitted to submit applications for federal LRT finding for construction. Parochialism and a significant split in opinion about LRT among planners and policy makers have prevented the region from taking appropriate and decisive action. In addition, LRT has, at times, dominated the agenda of planners and policy makers to the detriment of other significant transit and transportation concerns. While the debate has continued, congestion on highways has grown and transit ridership has fallen significantly. It is imperative to resolve these debates in a timely, but appropriate, way.

Since 1982, metropolitan area counties have levied more than \$67 million for LRT planning and right-of-way acquisition. The state has expended \$10 million in planning grants to the counties. Also, regional agencies have expended considerable staff time and resources to study and plan for LRT.

However, there is one critical element of planning which we find conspicuously absent from this lengthy planning process and policy debate:

- **There has not been an objective analysis of the benefits and costs of the currently proposed LRT lines relative to other transit options.**

The closest the region has come to such an analysis is the 1985 Metropolitan Council alternatives analysis of LRT lines for University Avenue (Central Corridor) and the Minneapolis Southwest Corridor. Those results, however, are considerably out-of-date due to significant increases in cost estimates, declines in ridership estimates, and a significant change in the LRT alignment in the Central Corridor. Neither RTB nor the county railroad authorities have conducted such an analysis. RTB and county analyses have looked at LRT costs per rider and listed various potential benefits from LRT. However, their analyses have not generally assessed the costs and benefits (both monetary and intangible) of LRT relative to the costs and benefits of other transit improvements, such as HOV lanes and improved bus service.

The lack of an objective analysis, as well as the failure of planning agencies to submit a modest one- or two-line proposal, have kept LRT proposals from receiving financial support from the Legislature. Although the Metropolitan Council's new Regional Transit Facilities Plan has achieved consensus on limiting initial LRT development to two corridors, there are several reasons why the Legislature needs to address the LRT governance issue:

Alternatives to LRT have not been adequately studied.

Figure 2.2: History of Light Rail Transit Planning

1969	Metropolitan Transit Commission proposes massive rail system.
1975-76	Legislature decides to focus on improving the bus system.
1980	Legislature passes the Regional Railroad Authority Act and appropriates \$150,000 to the Metropolitan Council for a feasibility study of LRT.
1981	Metropolitan Council finds that LRT may be feasible in one or more corridors and recommends further study of LRT on University Avenue. Hennepin County establishes the first county regional railroad authority.
1984	Legislature creates the Regional Transit Board but does not give RTB specific authority to manage LRT planning.
1985	Metropolitan Council issues report on its alternatives analysis of LRT for University Avenue and the Minneapolis Southwest Corridor. RTB shows interest in proceeding with planning and development of LRT. Legislature bans the expenditure of public funds for LRT planning, design, or construction by the Metropolitan Council, RTB, MTC, or any regional rail authority or political subdivision. Legislature requires RTB to complete: 1) a total assessment of transit service needs and markets for the metropolitan area, and 2) the RTB implementation plan before performing any detailed work on LRT. RTB is permitted to proceed with LRT planning and preliminary engineering in the Central Corridor once its implementation plan is approved by the Metropolitan Council, provided that the needs assessment and plan provide for LRT in that corridor.
1986	In December, the Metropolitan Council releases a study of potential transit capital improvements including LRT, HOV lanes, busways, and preferential access to highways for transit riders and car poolers. For major transportation corridors, the study identifies two or more improvements which have the best potential. LRT is one of the improvements identified in 8 of the 11 corridors studied. The study rules out heavy rail, personal rapid transit, and automated guideway systems.
1987	County regional railroad authorities seek authority to resume LRT planning. Legislature allows county regional railroad authorities to resume LRT planning with the understanding that LRT will be financed with county and federal funds. Legislature directs RTB to continue work on the Central Corridor and the Metropolitan Council to report on a process to coordinate LRT planning and development by the regional railroad authorities. Legislature directs the Hennepin County Regional Railroad Authority to complete a comprehensive plan for county LRT development.
1988	Legislature appropriates \$4.1 million for fiscal year 1989 for LRT matching grants to county regional railroad authorities.

Figure 2.2, continued

	Metropolitan Council completes its coordination report and recommends that any public agency spending regional, state, or federal funds for LRT must get its LRT project approved by the Council. Hennepin County completes its LRT comprehensive plan.
1989	Legislature reorganizes RTB and gives it review and approval authority over some LRT plans and charges it with development of an LRT finance and development plan and a coordination plan. Legislature appropriates \$3.4 million for each year of the 1990-91 biennium for LRT matching grants to railroad authorities.
1990	In February, RTB recommends a \$1.3 billion, nine-line LRT system to be constructed over 10 years. The recommended 20-year system is estimated to cost \$1.9 billion. RTB recommends that a combination of regional, state, federal, and county funds be used to fund the system. Legislature cuts fiscal year 1991 LRT grant money by \$650,000. In December, the RTB coordination plan recommends that a joint powers board dominated by county regional railroad authorities be given authority to design and construct the LRT system. Metropolitan Council instead recommends that a regional LRT system, which is to be funded in large part by regional funds, should be governed by the existing regional transportation decision-making structure (Metropolitan Council, RTB, Mn/DOT, and MTC).
1991	In February, RTB reports to the Legislature that significant increases in cost estimates and some reductions in ridership estimates have occurred for the recommended LRT lines. Legislature takes no action on RTB's proposed LRT plan, but authorizes formation of a joint powers board to implement any LRT lines which would be funded solely with federal and county funds. Legislature also authorizes RTB, the regional railroad authorities, and Mn/DOT to submit a joint application for funding to the federal government by July 1, 1992, subject to the Metropolitan Council's prior approval. The application may provide for the railroad authorities to design or construct LRT facilities under contract with Mn/DOT. In June, the Metropolitan Council begins a study of regional transit facilities. In November, RTB releases new cost per rider estimates for LRT lines. Only the Central Corridor and the I-35W South Corridor lines on surface alignments can be built and operated for \$4.00 per rider—the maximum permitted by Metropolitan Council policy. RTB recommends to the Council that these two lines be built using a joint powers approach and 70% regional/30% federal funding.
1992	In February, the Metropolitan Council approves its Regional Transit Facilities Plan. The plan recommends implementation of LRT in the Central Corridor following an alternatives analysis. The plan also expresses a preference for selection of the LRT-plus-lane conversion alternative for the I-35W South Corridor. Recommended funding is 30 to 50 percent federal funds with the remainder coming from regional tax sources. Governance recommendations are generally consistent with the Metropolitan Council's 1990 recommendations: regional control rather than a joint powers approach.

Sources: Senate Counsel and Research, Metropolitan Council, and Regional Transit Board.

- The current structure, which has been dominated by county railroad authorities, is unlikely to produce an objective analysis of LRT and other viable options.
- Estimated costs per rider for even the two best LRT lines have risen significantly and are now just within the ceiling established by the Metropolitan Council for implementation prior to the year 2010.
- LRT is not likely to be implemented using solely county taxes and federal funding.
- The Metropolitan Council's new Regional Transit Facilities Plan has achieved consensus among planning agencies on nearly all issues except LRT governance.

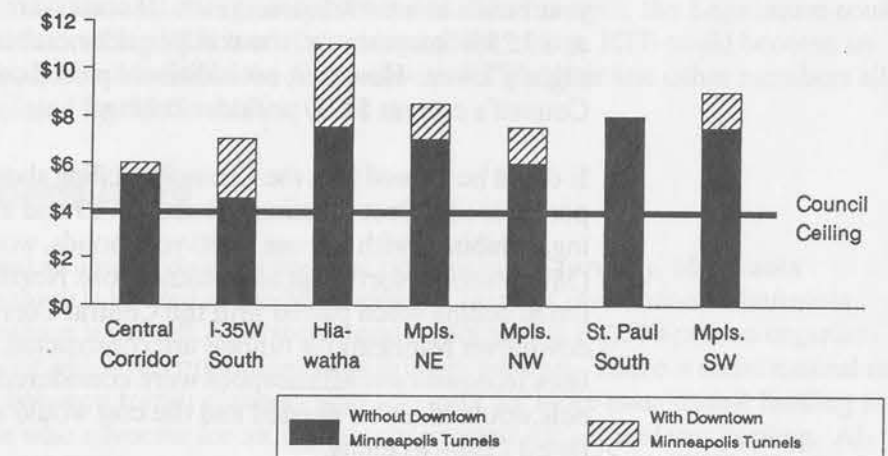
Counties have dominated the LRT planning process.

The current planning structure has been dominated by the county railroad authorities. The counties have done most of the planning and engineering work which has occurred. In addition, the counties have aggressively attempted to convince the Legislature to let them design and build an LRT system for the region. However, the counties are not in the best position to objectively evaluate the relative benefits and costs of LRT. The counties have had one primary goal—to build LRT—and objective evaluation of LRT versus alternatives has not been foremost in the minds of county planners and policy makers. RTB had an opportunity to provide regional leadership on LRT but the board did little to challenge the counties.

In our view, the agency which has shown the most interest in an objective analysis and, in fact, conducted alternatives analyses on two earlier LRT proposals is the Metropolitan Council. However, the Council currently can only review and comment on preliminary and final LRT designs. The Council does not have the power to disapprove proposed lines or suspend planning on lines whose estimated costs per rider exceed the \$4 limit it has established in order for lines to be considered for implementation before the year 2010.

Another reason for addressing the LRT governance structure is that costs per rider have risen significantly and few lines can be constructed for less than the \$4 limit set by the Metropolitan Council. In early 1990, estimated costs per rider for the nine-line system ranged from \$1.95 to \$3.80 per rider. By February 1991, significant increases had occurred. In November 1991, as shown in Figure 2.3, RTB estimated that the costs per rider for individual lines had grown to between \$6.00 to \$11.00 with proposed tunnels included, and between \$4.50 and \$8.00 per rider for surface alignments. Figure 2.4 shows that the costs per rider of building a two-line system are lower but still high compared to the Council's ceiling. Estimated costs per rider for lines paired with a Central Corridor line range from \$5.00 to \$6.00 with tunnels and from \$4.00 to \$5.00 without tunnels. Only the two-line system including the Central Corridor and the I-35W South Corridor has an estimated cost per rider just within the Council ceiling. This finding suggests that the region should focus on evaluating LRT and other transit alternatives in these two corridors and delay

Figure 2.3: Estimated Costs per Rider for Individual LRT Lines

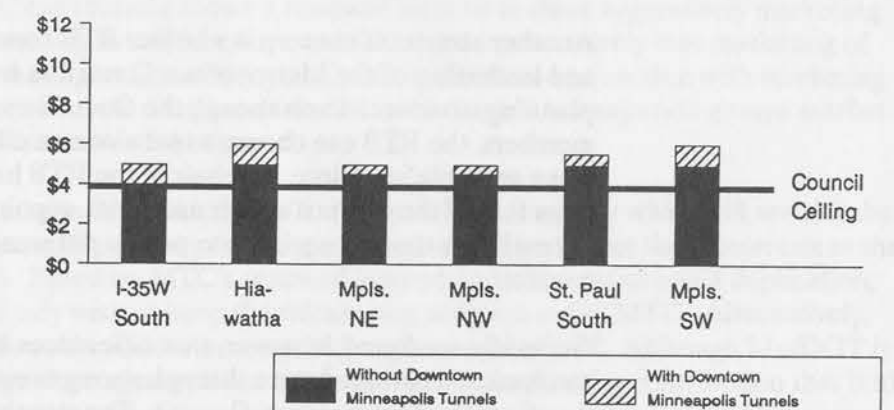


Source: Regional Transit Board.

Note: Metropolitan Council policy states that lines exceeding \$4 per rider should not be implemented before 2010.

LRT costs per rider generally exceed the Council's \$4 ceiling.

Figure 2.4: Estimated Costs per Rider for LRT Lines Paired with the Central Corridor



Source: Regional Transit Board.

Note: Metropolitan Council policy states that lines exceeding \$4 per rider should not be implemented before 2010.

further detailed planning in other corridors. A governance structure which achieves that result seems warranted.

The cost per rider estimates in Figures 2.3 and 2.4 are based on the sale of 20-year bonds at a 6.4% interest rate. If costs were based on 30-year bonds sold at a 7.25% interest rate, the cost per rider estimates in Figure 2.4 would be slightly lower. However, no additional paired corridors would be below the Council's current \$4.00 per rider ceiling.

It could be argued that the Council's ceiling should be raised to about \$4.38 per rider to reflect inflation between 1989 and 1991. An increase in the ceiling, combined with the use of 30-year bonds, would cause two additional lines (Minneapolis Northwest and Minneapolis Northeast) to fall just under an inflated ceiling when paired with the Central Corridor and assuming no downtown Minneapolis tunnels are constructed. However, if two additional lines to downtown Minneapolis were considered, downtown Minneapolis tunnels would likely be needed and the cost would again rise above even an inflated Council ceiling.

Further reason to regionalize the governance structure is provided by the fact that LRT is unlikely to be built without regional taxes or state funds. Recent proposals do not rely entirely on federal funds and county property taxes. Recent increases in cost estimates will likely accelerate that trend.

Finally, the Council's new facilities plan has resolved many LRT issues but has not resolved the LRT governance structure to the satisfaction of the counties. The Legislature will need to resolve this issue in order for the region to proceed appropriately and be successful in obtaining federal support for an LRT project.

RTB/Metropolitan Council Relationship

Another structural concern is whether RTB consistently follows the policies and leadership of the Metropolitan Council as is expected under the existing planning structure. Even though the Council appoints 8 of the 11 RTB board members, the RTB can choose to set a course different from the Council's plans and policies. Since the chair of the RTB has a fixed term which differs from that of the Council's chair and is not appointed by the Council, there is potential for the two agencies to pursue different policy courses and to be in conflict.

Generally, we found, however, that differences in policy direction can be resolved to a certain degree through strong oversight and clear policy direction from the Metropolitan Council. The stronger oversight and leadership provided by the Council over the last year, as well as changes in the membership of the transit board, have lessened these problems. However, because the Council does not review and approve RTB's annual capital and operating budgets, the impact of the Council's oversight efforts may be limited. The Council can review the RTB's five-year plan but cannot effectively review the

progress RTB is making in implementing the plan. Effective and timely Council oversight may require Council review of RTB's annual budgets.

If added Council oversight powers do not prove to be effective, a more substantial structural change may be needed. For example, the Legislature could consider making RTB less of an independent entity. RTB could become an advisory commission of the Council, with RTB's chair and other members all appointed by the Council.

Ridesharing

Ridesharing needs more attention.

A final structural concern involves ridesharing. Currently, Minnesota Rideshare is located at the Metropolitan Transit Commission. Minnesota Rideshare is a small, 8-person operation located in a 2,000-person organization for which bus operations is its primary mission. There is some natural tension between transit planners who advocate for more mass transit funding and those who advocate for more financial support for car and van pooling. Although MTC has not been an unpleasant place for Minnesota Rideshare employees, it has not been an organization which is likely to strongly advocate additional ridesharing support. Instead, consistent with its main mission, MTC has been primarily interested in additional support for its bus operations, maintenance, and capital improvements.

Although RTB staff have been involved in travel demand management strategies including ridesharing, ridesharing has not received much attention by board members of RTB. In part, this has happened because Minnesota Rideshare does not have a parent organization which advocates strongly on its behalf. RTB's chairs and board members have also shown less interest in ridesharing than in mass transit and Metro Mobility issues, which have constituencies lobbying RTB on their behalf.

MTC has recently shown a renewed interest in more aggressively marketing ridesharing to area employers. MTC argues persuasively that marketing of ridesharing to area employers should be done in conjunction with marketing of bus services. Employers do not need or want two separate groups marketing these services to them.

Minnesota Rideshare needs to be located in an agency which will see ridesharing as an important part of its mission and will represent those interests at the RTB. Based on MTC's renewed interest and the need to avoid duplication, RTB may wish to keep the ridesharing program at the MTC. Alternatively, RTB could consider moving the program to Mn/DOT. Although Mn/DOT is a large state agency, it has a strong appreciation for the contribution that both ridesharing and mass transit can make in relieving congestion and lessening the need to expand highway capacity.

REVIEW OF NEW TRANSIT PLANS

Metropolitan Council's Facilities Plan

In February 1992, the Metropolitan Council released its new Regional Transit Facilities Plan. The plan was prepared by the Metropolitan Council in cooperation with the RTB, Mn/DOT, and MTC and with the help of other transportation agencies. The plan advocates a multiple-strategy approach to moving people in the area.⁴ The plan recommends the following types of transit improvements:

- bus service improvements,
- minor capital improvements, and
- major capital improvements.

The Council's plan recommends a variety of service and capital improvements.

Figure 2.5 lists the recommended improvements in detail. The plan calls for service improvements estimated to cost about \$12.9 million annually. Capital costs for minor improvements include \$21 million for recommended transit hubs, park-and-ride lots, and bus layover facilities, and \$4 million for miscellaneous bus facilities. The plan does not provide capital cost estimates for other minor capital improvements such as Team Transit projects, ramp meters and HOV/bus bypass ramps, and intelligent vehicle highway systems projects. Cost estimates for major capital improvements, such as HOV lanes and LRT, are not provided in the plan. RTB has estimated that implementing LRT in the Central Corridor and I-35W South Corridor would have a combined capital cost of \$682 million and an annual operating cost of \$18.3 million.

Regarding LRT, the plan recommends that:

- An LRT line, on a surface alignment, should be implemented in the Central Corridor between downtown Minneapolis and downtown St. Paul.
- An alternatives analysis should be initiated immediately for the proposed Central Corridor LRT line in order to obtain federal funds and resolve any remaining issues of alignment and cost-effectiveness.

In addition, the plan expresses a preference for the LRT-plus-lane conversion alternative, which is one of the four build alternatives being studied for the Environmental Impact Statement (EIS) on I-35W South. This alternative includes HOV lanes from I-94 in Minneapolis to County Road 42 in Burnsville and an LRT line from downtown Minneapolis to 96th Street in Bloomington. The Council's preference for this alternative is based primarily on its flexibility. Experience with LRT in the Central Corridor and HOV facilities elsewhere in the metropolitan area could be useful in deciding the final alter-

⁴ Metropolitan Council, *Regional Transit Facilities Plan* (February 1992).

Figure 2.5: Improvements Recommended in the Regional Transit Facilities Plan

TYPE OF IMPROVEMENT	CATEGORY	DESCRIPTION	ESTIMATED COST
SERVICE	Local	Changes in service in the core area, including hours, frequency, increased security, route consolidation.	\$1.5 million annual costs.
	Corridor	New and additional all-day and peak-period express service. All-day: I-394, Central I-94, South I-35W, Minneapolis NE, I-35W/TH 36. Peak-Period Express: I-394, St. Paul East I-94, St. Paul So., St. Paul No. I-35E, Minneapolis SW, Minneapolis NW, I-35W/TH 36.	\$11.4 million annual costs.
	Community Circulator	Western Dakota County, Minneapolis NW, I-394 (to feed transit hubs)	
MINOR CAPITAL	Transit Hubs/Intermodal Facilities	New facilities include: 12 transit hubs. 9 large park/ride lots. 2-3 bus layover facilities.	\$21.0 million total.
	Team Transit	Variety of bus and carpool related projects include shoulder bus lanes, bus/carpool meter bypasses, expansion of park/ride lots, left turn accesses, electronic link of Mn/DOT's Traffic Management Center and MTC's Control Center, and bus lanes.	To be determined, largely borne by Mn/DOT as part of highway management.
	Meter and HOV Bypasses	Over 5 years, double number of freeway entrance ramps which are metered (from 213 to 450). By 2010, all ramps metered. Over 3-5 years, triple number of ramps with bypasses (from 15 to 50). By 2010, increase to 100 ramps.	To be determined.
	Intelligent Vehicle Highway Systems Projects	Includes technology of the Traffic Management Center. Applications can provide information to travelers, transit operators, and traffic managers.	To be determined.
	Miscellaneous	Projected to facilitate bus operations, including: 10 turnarounds. 100 bus shelters. Bus stop signage.	\$4.0 million total.
MAJOR CAPITAL	HOV	Conversion of existing mixed-use lanes or addition of HOV lanes for use by buses and carpools. • St. Paul I-94 East: Conversion. • Minneapolis I-94 North: Conversion/Addition. • I-494 (34th Ave. to I-394): Addition, with reservation in median. • TH 36 - Evaluate future capacity needs, add HOV lane if necessary. • I-35W So. - Temporary HOV lane addition, Dakota Co. to I-494, possibly north.	Not available.
	LRT	Central Corridor: Following preparation of an alternatives analysis.	Both LRT options: • \$682 million capital costs. • \$18.3 million annual costs.
	LRT/HOV	I-35W South: Select LRT plus lane conversion alternative to allow for reservation of right-of-way in the median for future use, possibly for LRT.	

native to be implemented on I-35W South. By constructing I-35W in stages with a transit corridor in the middle, the LRT-plus-lane conversion alternative could be built with only one transit component, LRT or HOV lanes, rather than both, if desired.

The plan also recommends changes in the governance structure for LRT. The recommended governance framework, as depicted in Figure 2.6, has the following features:

- The Metropolitan Council would be responsible for overall priority setting and planning and approval of draft EIS and final EIS plans.
- The Regional Transit Board would be responsible for soliciting LRT capital funding from the federal government, preparing the alternatives analysis and draft EIS, and administering various funding sources.
- The Minnesota Department of Transportation would be responsible for conducting the final EIS, preparing final design plans, and constructing LRT.
- County regional rail authorities would be responsible for right-of-way preservation, could conduct some of the draft EIS and final EIS work under contract to RTB or Mn/DOT, and would participate with cities on a corridor management team.
- The Metropolitan Transit Commission would be responsible for LRT operation and maintenance.
- Cities directly affected by a proposed LRT line would have some review and approval authority for design and would participate in a corridor management team.

The Council's plan acknowledged that some of the involved entities were engaged in negotiations regarding their ultimate roles. The plan encouraged them "to reach agreement on a Memorandum of Understanding which would include the necessary tools to implement the light rail transit governance framework" in the plan.

Regional Transit Board's Vision for Transit

One of the key parts of the Metropolitan Council's new facilities plan is the reorganization of transit services, which RTB has called its new "vision for transit."⁵ The RTB proposes to reorganize transit services into a constellation of transit hubs and spokes, as depicted in Figure 2.7. The hubs would be primarily located at larger shopping centers, which are major activity centers for suburban areas. Transit hubs would consist of a bus staging area, a heated passenger facility, park-and-ride lots, and bike-and-ride spaces. The hubs

⁵ See Metropolitan Council, *Regional Transit Facilities Plan* (February 1992), 16-17, and Regional Transit Board, *Vision for Transit* (February 1992).

The Council recommends a regional approach to LRT governance.

RTB recommends new transit hubs and suburban services.

Figure 2.6: Metropolitan Council's Recommended Governance Framework for Light Rail Transit

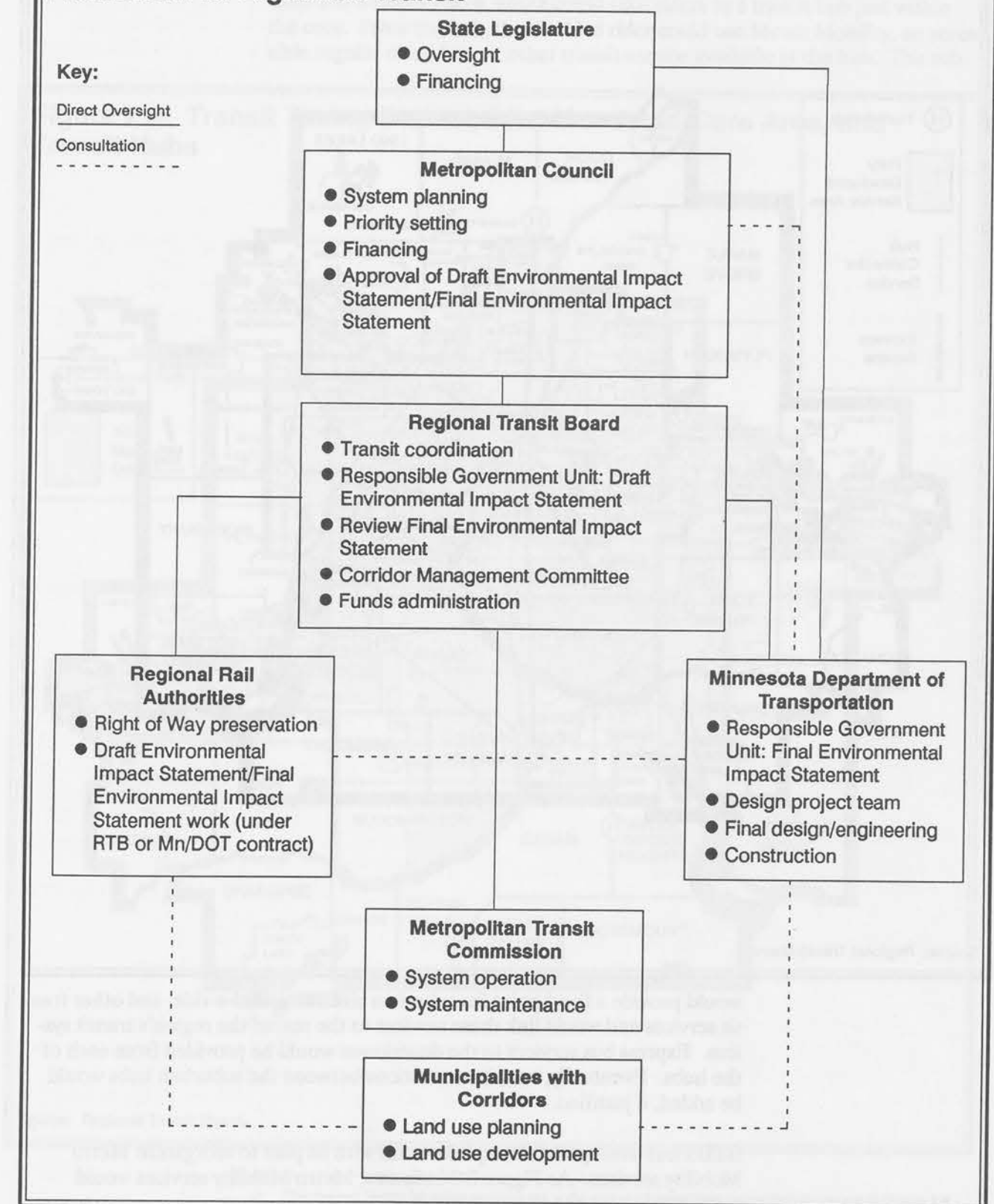
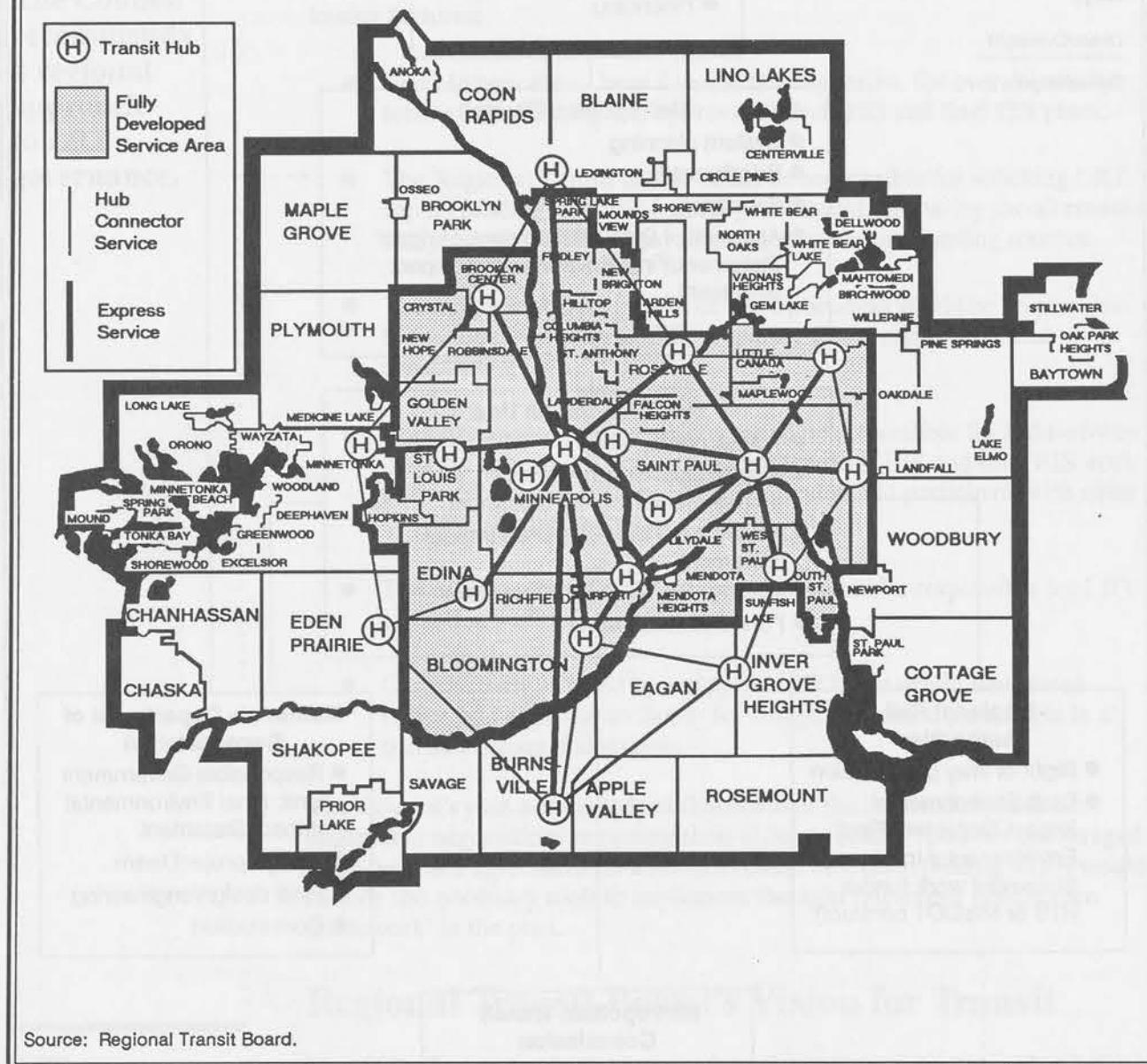


Figure 2.7: Transit Taxing District, Fully Developed Service Area, and Transit Hubs

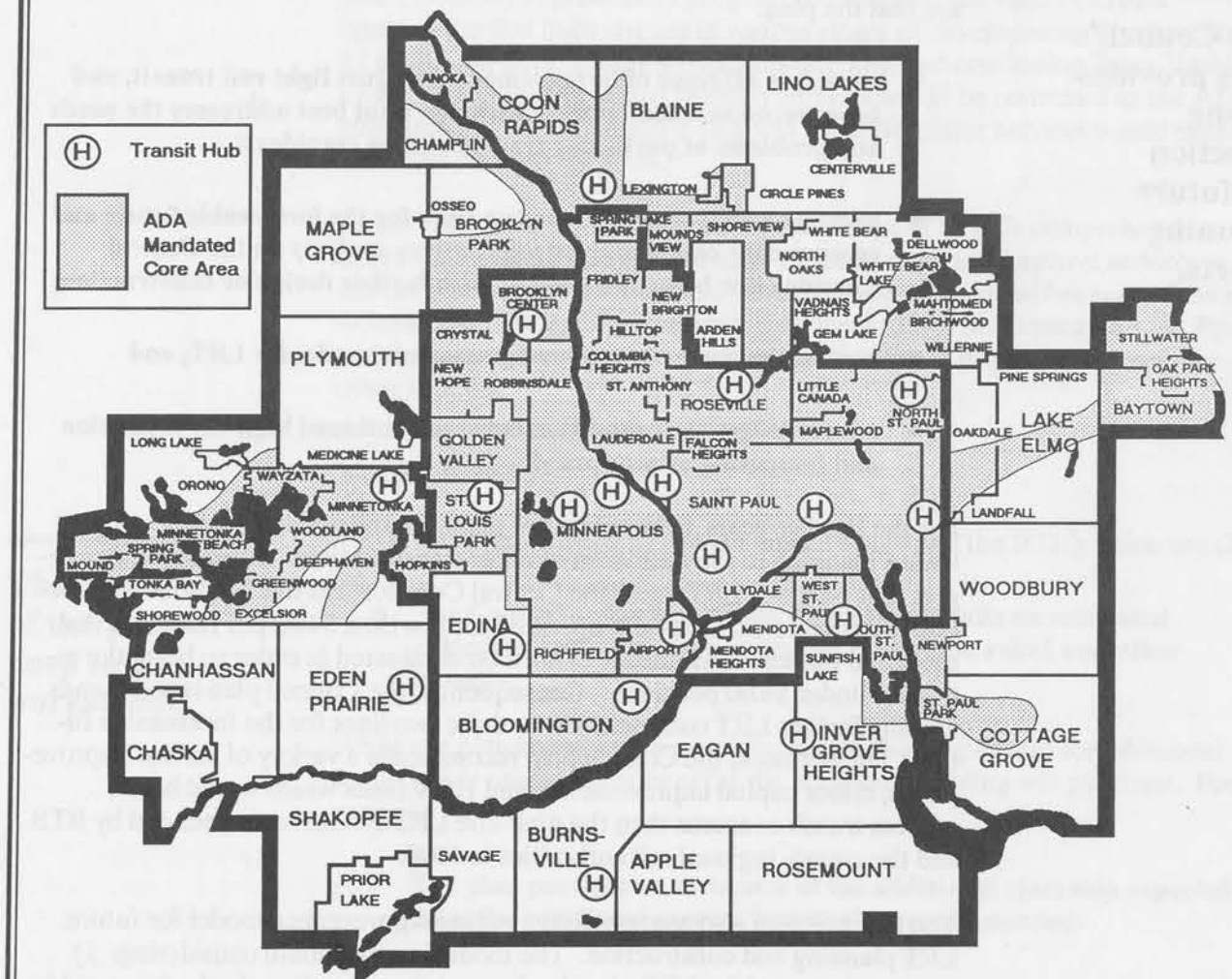


would provide a focal point for suburban circulator, dial-a-ride, and other transit services and would link these services to the rest of the region's transit system. Express bus services to the downtowns would be provided from each of the hubs. Eventually, transit connections between the suburban hubs would be added, if justified.

RTB's hub-and-spoke concept dovetails with its plan to reorganize Metro Mobility services. As Figure 2.8 indicates, Metro Mobility services would

eventually be limited to the shaded core area, which must continue to be served according to the federal Americans with Disabilities Act.⁶ The suburban areas no longer being directly served by Metro Mobility would have accessible dial-a-ride services, which could take riders to a transit hub just within the core. From the hub, the disabled rider could use Metro Mobility, an accessible regular route bus, or other transit service available at the hub. The sub-

Figure 2.8: Transit Taxing District, ADA Mandated Core Area, and Transit Hubs



⁶ The current Metro Mobility service area is the entire metropolitan taxing district shown in Figure 2.8.

urban dial-a-ride service would likely be available for use by the general public, as well as persons with disabilities. As a result, the costs of the service would be spread over a greater number of riders.

RTB is planning on conducting suburban needs assessments and then implementing suburban services which are linked to a hub before withdrawing Metro Mobility service from suburban areas outside the ADA-mandated core area. The process of needs assessments, service implementation, and hub development will likely take three to five years to complete.

Strengths

The strengths of the Metropolitan Council's Regional Transit Facilities Plan are that the plan:

- **considers all types of improvements, not just light rail transit, and bases recommended improvements on what best addresses the needs and problems of particular transportation corridors;**
- **narrows LRT possibilities to two lines for the foreseeable future and recommends conducting an alternatives analysis on the Central Corridor line before proceeding with further design or construction;**
- **recommends use of a regional governance model for LRT; and**
- **acknowledges the connection between continued highway expansion and increasing urban sprawl.**

For the last five years, light rail transit planning and debates have dominated transit planning to the detriment of other transit options. Estimates now suggest that only two LRT lines (the Central Corridor and the I-35W South Corridor) can be constructed and operated for less than \$4.00 per rider and that proposed tunnels in Minneapolis must be eliminated in order to bring the estimates under \$4.00 per rider.⁷ Consequently, the Council plan recommends limiting further LRT consideration to these two lines for the foreseeable future. Furthermore, the Council plan recommends a variety of service improvements, minor capital improvements, and HOV lanes which would better address transit concerns than the nine-line LRT system recommended by RTB and the county regional rail authorities in 1990.

The Council plan also recommends a regional governance model for future LRT planning and construction. The model is appropriate considering: 1) the lessened need for LRT planning beyond these two lines in the foreseeable future, and 2) the need for objective study of LRT and other transit options in these two corridors. Regional control is needed of the final decision of whether to proceed with LRT and decisions on what features (such as tun-

⁷ Metropolitan Council policy requires that a proposed LRT line must have an estimated cost of \$4.00 per rider in order to be considered for further analysis and planning.

nels) to include. Without regional control, it is less probable that cost-effective decisions will be made.

The RTB's new Vision for Transit has the following positive features:

- **The RTB's vision commits RTB to expanding suburban transit services while also restructuring and improving bus service in the fully-developed service area.**
- **The proposal has potential for controlling Metro Mobility costs.**

The RTB's vision lays out a program of hub development and expanded suburban dial-a-service and circulator services which feed into the hubs. The five-year (1992-96) improvement program contained in the vision includes opening the five hubs already in various stages of development, constructing 12 additional hubs, adding 9 park-and-ride lots, and continuing Team Transit projects. Eventually Metro Mobility services would be restricted to the ADA core area and suburban dial-a-ride and some circulator services would connect suburban areas to the hubs.

At the same time, RTB would utilize the results of MTC's comprehensive operations analysis and other studies to restructure and improve services in the fully-developed service area. These actions are needed because of the significant loss in ridership experienced on local routes in Minneapolis, St. Paul, and the inner ring suburbs--as well as the significant population growth in other suburbs.

Weaknesses

The main overall weakness of the Council's plan and the RTB's vision are that:

- **The Council's plan and RTB's vision lack details on estimated ridership, costs per rider, potential congestion relief, and other benefits.**

While the plan and vision involve requests to the Legislature for additional funding, it is unclear what benefits the additional funding will purchase. For example:

- **The plan provides no estimates of the additional ridership expected from the additional express bus services recommended.**
- **It is unclear what the total costs of providing dial-a-ride and circulator services to transit hubs would be once Metro Mobility service is removed from service areas outside the ADA core.**
- **No ridership estimates are provided for these circulator or dial-a-ride services.**

The details of the plan need to be worked out.

Future HOV use is uncertain.

- It is uncertain what level of usage can be expected of the recommended HOV lanes.

In addition, there are implementation details which need to be worked out:

- What will the results of needs assessments and MTC's comprehensive operations analysis have to say about the need for and location of new park-and-ride lots?
- Based on needs assessments, where should transit hubs be located and how will their development be accomplished?

We also have several concerns about the plan's LRT recommendations. First:

- The plan appears to downplay the importance of an alternatives analysis for the Central Corridor.

While the Council's plan recommends that an alternatives analysis be immediately initiated for the Central Corridor, the plan does not seem to fully recognize the significance of such an analysis. The plan recommends implementing LRT in the Central Corridor and suggests that the alternatives analysis be conducted for the purpose of obtaining significant federal funding and resolving "any remaining issues of alignment and cost-effectiveness."

In our view, it would be more accurate to say that:

- The issue of LRT's cost-effectiveness has not been adequately addressed.
- LRT should not be implemented until, and unless, an alternatives analysis shows that LRT compares favorably to other transit options.

Second, we are concerned that:

- RTB's track record in objectively evaluating LRT has not been a good one.

The Council's governance recommendation makes RTB responsible for conducting the alternatives analysis. This makes more sense than having the county regional railroad authorities conduct the analysis and is an appropriate function for a regional transit agency. Furthermore, the RTB has been somewhat more objective in its approach to LRT this year. However, because of RTB's history with this issue, there is a need for considerable Council oversight of RTB in the preparation of an alternatives analysis.

Finally:

- The plan adopted on February 13, 1992, was unclear on what specific roles the county regional rail authorities would play in LRT planning and construction.

The plan acknowledged that the railroad authorities, Mn/DOT, and others were negotiating as to the railroad authorities' potential roles in planning and construction. We are very supportive of a strong regional model for LRT governance which includes regional agency control over the "go/no go" decision on LRT, approval of the preliminary and final design plans, and the budget for LRT. However, there is also reason to involve the county regional rail authorities in a meaningful way. In drafting the governance section of the plan, the Council was generally working to address this concern. Hopefully, an agreement can be worked out which retains strong regional/state control but meaningfully involves the counties.

A final area of concern about the Council's plan is that:

- The plan does not fully address the problem of urban sprawl.

The plan acknowledges the connection between building more highways, encouraging growing use of single-occupant vehicles, and increasing urban sprawl. The plan contains a variety of recommendations which involve increased investments in transit, such as HOV lanes and LRT. The plan attempts to make transit solutions a better alternative by improving travel time for buses and multiple-occupant vehicles.

However, the impact of the proposed transit improvements on future urban development patterns is likely to be limited. Development patterns are affected by many factors. The availability of transit alternatives is just one of the factors. If the Council wishes to impact future development, it will need to look at a broader array of policy tools which the Council and the Legislature could use.

One possible tool the Council could consider is additional financial disincentives for automobile usage. The Council's new facilities plan does not offer any significant financial incentives for using transit or, conversely, financial disincentives for automobile usage. A recent study measured the extent to which automobile use in the United States is subsidized either: 1) directly through highway and street funding not financed by highway user taxes, or 2) indirectly through pollution and other costs imposed on society.⁸ The study finds that automobile usage may be subsidized up to 5.8 cents per passenger-mile based on results for the city of Madison, Wisconsin. The study also suggests that an important effect of subsidizing automobile usage is to encourage the growing urban sprawl which has affected metropolitan areas all across the United States.

⁸ Mark E. Hanson, "Automobile Subsidies and Land Use: Estimates and Policy Responses", *Journal of the American Planning Association*, Vol. 58, No. 1, Winter 1992, 60-71.

An increase of 5.8 cents per passenger-mile is equivalent to a gas tax increase of over \$1.30 per gallon. The merits of such a large increase in taxes have not been fully examined. It is unclear, for example, what impact such an increase would have on the area's economic growth and on automobile usage. In addition, such a large increase would probably lack popular and legislative support. However, a much more modest increase in automobile operating costs may be both politically feasible and beneficial in helping to address the area's growing congestion problems. In fact, some increase in gas taxes may be necessary just to finance highway improvements now being planned.

The Council's plan does not discuss the need to consider financial disincentives to automobile use such as an increased gasoline tax, a sales tax on gasoline, or increased motor vehicle excise taxes. The Council could assist legislative policy decisions by examining the impact and merits of increasing automobile taxes.

Summary

The Metropolitan Council's Regional Transit Facilities Plan and the RTB's Vision for Transit are important steps in the right direction. The plan considers all types of improvements and recommends those improvements which make sense for particular transportation corridors and the region. The vision commits the RTB to both expanding suburban transit and restructuring and improving the existing bus services. The plan appropriately limits LRT to two corridors in which further study of alternatives is necessary before implementation.

However, the plan and the vision are more noteworthy for their general direction than for some of their specific recommendations. The service improvements lack ridership estimates. Needs assessments will be necessary before implementing new hubs, park-and-ride lots, and dial-a-ride and circulator services feeding into the hubs. Furthermore, the results of MTC's comprehensive operations analysis will probably not be known until December 1992. The results of the needs assessments and the operations analysis may impact the location and need for hubs, as well as the location of park-and-ride lots. Finally, the desirability of LRT in the Central Corridor cannot be finally determined until the alternatives analysis is complete.

These concerns create a funding dilemma for the Legislature. On the one hand, additional transit funding is probably needed to implement the plan's recommendations. Also, additional automobile user fees may be appropriate to limit future growth in automobile usage and fund some transit improvements. On the other hand, the concepts in the plan and the vision have not all been completely evaluated and refined into specific cost-effective solutions. In addition, because of RTB's track record, there is reason for the Legislature to be concerned about how RTB will use any additional funding. The Legislature will need some assurance that RTB will put additional funds into suburban and central city bus service.

More analysis is needed prior to plan implementation.

RECOMMENDATIONS

Chapter 3

This chapter presents our recommendations for improving transit planning in the Twin Cities Metropolitan area. The recommendations are explained below and are directed to the Legislature, the Metropolitan Council, and the Regional Transit Board.

LEGISLATURE

We have five types of legislative recommendations, which address: 1) internal RTB structural problems, 2) LRT funding and governance structure, 3) financial disincentives for automobile use, 4) funding for transit improvements, and 5) the need for continued oversight of RTB.

RTB Structural Problems

One of the reasons for RTB's slowness in making progress over the last seven years is its organizational structure. RTB is a small agency with about 35 full-time staff but has two full-time leaders: a full-time chair appointed by the Governor and an executive director appointed by the board. Conflicting directions have been provided to staff by chairs and executive directors throughout RTB's history no matter who has held these positions. The resulting confusion for staff is unproductive from an organizational standpoint. This problem appears more likely to occur in a small agency than in a larger one. In a larger agency, a clearer distinction between the duties of the chair and the executive director can be more easily maintained since there is more than enough policy and external work to occupy a full-time chair and enough administrative work to occupy a full-time executive director.

We strongly recommend that:

- **The Legislature should address the problems with RTB's internal structure by either: 1) making the position of RTB chair part-time or 2) permitting the chair to select the executive director with the board's approval.**

The first option would be to make the position of RTB chair a part-time one. The advantages of this option are that it could: 1) lessen the chair's involvement in daily administration and strengthen the organization's stability and ob-

RTB needs consistent internal direction.

jectivity, and 2) save some money. The main disadvantage of this option is that it could weaken RTB's capability to provide leadership in the transit community.

An alternative approach would be to have the full-time chair hire the executive director with the board's approval. This second option would also help to make the lines of authority clearer, but would retain a stronger leadership role for the chair. However, this second option could lead to less stability at RTB when chairs come and go.

LRT Funding and Governance Structure

Regarding LRT funding, we recommend that:

- **The Legislature should not fund LRT construction unless a satisfactory alternatives analysis has been prepared.**

Despite years of planning by many agencies, there has not yet been a satisfactory analysis of the benefits and costs of LRT relative to other viable transit alternatives for the region's top LRT priority, the Central Corridor. Before funds are committed, it is important that such an analysis be conducted. The Central and I-35W South Corridors have a combined projected cost of just under \$4.00 per rider. According to Metropolitan Council policy, the \$4.00 threshold is the maximum amount permitted in order for a corridor to be considered for implementation before the year 2010.¹ Furthermore, Council policy suggests that corridors meeting the threshold should undergo additional analysis and establishes performance measures to be used in the evaluation process. Further analysis of the two recommended LRT lines is required by Council policy and is a sound idea since the estimated costs per rider are just within the Council's maximum threshold. An alternatives analysis will also improve the region's chances of obtaining federal "new start" money for LRT, maximizing the amount of federal funding, and thus reducing the region's costs of implementing LRT.

We also recommend that:

- **The Legislature should change the governance structure for light rail transit.**

Counties were given the lead role in LRT planning in 1987 with the understanding that they would use county taxes and federal funds to implement LRT. It is clear now that LRT will require regional taxes or state funds in order to be implemented. In addition, there is a need for further evaluation of LRT and alternatives, which is best accomplished by regional agencies rather than by county regional railroad authorities. The counties' primary interest is in implementing LRT and, consequently, they are not the appropriate entities to conduct a more thorough evaluation.

¹ Metropolitan Council, Amendment to the *Transportation Development Guide/Policy Plan* (December 1989).

Alternatives to LRT have not been adequately studied.

The LRT governance structure needs to be changed.

We are generally supportive of the Council's recommended governance structure, but are concerned about certain features. For example, under the Council's proposal, the RTB would prepare the alternatives analysis. While this is an appropriate function for a regional transit agency, it is essential that the Council exercise strong oversight over RTB's work. Also, the Council's plan, as initially adopted, does not provide for much of a role for county regional rail authorities. Negotiations are underway to more fully define their role. Given their leadership on LRT issues, the counties may deserve more recognition and responsibility. However, we believe it is essential for regional agencies to have control over the following areas: 1) the alternatives analysis, 2) the decision to implement LRT in a corridor, 3) the budget for planning and constructing a line, and 4) approval of the preliminary and final design plans. The Legislature should retain ultimate control over the decision to implement and the budget for an LRT line. It may be possible to find a more meaningful role for the counties in design and construction. Regional agencies and Mn/DOT should, however, retain overall control of key decisions.

Financial Disincentives for Automobile Use

We recommend that:

- **The Legislature should examine options for increasing automobile user costs to better reflect the costs to the region of automobile travel.**

As was pointed out in Chapter 1, the metropolitan area has experienced a tremendous growth in automobile use, which has encouraged costly expansions of the area's highway system. Automobile users pay for additional highway construction and maintenance through user fees such as gasoline taxes and annual registration fees. However, as we saw in Chapter 2, there are direct and indirect costs from automobile use which are not directly borne by automobile users. If automobile operating expenses included some of these costs, there would be more of a direct financial incentive for people to limit automobile use and to consider transit. Increasing automobile user taxes to reflect some of these additional costs could be helpful in addressing the region's transportation problems.

Transit Funding

It also would make sense to use a portion of any increase in automobile user taxes to help fund transit improvements or relieve some of the current burden on regional property taxes. We encourage the Legislature to consider various options for accomplishing this.

However, at this point, it is unclear what option is most practical. Constitutional and budgetary constraints affect the options available to the Legislature. The Minnesota Constitution limits the use of gasoline excise taxes and annual taxes on motor vehicles to highway purposes. Without constitutional changes, these taxes could be used for HOV lane construction and making other similar road improvements, but could not be used for mass transit improve-

The details of new transit plans have not been worked out.

ments. Other alternatives, such as a gasoline sales tax at the wholesale or retail level, may be possible to use for mass transit purposes. Also, the motor vehicle excise tax could, in part, be dedicated to transit funding. However, budget conditions over the last decade have frequently meant that the motor vehicle excise tax has been used by the state's general fund rather than for transportation or transit purposes.

If transit programs are allotted funds from a new funding source, it is essential that the Legislature retain control over transit funding and not provide transit agencies with an unlimited source of dedicated funding. As was pointed out in Chapter 2, many of the recommendations in the Metropolitan Council's new facilities plan and the RTB's vision are conceptual and lack ridership estimates and other details which would help in determining their cost-effectiveness. Legislative oversight of these agencies' recommendations is needed before transit funding is substantially increased. Furthermore, implementing the recommendations will take three to five years and funding them all at once is not necessary. The Legislature can take an incremental approach and fund some improvements while requiring the agencies to report back on their progress in developing more detailed plans and ridership estimates. We recommend that:

- **The Legislature should be generally supportive of the concepts contained in the Metropolitan Council's facilities plan.**
- **However, the Legislature should require RTB and the Council to provide information on the potential cost-effectiveness of the recommended service improvements and transit hub projects.**

Oversight

Several important oversight recommendations have already been discussed. They include the need for legislative review of a Central Corridor alternatives analysis prior to funding LRT construction and the need for RTB to develop ridership and cost per rider estimates for some of the proposed transit improvements. We also recommend that:

- **The Legislature should require RTB to prepare an annual performance report for existing transit services.**
- **The Legislature should require RTB to report at least annually on its progress in implementing its five-year plan.**

Some performance reporting is currently done in RTB's five-year plan. However, the figures reported are generally aggregated across all routes and types of service for a single provider. As a result, they fail to provide an adequate sense of the variability across routes and types of service. In addition, poorly performing routes cannot be identified. The performance report should provide information by individual route and type of service. Cost per rider, subsidy per rider, and other performance measures should be provided.

The Council's oversight authority over RTB needs to be strengthened.

Annual progress reports on plan implementation seem appropriate in light of RTB's past performance. A sense of how much progress has been made seems to be missing from the current planning process.

The Legislature should require RTB to submit both of these recommended reports to the Metropolitan Council for the Council's review and comment. To the extent possible, the preparation of the reports and the Council's review should be coordinated with the Council's review of RTB's five-year plan.

Finally, we recommend that:

- **The Legislature should give the Metropolitan Council authority to review and approve RTB's annual capital budget and review and comment on RTB's operating budget.**

This authority would help the Council to provide better and more timely oversight of RTB and help ensure that RTB's budgets are as consistent as possible with the five-year plans which the Council currently reviews.

METROPOLITAN COUNCIL

In general, we found the Metropolitan Council's performance to be greatly improved in the last year. Oversight of RTB has improved, and the new Regional Transit Facilities Plan provides strong direction for transit and transportation agencies to follow. We recommend that:

- **The Metropolitan Council should continue the strong oversight and leadership it has shown over the last year.**

The Metropolitan Council could make the Legislature's job easier by addressing the oversight concerns mentioned in the previous section. The Council's oversight of the alternatives analysis on the Central Corridor LRT line will be important. In addition, even without specific legislative authorization, the Council may be able to require RTB to prepare: 1) an annual transit performance report, 2) an annual progress report on plan implementation, and 3) cost per rider estimates for new services and other mass transit improvements recommended in the Council's plan.

We also recommend that the Metropolitan Council: 1) determine the extent to which automobile users do not directly pay for the costs imposed on the region from automobile use, 2) examine the potential effect on automobile use from raising automobile ownership and operation costs through additional taxes or other methods, and 3) study the impact which such action might have on future development patterns. In formulating regional policy on highway and transit development, the Council should consider the extent to which automobile users are not paying the full costs of automobile use.

REGIONAL TRANSIT BOARD

The Regional Transit Board has made only slow progress in achieving the goals envisioned when it was established. Improvement has been made since mid-1991, but it remains to be seen whether such improvement will be sustained. The RTB's Vision for Transit has conceptual appeal, but lacks important details. It is unclear at this point how much of the vision should be implemented. It is also unclear how the results of MTC's comprehensive operations analysis will affect the vision.

RTB needs to make progress in some key areas.

Despite reservations, we believe RTB should continue to exist in its current form. The separation of planning and operations has had some desirable effects and remains a good concept. However, RTB needs to continue the progress of the last eight months and demonstrate to the Legislature that RTB can be an effective problem solver. RTB can best develop this trust by being a fair and objective planning agency. Advocacy on behalf of transit is best based on sound and thoughtful analysis.

Specifically, we recommend that:

- RTB should adopt a competitive bidding policy which adequately addresses the cost method MTC should use when bidding to provide transit services outside its exclusive service area.
- RTB should undertake the proposed management audits of MTC and review the comprehensive operations analysis of MTC, when completed. RTB should ultimately identify any resources which can be freed up to provide needed service improvements.
- RTB should examine the need for and potential cost-effectiveness of the service improvements and hubs recommended in the Metropolitan Council's facilities plan. Not all of the hubs and accompanying circulator and express routes may be cost-effective.
- RTB should prepare an annual performance report which provides performance statistics for each route and type of service funded by RTB.
- As soon as is financially feasible, RTB should reinstate its fund for new transit services.
- RTB should continue its recent effort to work cooperatively with the opt-out providers and assist them in competitively bidding out transit services when their current contracts end.
- RTB should work with MTC to strengthen the region's efforts to encourage ridesharing or consider moving the program to the Minnesota Department of Transportation.

METROPOLITAN COUNCIL

Mears Park Centre, 230 East Fifth Street, St. Paul, MN 55101-1634 612 291-6359 FAX 612 291-6550 TTY 612 291-0904

March 9, 1992

James R. Nobles
Legislative Auditor
Centennial Building, 1st Floor S.
658 Cedar St.
St. Paul, MN 55155

Dear Mr. Nobles:

Thank you for the opportunity to comment on the final draft of your report, *Regional Transit Planning*. Developing a long-range vision for making sound transit investments for the Twin Cities region has been a major Council thrust during my first year as Council chair. I appreciate your recognition of our leadership in reorienting the strategy--from one centered on light rail transit to one based on all our transit needs.

Your report raises the key transit issues, is well documented, and treats the participants in the transit planning process in a fair and objective manner. I support your findings and recommendations, and appreciate your constructive criticisms. We certainly intend to follow through on the recommendations you have made for the Council. More specifically, I offer the following comments:

1. Planning. We appreciate your recognition that the Council's new *Regional Transit Facilities Plan* has been a major catalyst for getting all the agencies together. The Regional Transit Board, Minnesota Department of Transportation and Metropolitan Transit Commission contributed significantly to development of the plan. Everyone is much better focused on the region's transit needs and the role LRT should play in them. We intend to capitalize on this momentum and move ahead quickly.

As you note, specific recommendations for transit improvements in our new transit plan should not be viewed as definitive. However, this should not be construed as a weakness of the plan. In my view, the plan provides a vision and a policy framework. The details will be provided in upcoming phases of the planning process by the RTB and/or other implementing agencies.

The Council will follow through on your recommendation that we consider the extent to which automobile users are not directly paying the full costs of auto use. We also will attempt to analyze the relationship between auto use and urban sprawl as we update the Council's *Metropolitan Development and Investment Framework*. However, financial disincentives for auto use alone will not turn around urban sprawl. Our transit plan makes a strong connection between land use and transportation, and recommends more transit-friendly land uses and higher densities along transit facility lines.

2. Governance. Your support of our recommended governance structure for light rail transit is appreciated. The Council, RTB and Mn/DOT must take the lead to ensure that regional transit goals

are met and investments are used wisely. The Council is committed to working with the county regional rail authorities to ensure their meaningful involvement, and negotiations to achieve this are under way.

As you note, the Council has strengthened its oversight of the RTB to ensure that the region's long-range policies are implemented. Your recommendations offer some opportunities for further strengthening our oversight. We will consider asking the RTB to prepare an annual transit performance report and an annual progress report on its implementation plan. These reports would provide useful information. Restoring the Council's authority to review and approve the RTB's capital budget, and to review and comment on its operating budget, also would strengthen our oversight role.

3. Finance. Funding for transit improvements is definitely needed. The Council's immediate priorities are for an annual operating subsidy and additional bonding authority for the RTB to pay for transit service improvements proposed in our facilities plan. A local commitment to a match to fund construction of LRT in the central corridor is also important in obtaining federal funds.

We appreciate the opportunity to share with you our reactions to the report. Again, we view it as very supportive of the Council and its efforts to plan an efficient and effective transit system for the region.

Sincerely,



Mary E. Anderson
Chair



MICHAEL J. EHRLICHMANN
Chair

March 10, 1992

Roger Brooks,
Deputy Legislative Auditor
Office of the Legislative Auditor
Centennial Building
St. Paul, MN 55155

To the Members of the Legislative Audit Commission:

As a preface to my response to the Legislative Audit Commission report I offer the very serious protest that as Chair of the Regional Transit Board (RTB) I was permitted only forty-eight hours to formulate my response to the draft report and prohibited by your staff to meet with my full board to discuss this report and its recommendations in an effort to formulate a joint response. To not allow the inclusion of our full board in responding to this report fails to recognize the unique contributions each of our members could offer.

In addition, I take exception to the fact that the draft report, its findings and recommendations were withheld and not discussed with a number of key participants in the transit community, including: the Metropolitan Transit Commission; all seven county Regional Rail Authorities; the disability community and its representatives.

Considering the above limitations and my effort to discuss the report with board members, I request the opportunity to meet with the Legislative Audit Commission (LAC) at the time that this report is presented.

When it was announced, I welcomed the Legislative Audit Commission (LAC) study with opened arms. Considering the dedication of time and resources, I felt there was a unique opportunity to examine transit planning in a courageous and forthright manner. Unfortunately, the results of this study did not meet with those expectations.

While we appreciate the affirmation of the progress that the Regional Transit Board (RTB) has made in the last year, the report fails to identify and discuss a number of significant issues effecting the provision of public transit in the metropolitan area.

To begin with, the report fails to identify the severe revenue shortfalls which have effected the provision of public transit service, particularly new service to the suburban areas. The report continues to perpetuate the myth that services to the disabled and elderly (Metro Mobility) exist at the cost of new services to suburban communities. The report fails to recognize the entitlement nature of paratransit service dictated by state and federal law.

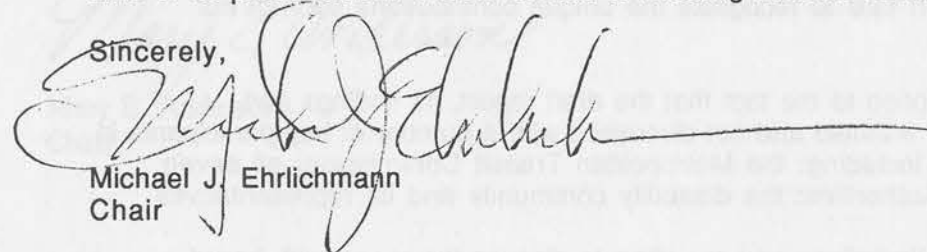
The report fails to recognize and identify relationships which have affected Light Rail Transit (LRT) recommendations by the RTB as well as the RTB's progress toward focusing LRT recommendations despite those limitations. In addition, the report fails to adequately discuss the implications and impact of competitive bidding on the Metropolitan Transit Commission and public transit services in general. The report fails to discuss the impact of state and federal legislation such as the Intermodal Surface Transportation Act (ISTEA).

Finally, I believe the report does not recognize the full historic efforts by the RTB to build a new "Vision for Transit," as well as other innovative efforts such as the Traffic Congestion Reduction Act. Contrary to the information supplied in the report, this effort began significantly before 1991. The development of prototypes for both suburban circulators and dial-a-rides took place shortly after I became chair in 1989 and 1990; also efforts to locate initial transit hubs began at approximately the same time period.

The RTB is prepared to continue to implement the programs outlines in its "Vision for Transit." However, our ultimate success will depend on receiving sufficient funding to support that vision.

Again, I request the opportunity to provide a more detailed response to this study at the time of its presentation. I look forward to meeting with the commission.

Sincerely,



Michael J. Ehrlichmann
Chair



Minnesota
Department of Transportation
Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

March 9, 1992

Roger Brooks
Deputy Legislative Auditor
Office of The Legislative Auditor
Centennial Building
St. Paul, Minnesota 55155

Dear Mr. Brooks:

Thank you for the opportunity to review the draft audit report on Regional Transit Planning. The report accurately characterizes the Department of Transportation's (Mn/DOT) role in transit planning for the Twin Cities Metropolitan area. While Mn/DOT has no direct statutory responsibility for such activity, the department, nonetheless, does have an important impact on transit service delivery through the planning and construction of the region's trunk highway system.

We certainly concur with your finding that "Mn/DOT has been receptive to transit issues and has incorporated various transit options into its highway plans." Most recently, the department has collaborated with the Metropolitan Transit Commission's "Team Transit" initiative to design and construct highway improvements which will help reduce bus travel time. In addition, several transit elements have been incorporated into the I-394 corridor and current analysis of improvements to I-35W include several transit options.

Mn/DOT was a cooperating agency in the preparation of the Metropolitan Council's recent Regional Transit Facilities Plan. At the hearing for the draft plan, Mn/DOT testified that:

"The transportation system is key to the Region's social and economic vitality and its connection to Greater Minnesota and beyond. Over the past several decades, the Region has been able to build, operate, and maintain a transportation system that offers a relatively high level of mobility and safety.

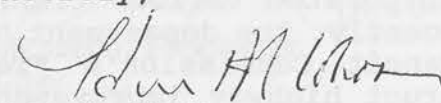
Roger Brooks
March 9, 1992
Page Two.

However, today we are beginning to get a vision of one possible future: auto occupancy declining, transit ridership declining, and peak hour congestion increasing on several freeways. If these trends continue, the welfare of the Region will be severely damaged.

The long term transportation solution for the Region must contain a combination of highway and transit options as well as demand and supply management strategies. The reconstruction of major portions of the Interstate System in a socially, environmentally, and financially acceptable manner with special attention given to transit options will constitute a major transportation challenge over the next few decades. Strong incentives are needed for this transit system to overcome stiff competition from the automobile in an increasingly suburbanized Region."

Mn/DOT will continue the efforts noted in this report to assist in improving the region's transit system. As stated in our testimony to the Metropolitan Council, such efforts are important to maintaining the region's social and economic vitality.

Sincerely,


for James N. Denn
Commissioner

Page 1000
March 7, 1992
Page 1000

However, today we are beginning to get a vision of one possible future: a more complete, declining, transit ridership declining, and peak hour congestion increasing on several freeways. If these trends continue, the welfare of the region will be severely damaged.

The long term transportation solution for the region must contain a combination of highway and transit options to deal with demand and supply management strategies. The transportation of goods and services of the future system is a complex, environmentally, and financially acceptable manner with special attention given to transit systems will constitute a major transportation challenge for the next few decades. Strong incentives are needed to shift transit systems to overcome this challenge from the automobile to an increasingly sophisticated region.

MDOT will continue the efforts noted in this report to assist in improving the region's transit system. As stated in our testimony to the Metropolitan Council, such efforts are important to maintaining the region's social and economic vitality.

Sincerely,

Recent Program Evaluations

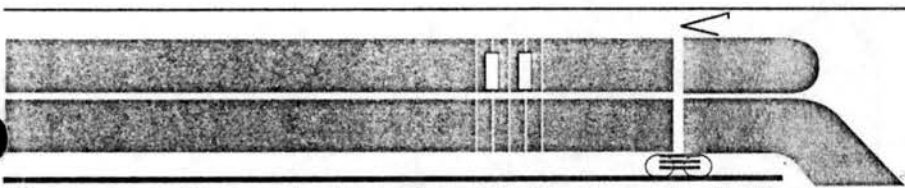
<i>Insurance Regulation</i> , January 1986	86-01
<i>Tax Increment Financing</i> , January 1986	86-02
<i>Fish Management</i> , February 1986	86-03
<i>Deinstitutionalization of Mentally Ill People</i> , February 1986	86-04
<i>Deinstitutionalization of Mentally Retarded People</i> , February 1986	86-05
<i>Management of Public Employee Pension Funds</i> , May 1986	86-06
<i>Aid to Families with Dependent Children</i> , January 1987	87-01
<i>Water Quality Monitoring</i> , February 1987	87-02
<i>Financing County Human Services</i> , February 1987	87-03
<i>Employment and Training Programs</i> , March 1987	87-04
<i>County State Aid Highway System: Follow-Up</i> , July 1987	87-05
<i>Minnesota State High School League</i> , December 1987	87-06
<i>Metropolitan Transit Planning</i> , January 1988	88-01
<i>Farm Interest Buydown Program</i> , January 1988	88-02
<i>Workers' Compensation</i> , February 1988	88-03
<i>Health Plan Regulation</i> , February 1988	88-04
<i>Trends in Education Expenditures</i> , March 1988	88-05
<i>Remodeling of University of Minnesota President's House and Office</i> , March 1988	88-06
<i>University of Minnesota Physical Plant</i> , August 1988	88-07
<i>Medicaid: Prepayment and Postpayment Review - Follow-Up</i> , August 1988	88-08
<i>High School Education</i> , December 1988	88-09
<i>High School Education: Report Summary</i> , December 1988	88-10
<i>Statewide Cost of Living Differences</i> , January 1989	89-01
<i>Access to Medicaid Services</i> , February 1989	89-02
<i>Use of Public Assistance Programs by AFDC Recipients</i> , February 1989	89-03
<i>Minnesota Housing Finance Agency</i> , March 1989	89-04
<i>Community Residences for Adults with Mental Illness</i> , December 1989	89-05
<i>Lawful Gambling</i> , January 1990	90-01
<i>Local Government Lobbying</i> , February 1990	90-02
<i>School District Spending</i> , February 1990	90-03
<i>Local Government Spending</i> , March 1990	90-04
<i>Administration of Reimbursement to Community Facilities for the Mentally Retarded</i> , December 1990	90-05
<i>Review of Investment Contract for Workers' Compensation Assigned Risk Plan</i> , April 1990	90-06
<i>Pollution Control Agency</i> , January 1991	91-01
<i>Nursing Homes: A Financial Review</i> , January 1991	91-02
<i>Teacher Compensation</i> , January 1991	91-03
<i>Game and Fish Fund</i> , March 1991	91-04
<i>Greater Minnesota Corporation: Organizational Structure and Accountability</i> , March 1991	91-05
<i>State Investment Performance</i> , April 1991	91-06
<i>Sentencing and Correctional Policy</i> , June 1991	91-07
<i>Minnesota State High School League Update</i> , June 1991	91-08
<i>University of Minnesota Physical Plant Operations: A Follow-Up Review</i> , July 1991	91-09
<i>Truck Safety Regulation</i> , January 1992	92-01
<i>State Contracting for Professional/Technical Services</i> , February 1992	92-02
<i>Public Defender System</i> , February 1992	92-03
<i>Higher Education Administrative and Student Services Spending: Technical Colleges, Community Colleges, and State Universities</i> , March 1992	92-04
<i>Regional Transit Planning</i> , March 1992	92-05

Evaluation reports can be obtained free of charge from the Program Evaluation Division, Centennial Office Building, First Floor South, Saint Paul, Minnesota 55155, 612/296-4708.



Office of the Legislative Auditor
Centennial Office Building, Saint Paul, Minnesota 55155

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

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 10, 1992

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

Chairman's Comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 28, 1992 and reconvening of said meeting on February 4, 1992 and February 25, 1992.
2. Progress on Preliminary Engineering for Midway Corridor - Discussion only.
3. Discussion of governance for LRT - Discussion only.
4. Legislative Update - Discussion only.
5. Metro LRT Joint Powers Board update - Discussion only.

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 28th, 1992

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, January 28, 1992, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:45 A.M.

MEMBERS PRESENT:

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

MEMBERS ABSENT:

Commissioner Diane Ahrens

Also Present:

James Van Houdt, Ed Glaubitz, Robert Clarkson, Andrea Schmidt, Jill Goski, James E. Tolaas, Sherry Munyon, Mike Ehrlichmann, Terry Schutten, Terry Lindeke, Karen Tero, Toni Baker, Frances Glendenning, Kathryn DeSpiegelaere

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

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board Meetings held on December 10, 1991, A. Budget Hearing, and B. Regular Board Meeting, as written.

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

Chairman's Comments

Chairman Finley wished to make a few statements, James Tolaas is going to be leaving us, and a few weeks ago he introduced Don Sobania to this Board, as Don will be replacing Jim. Jim was not here at that time, and as he is here today Chairman Finley wished to make some statements regarding James Tolaas.

Chairman Finley said that Mr. Tolaas has done a fantastic job, as you all well know, in overseeing the contract with BRW on the Central Corridor, proving the yeoman service of going to all the meetings with the citizens, as well as providing us with a tremendous amount of information that we would not otherwise know some of the other detail type things that we are all well aware of. Jim is going to be moving back to Public Works where his career started, and that is where he would like to go back to. This is a tremendous loss to our staff, and to Chairman Finley who works most closely with the staff on the Light Rail projects, we will be losing him. Chairman Finley has had several talks with

Jim and we certainly did not want to stand in the way of his career either, and that certainly was never the intent.

Chairman Finley would like to thank Jim very much for the work that he has done in behalf of the Board, and to remind everyone that we are going to have a little party for Jim from 4:30 to 7 out at Suzette's on Selby Avenue. If you are able to stop by, that would be very nice.

Jim Tolaas addressed the Board, he would like to thank Chairman Finley for all the kind words. This was really a tremendous learning experience, and growth for him; he appreciates the opportunities he has had, and he hopes he can take those talents back to the Public Works so that he may continue to serve the County in another capacity.

2. Legislative Update

Chairman Finley informed the Board that we have Sherry Munyon here today but we also have Mike Ehrlichmann, Chairman of the RTB, he also came to this meeting, we appreciate his presence here today.

Mike Ehrlichmann addressed the Board, they are beginning to make their travels throughout the metro area to those agencies which relate to transit issues, and certainly Ramsey County and the Regional Railroad Authority have been intimately involved in the whole transit picture over the last few years. It is important that we receive as much uniform approval as absolutely possible, they have already worked with the MTC, they are awaiting approval by the Met Council just as soon as they are through with their Metro Facilities Plan. They expect to be making this presentation to all the groups in the metro area, and all the counties as well.

To underline their legislative proposal, there are really two elements, the first and most important aspect is money, simply trying to secure the funds necessary to run a quality transit program in the metropolitan area. He distributed a copy of the RTB MESSENGER which talks about principal communication organ, the special edition on a Vision for Transit. They will have a more formal copy of their development and finance for their proposal for next year. This is a formal program for the development of public transit over the next five years. In order to implement this will require both capital and operating dollars from the state.

The second part of their legislative thrust is to deal specifically with the reduction of traffic and single occupant individuals in vehicles with the idea of reducing congestion at its source. On one hand we ask for support to develop these systems, and on the other hand we present to the Legislature a bill which will allow for transit incentives. That is what they call the Metropolitan Traffic Congestion Reduction Act.

Mr. Ehrlichman tried to summarize and identify the bill which has been introduced in one stage or another for approval in several other States, New Jersey, California, Arizona, and Washington State. He believes this has been passed in New Jersey. This bill we have has taken very much, we have borrowed from that bill. It allows the RTB to establish congested zones, areas of intense traffic congestion. While he is not familiar with Ramsey County, he is sure there are

areas of substantial congestion, there is 494 in Minneapolis, Bloomington, the Uptown Area or 694 are examples of what might be congested zones. Within these zones employers of 100 or more employees would be required to form a commuter survey to identify where the origin and the destination, the method of getting there, with the alternate responsibility of those employers to reduce the number of vehicles coming into the facility by 15% over a period of years. The formula is being worked out right now with the Met Council and the Department of Transportation. The idea is to encourage and provide some incentives to the employers in the form of tax incentives. In addition to tax deductions for both employees and employers it would provide for a tax credit.

Mr. Ehrlichmann said they are looking for the development of a hub system, connected by express buses, connected to the downtowns, with community-based circulator systems or dial-a-rides emanating out of those transit hubs. They have developed a five year implementation program which they hope to fund through both a capital bonding requesting as well as some form of dedicated funding. The total capital request is \$110 million with most of that to be replacement for the MTC, they replace approximately 10% of the fleet every year. The balance of the bonding would go to build transit hubs which average somewhere between \$500,000 to \$700,000 each. They already have two under construction, nearly completed in Rosedale and Mall of America, and plan to expand at the rate of two or three a year. Operating funds they would hope would come from some sort of dedicated funding for transit. Their Board has endorsed any method which the Legislature might settle on with the recognition that the three specific options that are being discussed, full transfer of MVET, possible change in the dedication of gas tax, or possibly a sales tax on the gas tax.

The bottom line for them is that they feel it is important that they receive a dedicated fund, either a constitutionally dedicated, or even a legislatively dedicated fund. Funding sources right now are inadequate, and without additional revenue, they will be forced to reduce existing services, let alone be in a position to expand. They are in a position where they have to ask the Legislature for a supplemental request for their Paratransit Program. The RTB was forced to roll back their fair increase which cost them \$1.5 million annually as well as a deficit from the previous biennium because of unanticipated request for rides, they are operating the program within the prescribed budget currently. Unfortunately if they do not receive the supplemental request, it will require severe service reductions - this is the one remaining area that the Board has discretion under the Americans with Disabilities Act to proceed to deal with budget shortfalls.

Mr. Ehrlichmann said they are asking the Legislature to authorize the Regional Transit Board to sell \$350 million bonds, the debt service being the Regional Transit Board's Debt Service Tax. We have a debt service tax which is unlimited in the sense that we have no levy restrictions, nor a total amount restriction. We have not used that levy to any great extent, it has been used in the past for fleet replacement as well as the retiring of bonds used to build park and ride lots. This is their request before the Legislature. You have seen the RTB's total LRT presentation which with the exception of the issuance of governance, was adopted by the Met Council.

Sherry Munyon reviewed some of the other policy issues that the RTB is pursuing this year, this is a joint package this year for the first time between the MTC and the RTB. This is important, as in the past the two agencies have had different agendas. This means when the MTC adopted this proposal, that they adopted the LRT funding component and the Metrobility funding component. It has been very helpful to have it coming in as one transit package.

Ms. Munyon discussed the Energy Act Allocation Plan, this has listed priority users for Minnesota's fuel in case there is ever an energy crisis. The request before the Legislature is to incorporate transit operators on this list of priority users. There are four safety or compliance issues - the first one is to reduce the violation on high occupancy vehicles, they are addressing 394 zane lane where Mn/DOT has recorded up to 40% violaters on that lane during peak hours. They have also have meters off 35W where there is access for high occupants, and this is also being violated by individuals who are trying to cheat the system. In other parts of the country for an enforcement mechanism is the use of cameras. When you have the Highway Patrol pull people over, it just adds to the congestion. She explained the process to letting the people know if they have violated the law, that at the end of the three month period they will receive a fine. There will be a bill for interference for assault or bodily harm - this issue will be going through the Judiciary Committee.

Another proposal they have is to make it a traffic violation if you make a right hand turn in front of a bus, at an intersection. There have been a number of accidents, so to help educate the public the transit may have to go to a system similar to the school buses with a side arm, or else lights on the bus.

Transit signal is another proposal that they are considering, as the buses need to be parallel to the curb in order to work the lifts. They are asking that a transit sign be reconfigured and become a designated no parking sign

Chairman Finley suggested where the bus comes in on the other side of the intersection, if it is going north, that the bus stop be on the north side of the intersection so they could pull straight in, instead of trying to move in from where the last parking spot is. Then you alleviate two problems, one the right turn because the bus does not have an intersection right in front of it, and secondly the bus operator would be able to maneuver parallel a lot easier as there would be no parking. If the signage is going to be changed, wouldn't it be a good idea to go to the municipalities, to move meters from one side to another.

Mr. Ehrlichmann said that this is good suggestion. In the downtown areas, you may have a lineup of buses, but there are a lot of areas where this would be appropriate. This is something we can share with the MTC as they go through their comprehensive operational analysis. They are taking a look at each route, evaluate that route, and determine its efficiency as to operation, should it be changed, adjusted, or in some cases terminated. That would be a good time for the MTC to evaluate bus stop locations.

Commissioner Hunt informed the Board that she has met with City employees and they are going to be restructuring the downtown routes, and they will all be stopping in the middle of the block so there will be a major overhaul of the downtown system in the next year or so, as with all the bridgework that is going to be done, it will make access through the downtown very difficult. She thinks that this would solve the right hand turn problem if they move them to the middle of the block.

Sherry Munyon discussed the current biennium appropriation for MTC. In an attempt by the administration to reduce the budget shortfall, all state agencies will be asked to take a look at their budget to determine how they could make a 5% cut in their appropriation. For the RTB, this cut would mean \$2.9 million which is a significant amount of money. Last year they had to eliminate some routes, they had to restructure some routes, and there were thirty layoffs that they had to take.

There is another potential source for cuts, this is through the HACA cut, there is no percentage yet, they have been told that they are reviewing potential HACA cuts as they did last year. The third potential cut is the elimination of property tax reimbursement, that is about another \$3 million.

Mr. Ehrlichmann explained that the RTB has two levies, their operating levy which is two mills, and then a property tax levy for debt service, the operating levy for areas less dense and receive a lower level of service, they are not taxed at the same level as those areas who receive all day service. The property owner is not charged, but we are reimbursed by the State for that difference much like the homestead credit.

Ms. Munyon said they are attempting to reach as many legislators as possible so that legislators on the Tax Committee know that the pending cuts on their side are also being reviewed on the Appropriations Committee because we have found in the past that these two committees don't always know that cuts are coming from the other end.

Ms. DeSpiegelaere distributed a handout to the Board dated January 27, 1992, to do with the S.F.1750 the bill which Senator Langseth has introduced. She explained the key provisions of the bill, and the distribution of the funding.

Commissioner Hunt asked that Ms. DeSpiegelaere be requested to evaluate all the proposed transit items that are surfacing now, and report back at the next meeting so that we could take action in the legislative package. Chairman Finley does not feel that we have the time for that as we will not meet until late February.

Chairman Finley commented that he has always been opposed to dedicated funds, but the fact is that transportation is a dedicated fund, and we have to get a part of it for transit, or it will continue to be swallowed up for highways.

Chairman Finley added that he feels that the Legislature is doing the citizens of Minnesota a tremendous disservice as the opportunity for funds is there. This is an actual reality, there is going to be money available. Milwaukee got \$250 million and they are nowhere where we are.

Commissioner McCarty asked if this meeting could be reconvened in a week or so.

Chairman Finley suggested that Ms. DeSpiegelaere put together in writing some of the items in the package that are non-controversial, you know where we stand on the property tax. We will reconvene this meeting just to deal with a resolution, we know what the substance is.

Chairman Finley suggested that this meeting be recessed until next week, at which time this Board will reconvene for further consideration of a proposed resolution which Ms. DeSpiegelaere will draft.

The Board was in agreement on this recommendation.

3. Metro LRT Joint Powers Update - Discussion only.

Chairman Finley stated that we have gotten nowhere, a copy of a letter had been distributed to the Board members, he had made a presentation, also we sent another letter. The meeting is scheduled for five o'clock Thursday. This governance issue is very much of a concern on Joint Powers as on the one hand Metropolitan Council is saying that they would like to get everybody involved, and we have to have everyone on board. But, on the other hand, they have put the role of the counties in an advisory capacity, and we are out of the picture. That is not acceptable to the other members of the County Boards, or to Chairman Finley as your representative on the Joint Powers Board. It is very important, and we have been meeting with the Metropolitan Council members, trying to get them to understand the issue of governance and the importance of it. This the type of thing that should have been worked out, could have been worked out, had the Metropolitan Council permitted the counties to be involved in this transportation plan, but they refused to do that at the staff level. Now it is a public document, and it looks like a grab bag for power, which is exactly where the thing started and was the whole reason for the plan to be in. Our position is simply that we want all of the agencies to join the Joint Powers Board, the Management Committee provides for many of the same things that the Transit Facilities Plan calls for, except that the counties are not involved in it. This has been our position, and we are going to continue that position, we may be able to come off - something was put together by Ms. DeSpiegelaere for our meeting with Liz Anderson.

Chairman Finley thinks it is an absolute insult to the counties that plan regarding governance. It is a slap in the face to the work that our County Board and our Staff and those of Hennepin and Anoka Counties and their staffs have done just on the citizens participation part of it - this one little thing, over 500 meetings there has been in putting together the LRT plan. Met Council had their sole public hearing at 4 o'clock last Tuesday, in the morning they voted in their Management Committee for the Legislative Authority to implement the plan that they were having the public hearing on in the afternoon. We are trying to still work with them, but no matter how hard we work at it, it is almost impossible because he does not think even if the Metropolitan Council agrees with our position, he is not sure that this is what actually will be carried to the Legislature. He is very concerned about it, as the longer delays, the more roadblocks are thrown up, the better

position those that are opposed to LRT, but those that support other corridors, move up the ladder on it. If the East metropolitan area is not in that first leg, he does not think that we will see it in our lifetime.

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

Ms. DeSpiegelaere discussed Federal Funding, there was a meeting in Washington on January 14th with some of the staff of the new Federal Transit Administration. Chairman Finley had insisted that Ms. DeSpiegelaere attend this meeting. The staff meetings they attended indicated that they were extremely positive about Federal Funding from the Central Corridor, and Ms. DeSpiegelaere quoted from the memo which had been included in the documentation.

Ms. DeSpiegelaere said they seem to have done a complete turnaround in their thinking on this matter, more funds available than before, and the Central Corridor is the one the FTA staff think is a good LRT Corridor. They did not say that the match had to be in place before the request was made, although it would improve the chances later on.

5. Update on Midway Corridor - Discussion only.

Ms. DeSpiegelaere informed the Board that there is a meeting on Friday, and there will be about thirty-five people there, this is on the Midway Corridor, and will include downtown St. Paul, Capitol area and Westgate area. They expect the Capitol Area Architectural Board to be making a decision on the options for the Capitol Area.

Chairman Finley commented that they have pulled off the issue of the tunnel, in the Capitol Area, and they have received a very good response from the powers that be up there, outside of the delegation, so they expect to have good attendance at this meeting.

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

David MacMillan explained that this contract is needed, there are some things on the Burlington Northern Corridor that were missed, and they are also asking that they draft a legal description for the entire corridor rather than trying to rely on some of the Railroad data, as it is very difficult to locate and keep track of the way it was done in the 1860's.

Commissioner Norgard said if we do not use it for LRT purposes, we will use it for recreational purposes any way.

Chairman Finley added that we have a commitment to the Friends of the Park, as well as to the Met Council that we would proceed, and even if we ended up not acquiring it, and someone else did.

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

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 9, 1991, that authorized executing a contract with Hansen Thorp Pellinen Olson (HTPO) Inc., for survey preparation in the Northeast Burlington Northern right of way from downtown St. Paul to Beam Avenue; and

WHEREAS, HTPO has completed work specified in the contract; and

WHEREAS, Additional survey work and legal descriptions based on the survey are required; Now, Therefore, Be It

292-06
RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Hansen Thorp Pellinen Olson Inc., for the additional work at a cost not to exceed \$8000; and Be It Further

RESOLVED, That the Director of Budgeting and Accounting is authorized to make the necessary budget adjustment upon award of contract.

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

There being no further matters to come before this Board, Chairman Finley recessed this meeting, to be continued in one week, on February 4th, 1992, at a time and location to be announced, at which time this meeting will reconvene.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>3/2/92</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Progress on Preliminary Engineering for Midway Corridor. <u>DISCUSSION ONLY</u>
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Request Justification

See attached memorandum from K. DeSpiegelaere

<u>Budgeting and Accounting</u> <u>Ed Klautity</u> <u>3/3/92</u> <u>County Attorney</u> <u>Dan Mac Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
--	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> March 10, 1992	<u>J. L. Glendon</u> <u>Signature</u>	<u>Date</u> 3/4/92
<u>Board Date</u>		<u>Date</u>

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Progress on Preliminary Engineering for the Midway Corridor

DATE: February 29, 1992

The purpose of this memorandum is to summarize work that has been completed on the Midway Corridor in the last five months.

In September, 1991, Ramsey and Hennepin County Regional Railroad Authorities began working with BRW to complete preliminary engineering for light rail transit for the Midway Corridor.

In February, 1992, the Metropolitan Council in its Regional Transit Facilities Plan affirmed that the Central Corridor, (Figure 1), including the Midway Corridor, is the highest priority for light rail transit (LRT) in the region.

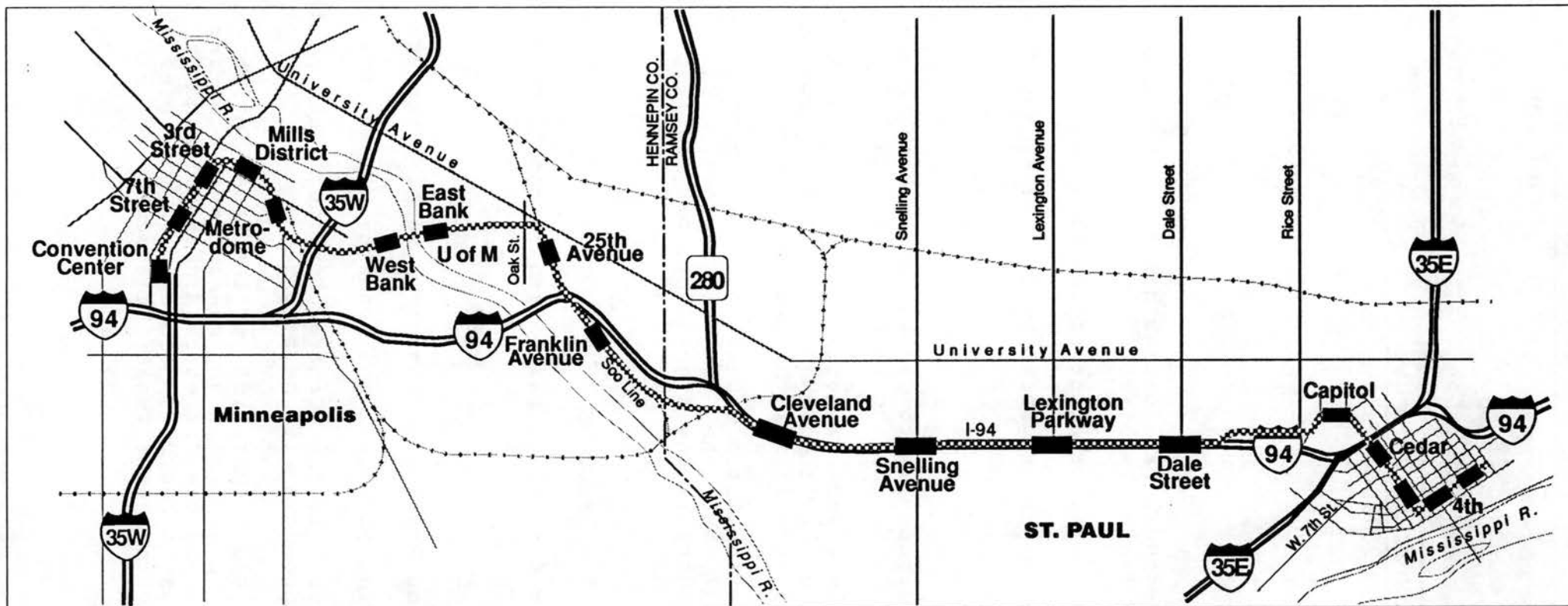
PROCESS

The process of preparing for light rail transit construction has followed this sequence:

- (1) Comprehensive LRT Plan
- (2) Preliminary design and Draft Environmental Impact Statement
- (3) Preliminary engineering and Final Environmental Impact Statement

This is the state process. If the Central Corridor seeks federal funding, additional work products will be required.

For the Midway Corridor, the preparation of the Final Environmental Impact Statement and the preliminary engineering work has required resolution of issues raised by the Cities of Minneapolis and St. Paul and by the Regional Transit Board in comments on the preliminary design plans and Draft Environmental Impact Statement.



Central Corridor Alignment and Stations

Figure 1

SUMMARY OF MAJOR ISSUES

Major technical issues addressed in the past five months for the Midway Corridor are:

- (1) Provision of transit service to the Westgate/TH 280 area.
- (2) Alignment and station near Cleveland Avenue and I-94.
- (3) Bridge and station configuration along I-94 at Snelling, Lexington, and Dale.
- (4) Coordination with Mn/DOT for LRT alignment along I-94.
- (5) Alignment for LRT between Western Avenue and Rice Street.
- (6) Capitol area.
- (7) Downtown St. Paul.

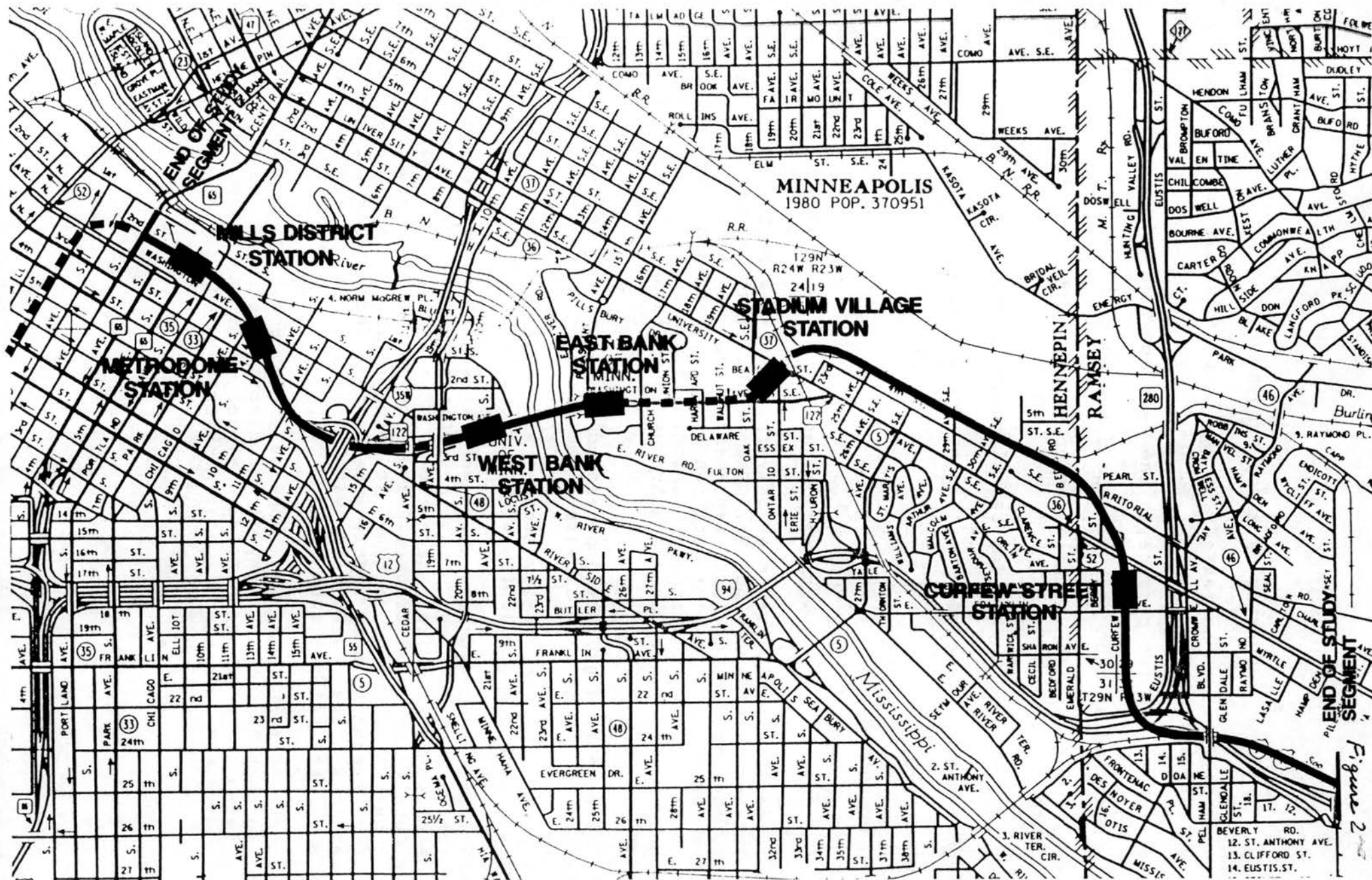
WESTGATE/TH 280

The Westgate area is located near University Avenue at TH 280, just east of the Hennepin/Ramsey border. Throughout previous work efforts on LRT in the Midway Corridor, representatives of the St. Anthony Park area requested that a station be constructed to serve the Westgate area. Midway Corridor plans included stations along the Soo Line right of way near Cleveland Avenue and Franklin Avenue, 1.7 miles apart.

Several alternatives have been developed to serve the Westgate area with LRT, and the one that appears to be emerging as the favorite is illustrated in Figure 2. It provides a station west of Court International, near University Avenue and Curfew Street and shares right of way with the University of Minnesota Transitway.

Two work sessions on Westgate alignment alternatives with community representatives, chaired by Commissioner Diane Ahrens, were held last fall. A group of staff representatives from St. Paul, Minneapolis, Hennepin County, Regional Transit Board, University of Minnesota, and Ramsey County has been meeting at regular intervals to discuss information needed to help resolve the station and alignment issues. Three meetings have been held with Prospect Park neighborhood residents in the last two months.

The Westgate station area was considered in conjunction with LRT service through the University of Minnesota. Hennepin County has been studying an alignment (Bridge 9) north of the campus as an alternative to LRT in a tunnel under Washington Avenue (Figure 3).



ALTERNATIVE 1-D2
3RD AVE. TO CRETIN AVE./VANDALIA ST.
WESTGATE 280 AREA

MIDWAY CORRIDOR
Light Rail Transit • Preliminary Design Study

RCRRA/HCRRA
Ramsey County Regional Railroad Authority Hennepin County Regional Railroad Authority

2/18/92

0' 1000' 2000'



BRW



**ALIGNMENT 2
ALTERNATIVE B**
WESTGATE/280 AREA

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HICRRA
Based on County Regional Rail Study Authority

2/18/92

0' 400' 800'



BRW

Figure 3

Conclusions reached by the staff group on February 18 were:

1. Given the transportation needs that Washington Avenue must fulfill, an at-grade alternative is not technically feasible through the University of Minnesota on Washington Avenue and also results in negative neighborhood impacts.
2. An alignment along Bridge 9 (north of campus) does not provide adequate service to the University of Minnesota and should not be studied further at this time.
3. Alternative D-2 (preferred Westgate alignment) should be pursued in more detail. Items to be studied include:
 - capital cost
 - ridership forecasts
 - development/land use
 - feeder bus service
 - stations.

Written correspondence has been received from St. Anthony Park Community Council, Merriam Park Community Council, City of St. Paul, St. Paul Port Authority, and Midway Civic and Commerce Association in support of an alignment through Westgate. Prospect Park has chosen not to make a recommendation endorsing an alignment, but on February 24 decided to write a letter stating that issues such as feeder bus service and coordinated land use planning must be addressed in further studies.

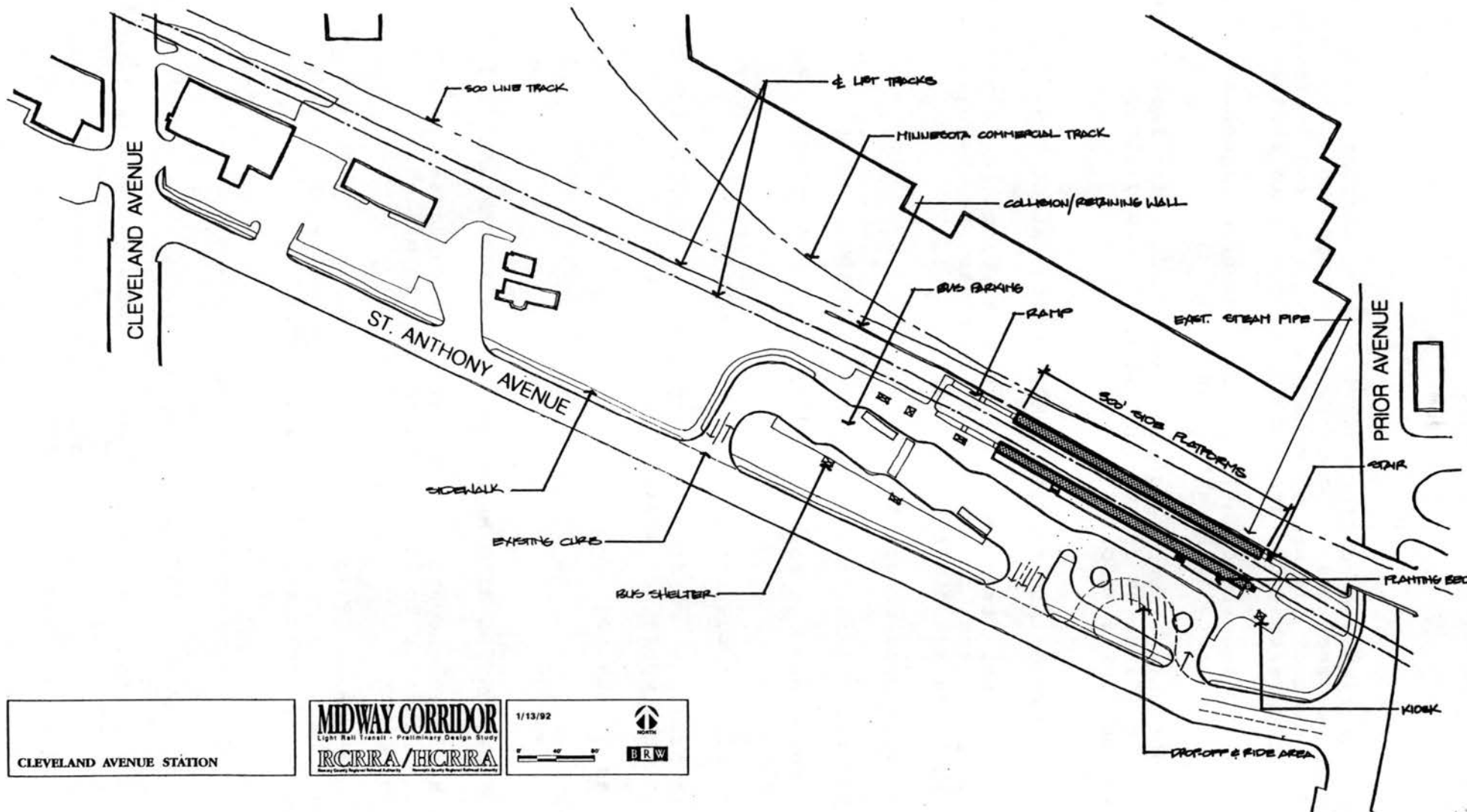
We expect the City of Minneapolis and Hennepin County to support proceeding with additional studies of Alignment D-2 through the Westgate area, and will bring the matter to the attention of Ramsey County Regional Railroad Authority for more detailed discussion and action at a subsequent meeting.

The Westgate analysis and study process have been a factor in increasing support and activism for LRT from St. Anthony Park community leaders.

Noise and vibration issues raised by the City of Minneapolis for LRT on the Soo Line alignment have not been addressed because the Westgate alignment would alleviate those concerns.

ALIGNMENT AND STATION NEAR PRIOR AVENUE AND I-94

Preliminary design studies for the Midway Corridor included a station west of Cleveland Avenue. Alternatives have been developed and evaluated, and a station near Prior Avenue is now recommended (Figure 4). From the proposed station, the alignment proceeds east on the south side of the Soo Line tracks, across a new bridge over Fairview Avenue, and into the shoulder of I-94. A new bridge would be constructed to provide access for LRT to the median of I-94 to the east.



CLEVELAND AVENUE STATION

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Midway Corridor Regional Rail Authority

1/13/92

0 50'



BRW

Figure 7

This alternative was discussed with the Merriam Park Community Council at two meetings in January. There appears to be support for further studies of the new alternative as a marked improvement over the previously recommended station and alignment in this area.

Merriam Park Community Council passed a motion requesting that the station be named Merriam Park Station.

Scott Heiderich, a member of the Midway Corridor Task Force, was helpful in guiding the discussions with his community council and in subsequent publicity efforts.

BRIDGE AND STATION CONFIGURATION ALONG I-94

Three light rail transit stations are proposed along I-94, at Snelling, Lexington, and Dale. Alternatives are being developed to accomplish these and other objectives:

- o provide good access to stations
- o provide a safe, friendly pedestrian environment
- o accommodate drop-off and pick-up facilities for transit patrons
- o coordinate bus service with LRT service
- o accommodate existing and projected traffic on north/south streets where LRT stations will be located
- o reasonable cost.

One alternative is illustrated in Figure 5.

COORDINATION WITH MN/DOT FOR LRT ALIGNMENT ALONG I-94

Mn/DOT has been cooperative in working with Ramsey County Regional Railroad Authority to fit LRT in the median of I-94 between Fairview and Western Avenues.

There are a number of issues related to design of LRT and the highway facility that will be discussed with you at your meeting, including high occupancy vehicle (HOV) bypass lanes.

ALIGNMENT BETWEEN WESTERN AVENUE AND I-94

In previous work, LRT was proposed along Ravoux Street between Farrington and Marion. Subsequent studies have analyzed alternatives, and the current recommendation is to locate LRT along the north frontage road of I-94 between Western Avenue and Rice Street (Figure 6). The new alignment minimizes disruption to the residential area along Ravoux Street.

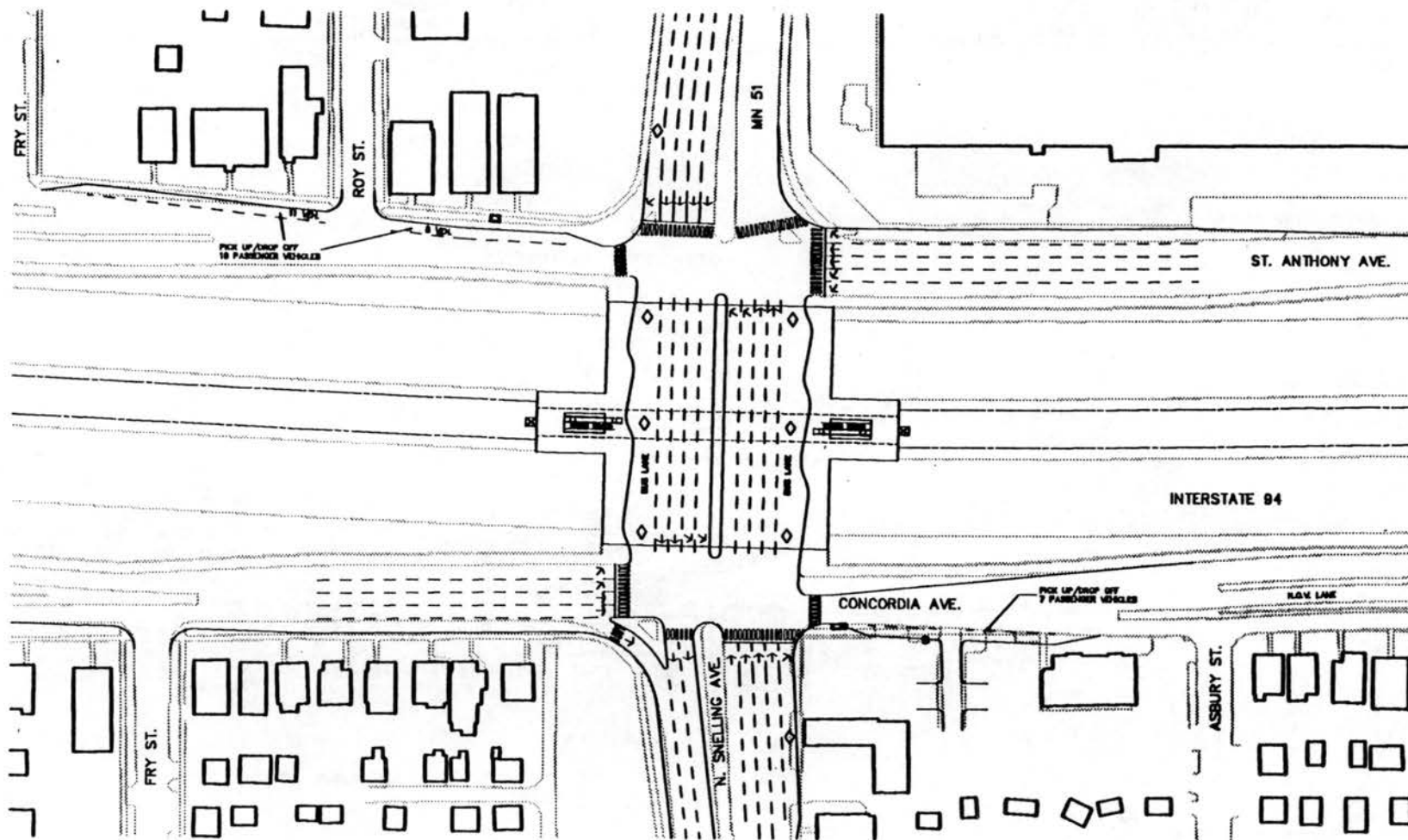


Figure 6
ALTERNATIVE A
SITE PLAN
 SNELLING AVENUE STATION

MIDWAY CORRIDOR Light Rail Transit • Preliminary Design Study RCRRA/HCRRA Heavy Rapid Transit Station Location • Heavy Rapid Transit Station Location	16 JAN 02	 NORTH 0 20 40 60

Figure 5

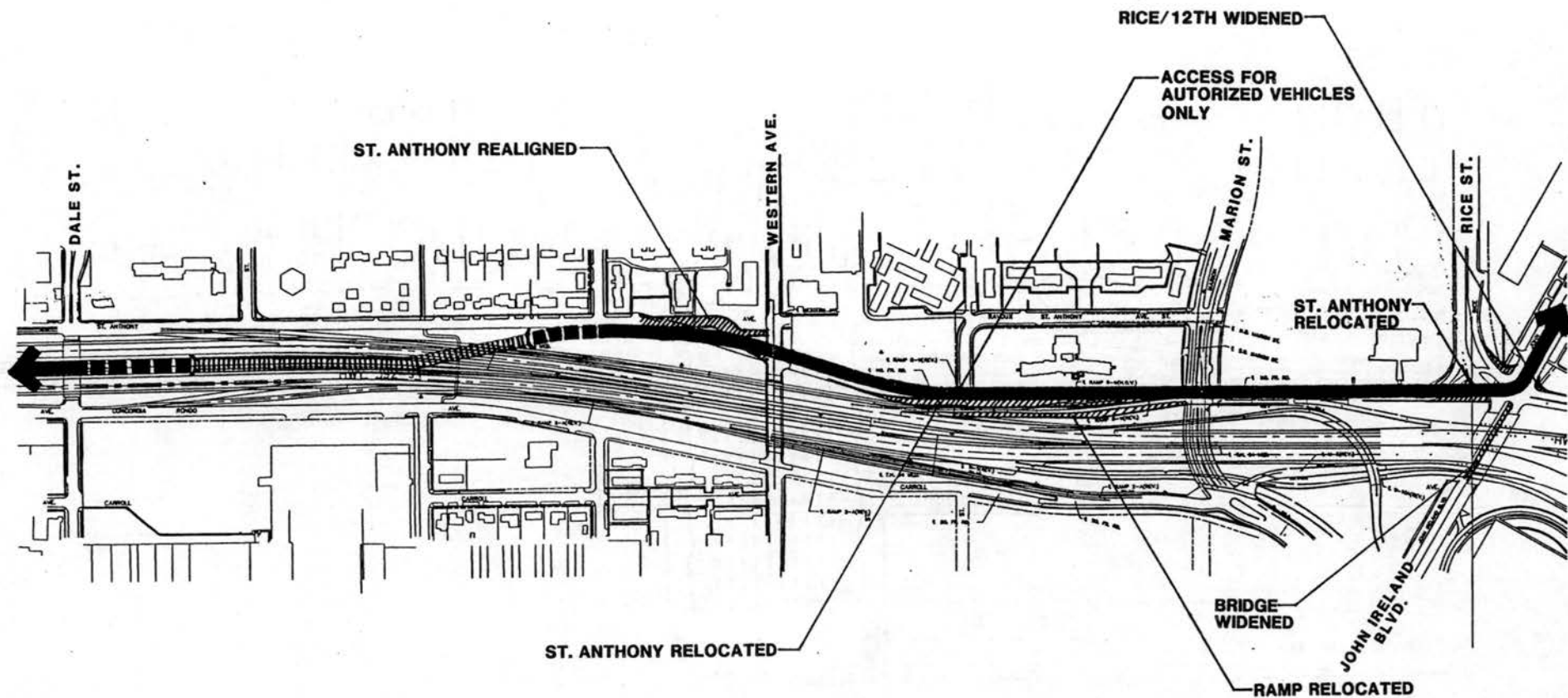


Figure 4

ALIGNMENT D
ST. ANTHONY

LEGEND	
	At-Grade
	Fill Retained
	Elevated
	New R.O.W.

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA / HCRRA
Rocky County Regional Railroad Authority / Hamilton County Regional Railroad Authority

1/13/92

0' 200' 400'



BRW

Figure 6

CAPITOL AREA

On February 26, you approved a revised alignment in the Capitol area along John Ireland Boulevard and Cedar Street, with a station in the center of the Capitol Mall, just south of the Capitol (Figure 7).

We are continuing work with the Capitol Area Architectural and Planning Board to define where LRT should be located along John Ireland and Cedar, and to discuss the station in downtown St. Paul at 11th and Cedar, which is located within the boundaries of the Capitol area.

DOWNTOWN ST. PAUL

Previous studies of downtown St. Paul have concluded that LRT should be located along Cedar and Fourth Streets, with four LRT stations located at Cedar and 11th (Science Museum Station), Cedar and Sixth (Norwest Center Station), Fourth and Minnesota (Kellogg Square Station), and Fourth and Wacouta (Union Depot Station) (Figure 8).

In its comments on preliminary design plans, St. Paul asked for a re-examination of some stations. Subsequent staff discussions with the City have resulted in questions about other previous conclusions.

Working with the Downtown LRT Task Force and city staff, we are examining alternatives. A new alternative under consideration is an alignment along Cedar and Fourth that cuts diagonally across the Athletic Club block (Figure 9). This alternative, if implemented, would require demolition of the Midwest Federal building. It would include stations at Cedar and 11th, Fourth and Wacouta, and one in the Athletic Club block. A station at Town Square is also being considered with this alternative.

Utility issues in downtown St. Paul are being analyzed.

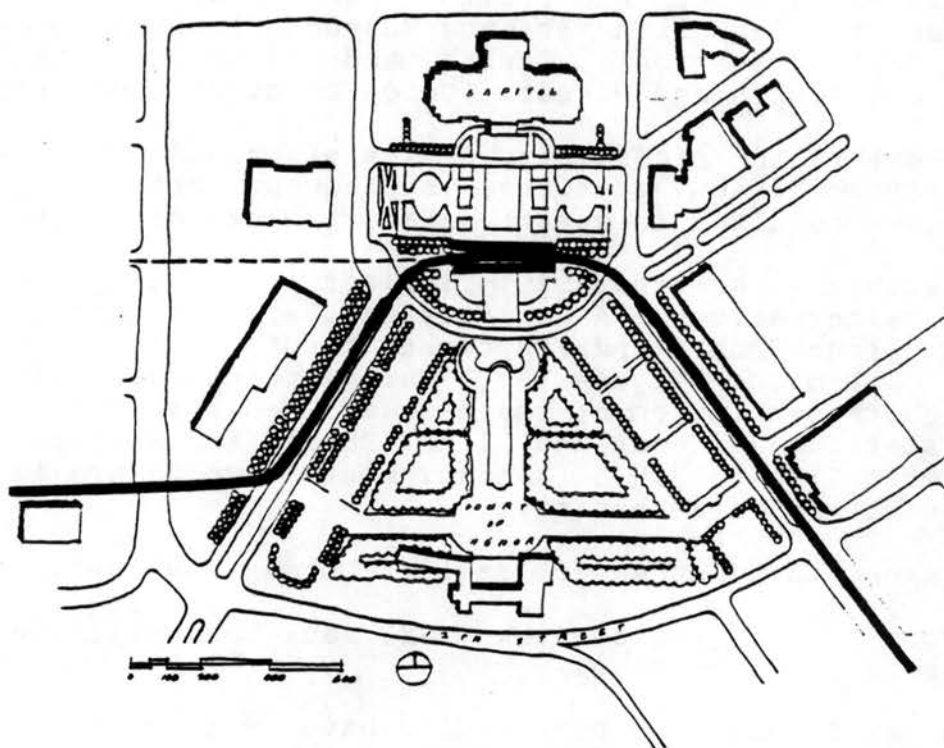
More information on the downtown St. Paul work will be provided to you at a subsequent meeting.

Bob Bach, Bill Buth, and Rich Hadley have worked closely with us in the last two months on aspects of the downtown work.

COMMUNITY INVOLVEMENT/INTERGOVERNMENTAL COORDINATION

Current community involvement and intergovernmental coordination efforts for the Midway Corridor include:

- (1) Downtown LRT Task Force meets monthly (membership list attached).
- (2) Technical Committee meets monthly (membership list attached).



Alternative 2: Public Square

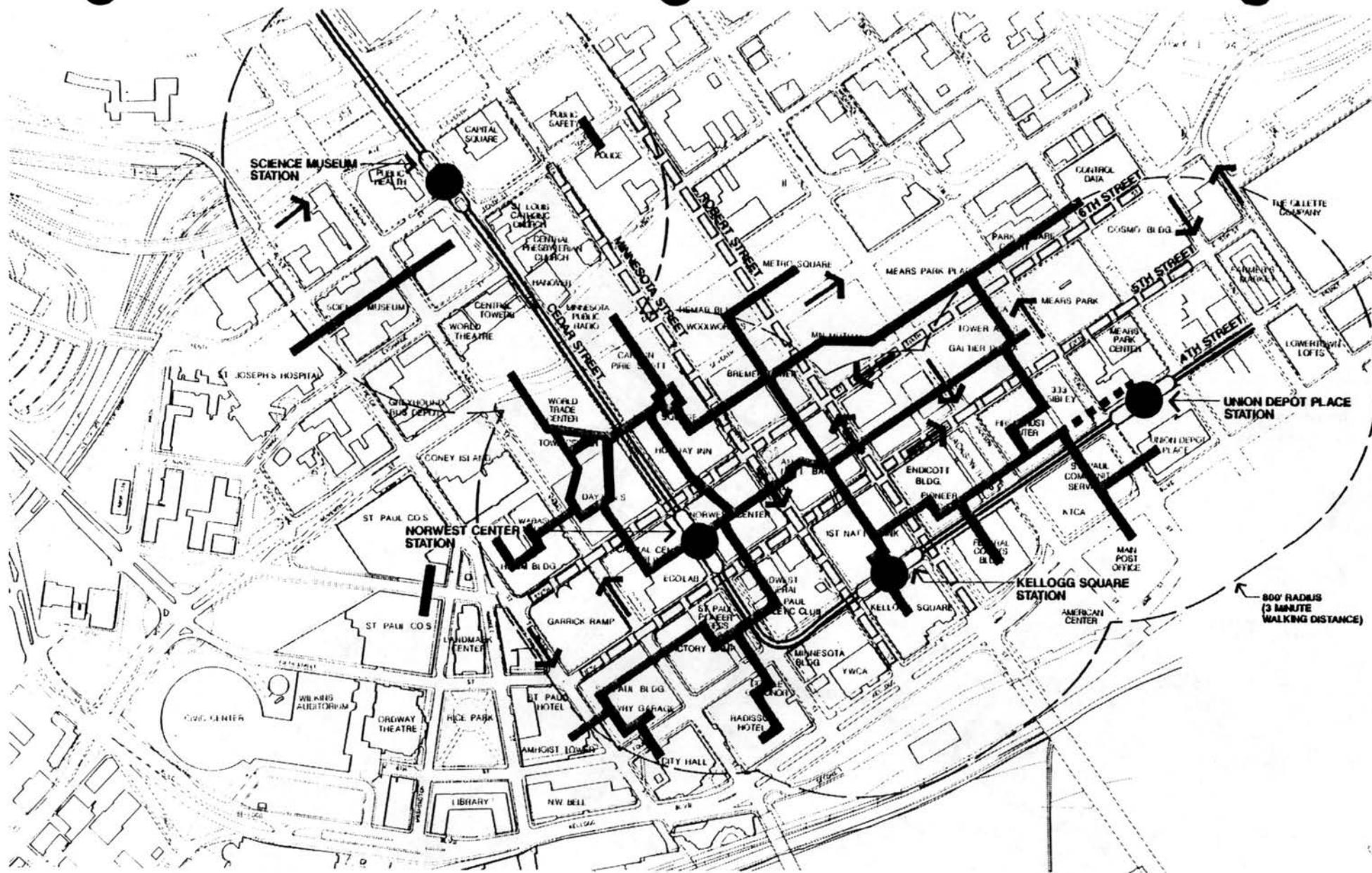


Figure 1

ALTERNATIVE A STATION LOCATION ALTERNATIVES DOWNTOWN ST. PAUL

-  LRT STATION
-  PRIMARY BUS CORRIDOR
-  SKYWAY
-  ONE-WAY CIRCULATION

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HICRRA
 Ramsey County Regional Railroad Authority Hennepin County Regional Railroad Authority

2/28/92

0' 200' 400'



BRW

Figure 1

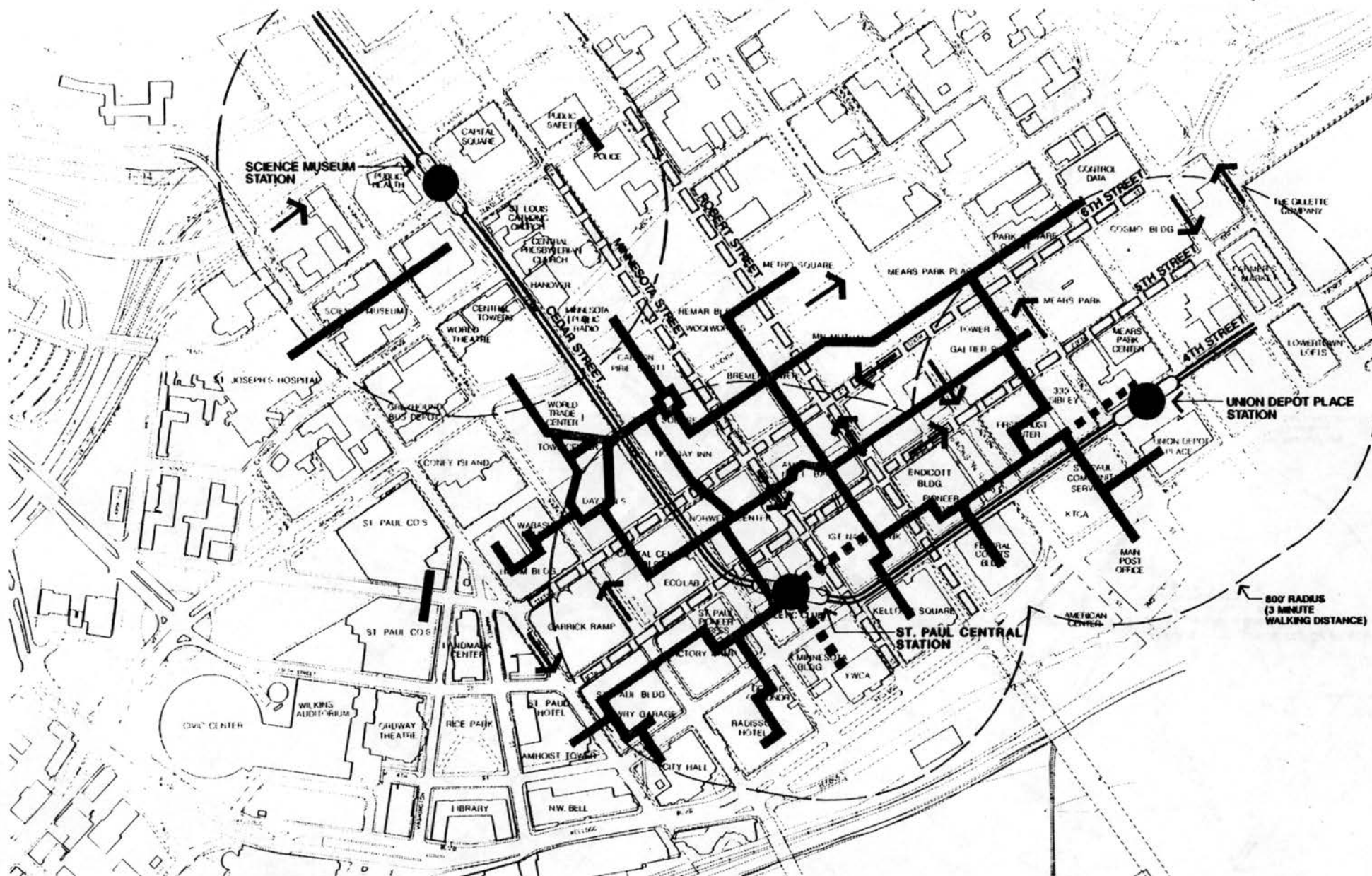


Figure 4

ALTERNATIVE D
STATION LOCATION ALTERNATIVES
DOWNTOWN ST. PAUL

-  LRT STATION
-  PRIMARY BUS CORRIDOR
-  SKYWAY



MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA / HCRRA
Penny County Regional Railroad Authority Hamilton County Regional Railroad Authority

2/28/92

0' 200' 400'



BRW

Figure 4

- (3) Regular meetings with Capitol Area Architectural and Planning Board staff and advisers. From October to January, the meetings were frequent to resolve the alignment subject. We now meet perhaps once or twice a month and talk several times per week.
- (4) Meetings with Mn/DOT to coordinate I-94 work occur approximately twice per month.
- (5) Meetings with District Councils, neighborhood groups, business groups when needed or requested.
- (6) Meetings with RTB, MTC, and others as necessary to discuss project elements.
- (7) Meetings with property owners as needed.
- (8) Meetings with St. Paul Public Works and PED staff on topics of mutual interest approximately every two weeks.

We recommend that as work on individual stations outside downtown St. Paul proceeds, that work groups for each station (Westgate, Prior, Snelling, Lexington, and Dale) be convened to work on issues related to the stations.

In addition, we will need to bring issues to the attention of the district councils from time to time as the project develops.

COSTS

The alterations to previous plans have implications for capital costs that will be discussed with you.

Recommendation:

For your information.

KD/blk
Attachments

DOWNTOWN LRT TASK FORCE
(03/02/92)

Bob Bach, Chair
Downtown LRT Task Force
Felhaber Larson Fenlon & Vogt
900 Meritor Tower
St. Paul, MN 55101

Ken Bjerk
370 North Wabasha
St. Paul, MN 55102

Bill Buth
BOMA
386 No. Wabasha St., Suite 645
St. Paul, MN 55102

Ron Dockery
3M Center
Building 224-SN-34
St. Paul, MN 55144-1000

Karin Eid
TKDA
2500 American National Bank
St. Paul, MN 55101

William Faulkner
240 East Plato Blvd.
St. Paul, MN 55107

Commissioner John T. Finley
316 Courthouse
St. Paul, MN 55102

Dawn Grant
Towle Real Estate
386 N. Wabasha, Suite 150
St. Paul, MN 55102

Howard Guthmann
Wilkerson Guthmann & Johnson
1300 Norwest Center
St. Paul, MN 55101

Michael Hamburger
Hamman Art
962 University Avenue
St. Paul, MN 55104

Council President Bill Wilson
7th Floor City Hall
St. Paul, MN 55102

Anne Hittler-Grover
St. Paul Chamber Orchestra
315 Landmark Center
75 West 5th Street
St. Paul, MN 55102

Doug Hoskin
3640 Birchpond Road
Eagan, MN 55122

Commissioner Ruby Hunt
316 Courthouse
St. Paul, MN 55102

Rich Hadley
St. Paul Area Chamber
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55 East Fifth Street
St. Paul, MN 55101

Phil Jungwirth
345 East Plato Blvd.
St. Paul, MN 55107

Rob Kost
Frauenshuh Companies
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Suite 230
St. Paul, MN 55101

Lois Sinn Lindquist
St. Paul Downtown Council
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55 East Fifth Street
St. Paul, MN 55101

Weiming Lu
Lowertown Redevelopment Corp.
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Suite 750
St. Paul, MN 55101

John Lund
MN Mutual Life Insurance Co.
400 North Robert Street
St. Paul, MN 55101

Mike Murphy
Towle Real Estate
330 - 2nd Avenue South
Minneapolis, MN 55401

Jim Peterson
Science Museum
30 East 10th Street
St. Paul, MN 55101

Lisa Raduenz
Ind. Transp. Mgmt. Services
4500 Park Glen Road, #280
St. Louis Park, MN 55416

Craig Rafferty
DODC
253 East Sixth Street
St. Paul, MN 55101

Tim Rogers
St. Paul Area Chamber
101 Norwest Center
55 East 5th Street
St. Paul, MN 55101

Alan K. Ruvelson, Jr.
Griggs Midway Building
Suite 325 South
St. Paul, MN 55104

R. T. Rybeck
Minnesota Historical Society
690 Cedar Street
St. Paul, MN 55102

Elin M. Skinner
Midway Civic & Commerce Assn.
2383 University Ave., #200
St. Paul, MN 55114

Lucy Thomas
300 East 4th Street
Apt. #601
St. Paul, MN 55101

Councilmember Dave Thune
7th Floor City Hall
St. Paul, MN 55102

Chuck Wiger
St. Paul Chamber of Commerce
101 Norwest Center
55 East 5th Street
St. Paul, MN 55101

MIDWAY CORRIDOR TECHNICAL GROUP
(02/13/92)

Mark Basten
St. Paul PED
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St. Paul, MN 55102

Ollie Byrum
City of Minneapolis
210 City Hall
350 South 5th Street
Minneapolis, MN 55415

Kathryn DeSpiegelaere
Ramsey County RRA
316 Ramsey County Courthouse
St. Paul, MN 55102

John Diers
Metropolitan Transit Commission
560 Sixth Avenue North
Minneapolis, MN 55411-4398

Jim Dunn
Hennepin County RRA
Hennepin County Govt. Center
Southwest Street Level
Minneapolis, MN 55487-0016

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Regional Transit Board
Mears Park Centre
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MN Department of Transportation
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Oakdale, MN 55109

Margot Fehrenbacher
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St. Paul PED
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Mike Monahan
City of Minneapolis
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350 South 5th Street
Minneapolis, MN 55415

Robert Morgan
City of Minneapolis
203 City Hall
350 South 5th Street
Minneapolis, MN 55415

Leon Pearson
St. Paul Public Works
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St. Paul, MN 55102

Don Sobania
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Hennepin County Govt. Center
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Steve Wilson
Metropolitan Council
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101

Bob Winter
MN Department of Transportation
3485 Hadley Avenue North
Oakdale, MN 55109

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. Lespiogher</u> <u>3/2/92</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Discussion of governance for LRT. <u>DISCUSSION ONLY</u>
--	--

Request Justification

A discussion will occur at the meeting of recent development on governance.

<u>Budgeting and Accounting</u> <u>Ed Blauvelt</u> <u>County Attorney</u> <u>Neil Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>March 10, 1992</u>	<u>J. L. Henderson</u>	<u>3/4/92</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 3/2/92
Authorized Signature Date

Board Action Requested

Legislative update.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 10, 1992

Board Date

Signature

3/4/92

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, Director of LRT Planning

SUBJECT: Legislation

DATE: March 2, 1992

The following bills have been 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 1/2 percent for transit use and 2 cents for light rail transit.

The bill was heard on March 2 in the Senate Transportation Committee. Additional hearings are scheduled.

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 continuing on the bill.

SF 2145, Bonding for light rail transit for the Central Corridor

Authors: Kroening, Pappas, DeCramer

This bill provides 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

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

SF 2144, HF 2191, Vision for transit

Authors: Merriam, Simoneau

This bill provides for bonding for replacement buses and funding for the RTB's Vision for Transit.

SF 1993, HF 2219, Omnibus transit policy

Authors: Flynn, DeCramer

Directs RTB to develop a traffic reduction program, gives priority for fuel to transit in an emergency, prohibits right turns in front of buses.

SF 1810, HF 1909, Use of LRT property

Authors: Mondale, Farrell

Provides for interim use of LRT right of way for trails.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

F. L. Blumhagen

Authorized Signature

3-2-92

Date

Board Action Requested

Metro LRT Joint Powers Board update.

DISCUSSION ONLY

Request Justification

A meeting of the Joint Powers Board will be held on March 4, and information from that meeting will be discussed with you.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 10, 1992

Board Date

Signature

Date

F. L. Blumhagen

3/4/92

Ramsey County Regional Railroad Authority

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

Katny Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

1992 Ramsey County Treasurer

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

****Revised**

AGENDA **

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MARCH 24, 1992

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

1. * Minutes - A. January 28, 1992 Meeting reconvened on February 4, 1992, B. January 28 Meeting reconvened on February 25, 1992. **
2. Update on Legislation - Discussion only.
3. Governance of Light Rail Transit - Discussion only.
4. * Discussion of S.F. 2145 - Action may be taken.*
5. * 1)Approve contract with Government Relations Group (GRG) for legislative services in 1992 for an amount not to exceed \$5,000; and 2)Authorize the Chairman of the RCRRA to execute the contract with GRG.
6. * Approve resolution authorizing payment of RCRRA share of Joint Powers Board administrative cost for 1992 in the amount of \$33,660.00.
7. * Ratify Partial Payment No. 4 to BRW, Inc. in the amount of \$104,832.96 for Midway Corridor Phase II Preliminary Engineering.

* Action is requested.

A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 4, 1992

The January 28, 1992 meeting of the Board of the Ramsey County Regional Railroad Authority was recessed, to be reconvened on February 4, 1992.

Chairman Finley reconvened the Board Meeting of January 28, 1992 on Tuesday, February 4, 1992 at 3:00 P.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Duane McCarty
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

Members Absent: Commissioner Diane Ahrens
Commissioner Ruby Hunt

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

This meeting is being reconvened from January 28, 1992 meeting for further consideration of the following item:

4. Update on Legislation

Chairman Finley said this reconvened meeting is for the purpose of considering a resolution which the Board asked be put together by staff, based on our goals and our actions at the previous meetings regarding legislation. He hoped that everyone had an opportunity to read it.

Chairman Finley discussed the resolution, what we are saying is that we prefer the broad-based revenue, and would support a regional property tax bonding only if non-property tax funds are available. What Ms. DeSpiegelaere has put together is a scenario of what we have done in the past regarding some of the actions that we have adopted, so it is not a total new thing, although he does not think any of us are in support of it as a primary source.

Commissioner McCarty suggested that the last Whereas be deleted, he is concerned about the statement about RTB property tax levy, as this is a very strong move from our previous position of not being in favor of the property tax. He also pointed out that the State of Minnesota is still charging local units of government \$10 million statewide in the excise tax.

Chairman Finley thinks the last Whereas is just a recitation of what we had previously done, so to delete it is nothing. The other Whereas is what they are asking us to do.

Commissioner McCarty thinks that our support for the last Whereas came through the Advisory Committee, he is not aware of a motion from this RRA. He pointed out in the documentation, Page 4, there is mention made of a resolution in

November, 1991, and he quoted from this resolution. He feels we are still in the position of being opposed to the property tax. He is concerned that here we are giving the Legislature another "out" on the property tax.

Chairman Finley thinks we are being asked to support the RTB's request which he thinks is the second Whereas, that is what they are seeking. We certainly are not going to go up and seek Legislation for a tax as an individual county other than what the region agrees on. In other words, he cannot see this Board going to the Legislature and saying we want a sales tax, we want MVET funds or anything, we will be accused of doing exactly of what we were accusing the people across the river in regard to the Federal. We would be better off doing nothing than doing something that is contrary to the region's position, in his opinion, as to do something is all we are doing is playing into the hands that everybody wants us to do, and not to have unanimity.

Commissioner Salverda suggested that in the last Whereas clause, we could cross off property taxes as a source of last resort, so we are not even acknowledging property taxes.

Chairman Finley said we are doing this as this is what is being asked of us as a last resort as we are being asked to support the RTB. That is why we are responding in this way.

Commissioner McCarty feels that these Whereas clauses clearly change our direction and may be misinterpreted, he is not certain that the whereas clauses are the more important, but perhaps the Resolved is more important. If we only leave the resolves in as they are a significant step forward for this Board from its previous positions.

Commissioner Schaber asked if the Board would like to delay this until we have two more people here, as he is not in favor of property tax as you well know. He cannot vote in favor of this resolution and he has not changed his position on this. There certainly are a number of other ways to raise revenue other than property taxes, and he is not going to give them the opportunity to use the last resort. The Board may go ahead and vote, but he cannot support this.

Commissioner McCarty was in agreement that action should be delayed until we have other members here.

Chairman Finley agreed the suggestion is a good one. To be honest, no action is better than a failed action. It is important especially the way we have tried to proceed as someone that wants to work in unison with and in a collaborative effort with other units of government. This has always been a sticky issue.

Chairman Finley mentioned one of the things that was in the paper the other day, he does not know if the figures were accurate or not, but it had what the tax would be on this proposal, which was \$8.80 on a \$75,000 home, and something like \$10.00 on a \$125,000 home - which is the type of information we should have. Ms. DeSpiegelaere believes it was in the STAR TRIBUNE.

Commissioner Schaber said philosophically he is basically opposed to it. Ramsey County is in the worst shape of anybody as far as property tax is concerned.

Commissioner McCarty would like to see the figures on the property valuations. Commissioner McCarty also suggested that this meeting be reassessed until such time as the full Board will be able to meet.

Chairman Finley asked Commissioner Salverda if there was anything that he would like in the way of information. Commissioner Salverda said that he is in line with Commissioner Schaber's thinking, and he also mentioned our goal setting, which might be expanded in a Whereas clause.

Chairman Finley reiterated the reason for the resolution is in response to the request, and he does not want to respond to give them a resolution that does not really respond at all. We are better off to say that we are not going to respond to your request, we need more information. We have been such strong advocates of collaborative efforts for LRT that we are better off if we disagree, and be silent, as we certainly are not required to support it.

Commissioner McCarty mentioned that there was some statement to seek 30% funding Federal, and Chairman Finley explained that was in the RTB plan.

Ms. DeSpiegelaere said the current cost is estimated at \$470 million, and if Federal is 50%, that would leave \$235 million to come from other sources.

Chairman Finley has always stated that property taxes should always be used for local things, and this is really not what you would call local operations. The only thing is that it is a capital bond, which sort of gives him a little comfort, and the idea that it really is an infrastructure.

Chairman Finley added that the tax information on the homes should be in Ramsey County only, as valuations may differ in other counties.

Commissioner Schaber feels we have to remember this is just the first line, once you allow that to happen, as the thing expands, we will be talking about a significant amount, as he hates to let this get in the door, as it will stay there for ever. Chairman Finley added that property tax may have to in the future be relied on for operation, and that is why he shares some of Commissioner Schaber's concerns, as he can see the operations of it falling upon the property tax base as well.

Chairman Finley suggested that this matter be placed on the agenda prior to our next regular meeting, and this meeting will be recessed until that time when further consideration will be given to the proposed resolution and the legislation. The Board was in agreement on this.

Chairman Finley recessed this January 28th, 1992 meeting to be reconvened February 25, 1992.

B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 25, 1992

The January 18, 1992 Meeting of the Board of the Ramsey County Regional Railroad Authority had been recessed and reconvened on February 4, 1992, on February 4, 1992 the January 28, 1992 was recessed, to be reconvened on February 25, 1992.

Chairman Finley reconvened the Board Meeting of January 28, 1992 on Tuesday, February 25, 1992 at 10:55 A.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT:

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

ALSO PRESENT:

James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Terry Lindeke, Karen Tero, Don Sobania, Jill Goski, Dennis Probst, Liz Anderson, Gary Simpson, James Tolaas, Mary Lou Grahek, Gary Grefenberg, Kathryn DeSpiegelaere, Frances Glendenning, David MacMillan represented the County Attorney's Office.

1. Update on Legislation

Chairman Finley reconvened the previous meeting which was to deal with the issue of whether or not to support the RTB's bond, that would be to float a \$320 million bond for the Central Corridor. At the last meeting we did not have a full complement, and there seems to be some people who were not going to support that, and as a result, we did not take a vote.

Since that time, Chairman Finley has had a little bit of a problem regarding regional agencies and the manner in which they are handling certain functions regarding Light Rail Transit, including the RTB position, that they want to get into the environmental impact statements and into preliminary engineering, as has been endorsed by the Metropolitan Council's Transit Facilities Plan, since they do not have the staff nor have they to his knowledge never been involved in such a thing, and do not have any engineers on staff, but that is the recommendation of the Metropolitan Regional Transit Facilities Plan. This creates a problem for him regarding the RTB staff proposal regarding that particular part. So, Chairman Finley does not know where we want to go from here.

Kathryn DeSpiegelaere said that the Regional Transit Board a few meetings ago brought a proposal on legislation to us, and asked if we could endorse it. In particular there were some items that were not in agreement with the previous positions of this Board relating to property tax, this County has had

a tradition of wanting a broad based tax for transit, although we have modified that somewhat in various actions that have been taken to say that that could be a source of last resort. The real contentious item for you to deal with is whether or not you can support \$320 million bonding for the Central Corridor. There has been a bill introduced, Metro Property Tax. Authors of the bill are Senator Pappas, Senator DeCramer. You asked at our last meeting that we examine what impact that would have on the various properties in the County. The Budgeting and Accounting and Taxation Staff have had conversations with Metropolitan Council Staff. She referred to the Documentation, Pages 5 and 6, this shows where the percentage of funding would determine the approximate annual tax on average homesteaded property in the region. On Page 6 the information provided by the RTB indicates that Ramsey County supplies about 21% of the property taxes from the transit tax industry.

Ms. DeSpiegelaere continued, in conversation which our staff has had with the Metropolitan Council it was apparent that some fine-tuning needed to be done on the Council's calculations, and she believes they are ongoing, so we do not have the exact figures for you today.

The resolution before you in the resolved clause indicates : that the RRA supports a dedicated source of broad based revenue for transit, and would support non-property tax funds as a source for transit, with property taxes as a source of last resort.

Chairman Finley believes this has been our position in the past.

Commissioner Hunt sensed what she saw as a resistance to a property tax would be if Ramsey County would have to go it alone on the property tax, she does not think there was as much negative feeling through the metropolitan-wide property tax. That is how she sees where she was coming from.

Chairman Finley said that is where he was coming from too, as we had looked at the sales tax for the last session, the 1/4% sales tax was our preference, but when we did the entire analysis of the different revenue streams that could be possibilities at the time that we did our comprehensive plan, and when the RTB did their Comprehensive Financial Plan, we did look at the metropolitan wide property tax, and we looked at that as an alternative, but certainly not a first choice. He thinks that what the suggestion is here is that we continue with that as not being our first choice, we would like to see a non-property tax, but in the event that such is not possible because of legislation that we could support it.

Commissioner Hunt to follow up on that, what influenced some of our thinking was that there were certain counties such as Hennepin and Anoka who had no problem with levying local property taxes for their match, whereas we did. We did well to overcome that kind of effort on the part of other counties who were in a position to use property taxes to be able to spread it over a broader area.

Chairman Finley said the other reason why he can support this proposal at this time is that Ramsey County has indicated that our constituents will be paying about 20% of the overall cost and getting about 50% of the benefit from the first line being built, so it is on that basis that he is going to support it.

Commissioner Schaber stated that he is absolutely against property tax, there are so many better ways to fund this than the property tax, and he does not even understand why it is being suggested. Particularly in Ramsey County, we are a no grow county, our property values are not increasing. It is a lot easier for an Anoka or Washington to assume some of these kinds of costs when you have a growing tax base. Ramsey County does not have a growing tax base. Even though this particular proposal would help us on this particular line, we also have to assume that as we continue on, the next fifteen or twenty years, then we are going to be sharing the cost of other lines, and those particular costs are going to continue to increase. Ramsey County is 97.8% built today, and we are not going to have the ability to grow, this is the worst kind of thing we could do in Ramsey County is to have a property tax for light rail, as we do not have the ability to grow as other counties do. We are just asking for real trouble in the long run.

Chairman Finley thinks that Commissioner Schaber is probably right, it certainly is not the choice. He does feel that we have tried to cooperate and participate with other units of government. Oftentimes we are banging our head against a wall, but he just feels that if we for once have a mechanism for local funding in the Legislature, he would hate to see all the time and effort that has been spent in the past by all of the counties, since the other ones are supporting it, as well as the RTB is supporting it, and we not play a part in this.

Commissioner Schaber appreciates where Chairman Finley is coming from, but there are other ways of funding this that are so much more palatable to everybody, why we even have to think that any portion should be funded by property tax. This makes absolutely no sense and he is not going to support it.

Commissioner Hunt said she would move approval of this resolution, and Chairman Finley seconded this, but withdrew his second.

Commissioner McCarty feels that the property tax should be tied as closely as it can to the those levels as close to the people at possible. We are getting state agencies involved and are handing our constituents a tax which is getting farther away.

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

The Ramsey County Regional Railroad Authority have entertained the motion to adjourn this continued meeting.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>3/16/92</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Update on Legislation. <u>DISCUSSION ONLY</u>
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Request Justification

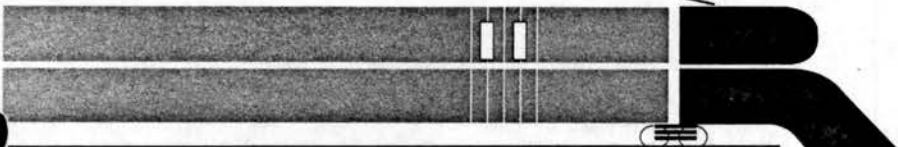
See memorandum from K. DeSpiegelaere

<u>Budgeting and Accounting</u> <u>Ed Glatfelter</u> <u>County Attorney</u> <u>Don Mac Millan</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>March 24, 1992</u>	<u>F. L. Henderson</u>	<u>3/18/92</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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: March 16, 1992

The following bills have been introduced relating to transit:

SF 2510, HF 2510, LRT Governance

Authors: Simoneau, Flynn

The bill, as originally introduced, prohibited rail authorities from levying, planning, designing, or constructing light rail transit. The bill was modified in two House committees during the week of March 9, and as of March 13, provided for LRT responsibilities that matched those of the compromise agreed upon by affected agencies on March 11 in all except two respects. The bill has not yet received a hearing in the Senate.

SF 1869, Sales tax on gas

Authors: Pappas, Riveness, Novak, Knaak, Mondale

Provides incentives for transit use, sales tax on gas of 4 1/2 percent for transit use and 2 cents for light rail transit.

The policy portions of the bill passed in the Transportation Committee. The funding portion has not been voted on at this time.

SF 1750, HF 2605, Constitutional dedication of MVET, 5 cent increase in gas tax

Authors: Langseth, Lieder

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 five cents to pay for a variety of uses, including the state patrol, Mn/DOT buildings, roads, bridges and transit. In the Senate Transportation Committee, the bill was modified to include a provision for funding transit capital improvements. It has not yet been heard in the House.

SF 2145, HF 2304, Bonding for light rail transit for the Central Corridor

Authors: Kroening, Mariani

This bill provided for up to \$320 million from the Regional Transit Board's bonding for light rail transit construction in the Central Corridor. The amount of bonding was reduced in the Senate Transportation Committee to \$94 million, 20% of the estimated capital cost of the Central Corridor. The bill passed in the Senate Transportation Committee.

SF 2144, HF 2191, Vision for transit

Authors: Merriam, Simoneau

This bill provides for bonding for replacement buses and funding for the RTB's Vision for Transit. It passed in the Senate Transportation and Senate Metro Affairs Committee.

SF 1993, HF 2219, Omnibus transit policy

Authors: Flynn, Alice Johnson

Directs RTB to develop a traffic reduction program, gives priority for fuel to transit in an emergency, prohibits right turns in front of buses.

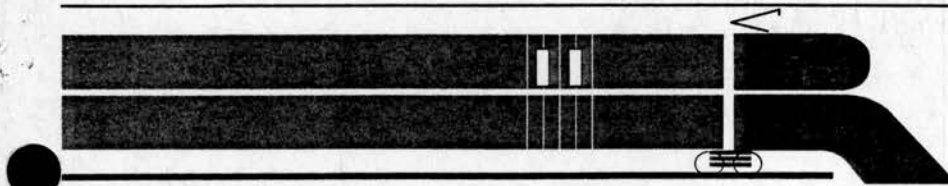
SF 1810, HF 1909, Use of LRT property

Authors: Mondale, Farrell

Provides for interim use of LRT right of way for trails.

Recommendation:

For your information.



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District 2

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners

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

SUBJECT: Legislative Update

DATE: March 20, 1992

GOVERNANCE

On March 19, the Senate Metro Affairs Committee passed S.F. 2510, the LRT Governance bill, authored by Senator Carol Flynn.

The bill which passed was the same bill that passed in the House Local Affairs Committee (H.F. 2510) on March 12. Because they are identical, the bills will be sent directly to the floor without a conference committee report.

The bills provide for what we believe to be an acceptable compromise on governance of LRT.

Commissioner Ahrens attended the March 19 Senate Metro Affairs hearing on the bill and was prepared to testify. Commissioners Finley and Hunt attended the March 13 House Local Affairs hearing on H.F. 2510. Commissioners Ahrens, Finley, and Hunt attended a March 11 House Transportation Committee hearing on H.F. 2510, and Commissioner Ahrens testified.

LRT BONDING

The Senate Metro Affairs Committee approved a bonding bill for light rail transit for the Central Corridor on March 19. The bill, previously approved by the Senate Transportation Committee, provides for \$92 million in regional property tax bonding for LRT. The bill will now be considered by Senate Finance and Tax Committees. It has not yet received a hearing in the House.

Recommendation:

For your information.

✓ bcc: Schutten, MacMillan, Lindeke, Goski, Sobania, Kirkwold,
Tolaas

fat copy to
Bach & Hadley ✓
too

Mail one to
Ginny Yingling ✓

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 3/16/92
Authorized Signature Date

Board Action Requested

Governance of Light Rail Transit.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere and attachments.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 24, 1992

Board Date

Signature

Date

F. L. Glendinning

3/18/92

Ramsey County Regional Railroad Authority

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

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MEMORANDUM

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

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

SUBJECT: Governance of Light Rail Transit

DATE: March 16, 1992

On March 11, representatives of the affected agencies agreed to a position on governance of light rail transit (Attachment 1), similar to that discussed with you on March 10 at the Regional Rail Authority meeting.

The position was drafted into legislation and was presented to both the House Transportation Committee and Local Government Committee by Rep. Simoneau. Changes that have occurred in the agreed-upon position during the legislative process thus far are:

Regional rail authorities will review and comment, rather than approve, major changes to plans during the construction phase.

The Minnesota Department of Transportation, rather than the Regional Transit Board, will work with the affected regional rail authorities to prepare an Alternatives Analysis, Draft Environmental Impact Statement, and Preliminary Design plans for LRT corridors.

Attachment 2 is a summary of the bill on governance that has passed two committees in the House. The bill has not yet been heard in the Senate.

Proposed Light Rail Transit Governance
Structure Implementation Details

Agreed to on March 11, 1992 by representatives of:

Minnesota Department of Transportation
Metropolitan Council
Regional Transit Board
Anoka County
Dakota County
Hennepin County
Ramsey County
Scott County
Washington County

Key points of the agreement are:

- The Metropolitan Council will determine the role of LRT in the regional transportation system. LRT is one component of the system and will be integrated with other transportation modes.
- The Minnesota Department of Transportation will complete final design and construct all light rail transit in the region.
- For the initial phases of LRT work (alternatives analysis, draft environmental impact statements and preliminary design) the Regional Transit Board and the Regional Railroad authorities in which the LRT line is located will be joint lead agencies in order to build upon previously completed work.
- For the next phase of LRT work (final environmental impact statement and preliminary engineering) the Minnesota Department of Transportation and the regional railroad authorities in which the LRT line is located will be joint lead agencies.
- A corridor management committee which includes affected cities, Mn/DOT, RTB, Metro Council, MTC and metro regional railroad authorities will provide advice throughout the development of an LRT corridor.
- The regional railroad authorities in which an LRT line is located will have approval over preliminary engineering, final design plans and major design changes during construction.
- The joint powers board comprised of metro regional railroad authorities will have approval of the systems standards for LRT for the region and of the community involvement program.
- The Metropolitan Council will have final authority in dispute resolutions.

Bill Summary

H. F.	2510, the first engrossment, as amended by H2510A3	S.F.
SUBJECT	Light Rail Transit Governance	
AUTHORS:	Simoneau, Schreiber	
COMMITTEE:	Local Government and Metropolitan Affairs	
ANALYST:	Deborah A. Dyson, 296-8291	DATE: March 13, 1992

Section 1. Transit Assistance Fund; Distribution. Strikes requirement that the Commissioner of Transportation solicit applications for funds from the county regional rail authorities (CRRAs). The CRRAs remain eligible to receive funds. Amends section 174.32, subdivision 2.

Sec. 2. Light Rail Transit. The Commissioner of Transportation may plan, design, construct, and equip light rail transit facilities in the metropolitan area. Adds section 174.35.

Sec. 3. Council Approval of LRT Plan. Before the Department of Transportation may acquire land for LRT in the metropolitan area, the department must submit a project description to the Council for review by the RTB, and review and approval by the Council. Amends section 473.167, subdivision 1.

Sec. 4. LRT Planning; General Requirements. Requires the LRT plan to be incorporated into the RTB's implementation plan. The RTB must adopt a regional LRT as part of the implementation plan. The plan must be adopted before the Commissioner of Transportation may begin construction or spend any funds for LRT. The Commissioner must act in conformity with the plan. Amends section 473.399, subdivision 1.

Secs. 5 and 6. Preliminary Design Plans; Public Hearing; Local Approval. Requires the Commissioner of Transportation and the CRRAs in whose jurisdiction a line is located, in place of the political subdivision proposing the facility, to hold public hearings on the physical design component of the preliminary design plans. The Commissioner and the CRRAs must submit the plans to the local governments in whose jurisdiction the proposed line would run. The local governments must hold a public hearing and approve or disapprove the plans. Amends sections 473.3994, subdivisions 2 and 3.

Sec. 7. Preliminary Design Plans; Metropolitan Council Referral. If a local government disapproves the preliminary design plans, the Commissioner and the CRRAs may refer the plans and local government objections to the Council. The Council must hold a hearing, may conduct an independent review, and mediate the disagreement. Amends section 473.3994, subdivision 4.

Sec. 8. Final Design Plans. The Commissioner of Transportation must submit the physical design component of the final design plans to the affected local governments for review and approval. If a local government disapproves, the Commissioner may refer the dispute to the Council. Amends section 473.3994, subdivision 5.

Sec. 9. County Approval. Strikes the provision prohibiting the proposer of an LRT facility from proceeding without county approval. Amends section 473.3994, subdivision 6.

Sec. 10. Council Review. The Commissioner of Transportation must submit preliminary and final design plans to the Council for review and approval. The Council must review the plans for consistency with the Council's development guide. Amends section 473.3994, subdivision 7.

Sec. 11. Corridor Management Committee. Establishes a corridor management committee, consisting of the members of the LRT Joint Powers Board and one representative from each city in which the corridor is located, plus a person appointed by the Commissioner of Transportation, the chair of the Council, the chair of the RTB, and the chair of the MTC. For the corridor between Minneapolis and St. Paul, the University of Minnesota shall also appoint one member to the committee. The RTB representative shall chair the committee.

The corridor management committee is to advise the Commissioner of Transportation in the design and construction of the LRT line, and on issues related to alternatives analysis, environmental review.

Amends section 473.3994, by adding a subdivision.

Sec. 12. Regional Railroad Authority Review. *approve* The CRRAs in whose jurisdiction the corridor is located shall review and ~~comment on~~ the preliminary design and engineering plans, the final design plans, and major contract changes during construction.

Sec. 13. Alternatives Analysis; Environmental Review. *review and comment on* The CRRAs and the Commissioner of Transportation shall jointly prepare an alternatives analysis, the environmental review documents, and the preliminary engineering plans. The Department of Transportation is the responsible governmental unit. Amends section 473.3994, by adding a subdivision.

Sec. 14. Dispute Resolution. The Council shall resolve any dispute between the parties. The Council must establish procedures for dispute resolution by July 1, 1992. Amends section 473.3994, by adding a subdivision.

Sec. 15. LRT Facility Plans; Review by the RTB. The Commissioner of Transportation and the CRRAs must submit the preliminary plans to the RTB for review and comment. The Commissioner must submit the final plans to the RTB for review and approval. Amends section 473.3996.

Sec. 16. LRT Joint Powers Board. Redefines the duties of the joint powers board. The board must review and approve LRT system standards to be used by the Commissioner of Transportation in designing and building LRT. The board must review and approve the plan for community involvement and marketing. The board must advise the corridor management committee. Amends section 473.3998.

Sec. 17. LRT Operation. Strikes the CRRAs and inserts the Commissioner of Transportation in the section providing for the MTC to operate LRT. Amends section 473.4051.

Sec. 18. Federal Funding; LRT. The RTB, the Commissioner of Transportation, and the CRRAs shall prepare a joint application for federal assistance. Strikes the July 1, 1992 deadline and the provision allowing the CRRAs to design or construct LRT under contract with the Commissioner.

Sec. 19. Repealer. Repeals the provisions requiring the RTB to adopt a regional development and financial plan for LRT (replaced by section 4 of the bill), in section 473.399, subdivisions 2 and 3. Repeals the provision creating the joint LRT advisory committee in section 473.3991. Repeals Laws 1991, chapter 291, article 4, section 20, which is substantially the same as section 473.3997 as amended in this bill.

Sec. 20. Application. This act applies in the seven-county metropolitan area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

3/16/92
Date

Board Action Requested

Discussion of S.F. 2145

ACTION MAY BE TAKEN

Request Justification

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

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

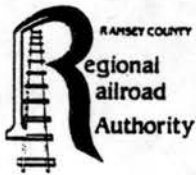
March 24, 1992

Board Date

J. L. Glendinning
Signature

3/18/92

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

WHEREAS, Ramsey County Regional Railroad Authority supports the maximization of federal funds for light rail transit under the new Intermodal Surface Transportation Efficiency Act; and

WHEREAS, Funds are needed to match a potential 80% federal grant for light rail transit construction in the Central Corridor; Now, Therefore, Be It

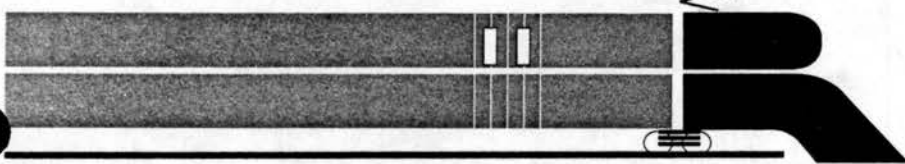
RESOLVED, That Ramsey County Regional Railroad Authority supports:

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

o Supports a metro-wide bond issue in the amount of \$92 million for construction of LRT in the Central Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

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Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: S.F. 2145, Bonding for LRT in the Central Corridor

DATE: March 16, 1992

You have previously received information on S.F. 2145, the bill that provides for a regional property tax levy to fund the non-federal portion of capital costs for light rail transit. S.F. 2145 now provides for a levy of \$94 million, rather than the previous \$320 million.

Information on the impact of a region wide \$94 million levy by the Regional Transit Board on Ramsey County taxpayers is attached.

Recommendation:

A resolution for your consideration is attached.

KD/blk
Attachment

IMPACT OF RTB BONDS
CENTRAL CORRIDOR LRT
30-YEAR BONDING OF 94,000,000

Residential Homestead Value	Estimated Tax Increase
-----	-----
75,200	\$4.48
93,800	6.60
100,000	7.32
112,800	8.78
125,000	10.46
150,000	14.02
175,000	17.60
200,000	21.16
225,000	24.72

Estimates based on payable 1992 net tax capacities (excluding tax increment and fiscal disparity contribution values) and homestead property classification percentages. Estimates assume the gross levy will not be reduced by an increase in aid payments from the State of Minnesota.

Prepared by: Dept. of Taxation and Records Administration
Tax Accounting Section (df)
March 17, 1992

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. Despiéglane *3/16/92*
Authorized Signature Date

Board Action Requested

Approve contract with Government Relations Group (GRG) for legislative services for an amount not to exceed \$5000 and authorize the Chairman of RCRRA to execute the contract with GRG.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
 2) Contract w/certificates of insurance

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

March 24, 1992

Board Date

Signature

Signature

Signature

Date

Date

Date

3/18/92



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Government Relations Group for legislative services for an amount not to exceed \$5000 through the end of the 1992 legislative session; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Government Relations Group.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY
CONSULTANT SERVICES AGREEMENT

The following is an agreement between GOVERNMENT RELATIONS GROUP, INC. (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Executive Director's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below.

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR's personnel will do research, attend meetings, provide testimony, visit individual legislators, relate to the media, and perform such other services as are usual and customary for organizations which lobby at the Minnesota legislature and with administrative departments of the state government.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities, particularly activities which enhance the development and construction of the Light Rail Transit System in the metropolitan area. As a necessary incident to providing these services, CONTRACTOR will register as an agent of the AUTHORITY with the Minnesota State Ethical Practices Board.
- D. It is understood that CONTRACTOR's president, Wyman Spano, will be actively involved in and directly responsible for activities by CONTRACTOR on behalf of AUTHORITY. It is also understood that additional personnel may be employed by CONTRACTOR on behalf of AUTHORITY.
- E. On behalf of AUTHORITY, CONTRACTOR's personnel will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- F. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:

- 1) Foster the growth of working relationships between members of the Ramsey County Legislative delegation, the AUTHORITY, and the AUTHORITY's key staff members.
 - 2) Develop and assist in implementing strategies regarding how the AUTHORITY is funded in relation to other governmental units.
 - 3) Develop and assist in implementing AUTHORITY's overall lobbying efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the state.
- G. CONTRACTOR will work on passage of the AUTHORITY's local legislative initiatives and will perform other activities as desired by AUTHORITY during the Minnesota legislative session.
- H. CONTRACTOR will furnish a written report at the end of the session to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from March 25, 1992, until the legislature adjourns. The CONTRACTOR shall also perform these services during any special session of the legislature at no additional cost.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Five Thousand Dollars (\$5,000) for performance of its obligations, as follows:

- A. The sum of Two Thousand Five Hundred Dollars (\$2,500) on March 25, 1992.
- B. The sum of Two Thousand Five Hundred Dollars (\$2,500) when the state legislature adjourns its 1992 regular session.

CONTRACTOR shall also provide all services under this agreement on behalf of the AUTHORITY at any special session of the legislature in 1992 without additional compensation.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

CONTRACTOR agrees to defend and indemnify the AUTHORITY, its officials, employees, and agents from any and all liability, loss or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance as will protect CONTRACTOR from claims set forth below which may arise out of, or result from, CONTRACTOR's operations under the contract, whether such operations be by CONTRACTOR or by any subcontractor or by anyone directly employed by them or by anyone for whose acts any one of them may be liable.

CONTRACTOR shall obtain the following and attach certificates of insurance to the signed contract.

A. Workers' Compensation and Employers' Liability Insurance.

- 1) Workers' compensation insurance shall be as required by law and shall include an all-states, or universal, endorsement.
- 2) Employers' liability insurance shall have minimum limits per state statute.

B. General Liability Insurance (C.G.L.)

The limits in this area will be subject to review and approval by the Risk Manager.

C. Automobile Liability Insurance

The limits in this area will be subject to review and approval by the Risk Manager.

D. Professional Liability Insurance, if applicable.

All certificates of insurance shall provide that the insurance company give AUTHORITY 30 days' prior written notice of cancellation, non-renewal of/or any material changes in the policy.

The above subparagraphs establish minimum insurance requirements, and it is the sole responsibility of CONTRACTOR to purchase and maintain additional insurance that may be necessary in connection with this contract.

CONTRACTOR shall not commence work until CONTRACTOR has obtained the required insurance and filed an acceptable

certificate of insurance with AUTHORITY. All insurance policies shall be submitted to AUTHORITY upon written request.

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

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurer shall be noted on the certificate and shall be not less than a B+.

On the certificate, agent shall certify whether or not there is error and omissions coverage.

7. AUDIT

Until the expiration of six (6) years after furnishing of services pursuant to this agreement, CONTRACTOR, upon written request, shall make available to AUTHORITY, the state auditor, or AUTHORITY's ultimate funding source, a copy of this agreement and the books, documents, records, and accounting procedures and practices of CONTRACTOR relating to this agreement.

8. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who is qualified and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all federal, state, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. If applicable, CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to AUTHORITY upon request.

9. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with AUTHORITY any new client obligations which may directly conflict with ongoing work on behalf of AUTHORITY. AUTHORITY has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in AUTHORITY's estimation, conflicts with AUTHORITY's interests.

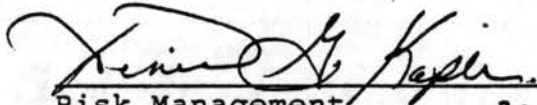
10. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

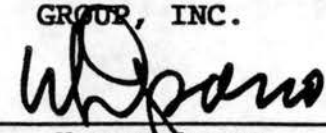
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
John T. Finley, Chair

Dated: _____

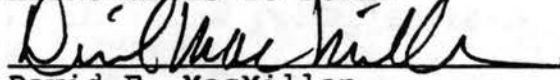

Risk Management 3-17-92

GOVERNMENT RELATIONS
GROUP, INC.

By: 
Wyman Spano
Its: President

Dated: 3-13-92

APPROVED AS TO FORM:


David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$ 5,000.00

Account No. 59101-020154

 3/17/92
Budgeting & Accounting

CERTIFICATE OF INSURANCE:

OP ID PB 06/19/91

PRODUCER
Engberg-Schaber Agency, Inc.
 973 Payne Ave.
 Saint Paul, MN
 55101
 PHONE 612-776-2706

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

COMPANIES AFFORDING COVERAGE

INSURED

Government Relations Grp
 Capitol Building
 525 Park Street #211
 St Paul MN
 55103

COMPANY LETTER A **St. Paul Companies**

COMPANY LETTER B

COMPANY LETTER C

COMPANY LETTER D

COMPANY LETTER E

> COVERAGES <=====

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

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFF DATE	POLICY EXP DATE	ALL LIMITS IN THOUSANDS	
	GENERAL LIABILITY				GENERAL AGGREGATE	2000
A	☒ COMMERCIAL GEN LIABILITY	RP06616329	05/01/91	05/01/92	PRODS-COMP/OPS AGG.	2000
	☐ CLAIMS MADE ☒ OCC.				PERS. & ADVG. INJURY	1000
	☐ OWNER'S & CONTRACTOR'S PROTECTIVE				EACH OCCURRENCE	1000
A	☒ TENANTS LIABILITY	RP06616329	05/01/91	05/01/92	FIRE DAMAGE (ANY ONE FIRE)	
	☐				MEDICAL EXPENSE (ANY ONE PERSON)	
	AUTOMOBILE LIAB				COMB. SINGLE LIMIT	
	☐ ANY AUTO				BODILY INJURY (PER PERSON)	
	☐ ALL OWNED AUTOS				BODILY INJURY (PER ACCIDENT)	
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE	
	☐ HIRED AUTOS					
	☐ NON-OWNED AUTOS					
	☐ GARAGE LIABILITY					
	☐					
	EXCESS LIABILITY				EACH OCC	AGGREGATE
	☐ UMBRELLA FORM					
	☐ OTHER THAN UMBRELLA FORM					
	WORKERS' COMP AND EMPLOYERS' LIAB				STATUTORY	EACH ACC DISEASE-POLICY LIMIT DISEASE-EACH EMPLOYEE
	OTHER					

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

As respects lease of #211 at 525 Park Street, St. Paul, MN 55103

> CERTIFICATE HOLDER <=====

BTO Management Co.
 1000 Shelard Pkwy #500
 Minneapolis MN
 55426

ACORD 25-S (3/88)

CANCELLATION <=====

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

■ AUTHORIZED REPRESENTATIVE

Robert C. Welch

Robert C. Welch

COPY

POLICY CHANGE ENDORSEMENT

St Paul

This endorsement summarizes the changes to your policy. All other terms of your policy not affected by these changes remain the same.

How Your Policy Is Changed**PAGE**

Changes have been made concerning information for the following coverage in your PACE Policy. Refer to the attached PACE Policy Coverage Summary for details.

General Liability

The premium shown below is the total net premium of all additions, changes, and deletions for this endorsement to your policy.

Premium Change Which Is Due Now

Additional premium

\$0.00

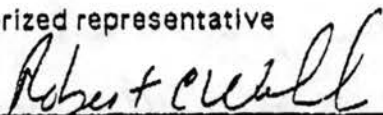
Returned Premium

\$0.00

If issued after the date your policy begins, these spaces must be completed and our representative must sign below.

Policy issued to
GOVERNMENT RELATIONS GROUP

Authorized representative



Endorsement takes effect

05/01/91

Policy Number

RP06616329

Processing Date: 06/07/91 13:52 002

COPY

PACKAGE ACCOUNTS FOR COMMERCIAL ENTERPRISES
COVERAGE SUMMARY

St Paul

This summary shows the Limits Of Coverage and any Optional Coverages you have for state or policy level coverages. These coverages and limits apply to all locations on your policy. Refer to your Package Accounts For Commercial Enterprises Location Coverage Summary for coverages that apply to a specific location.

Commercial General Liability Protection

Limits Of Coverage

General total limit	\$ 2,000,000	Each event limit	\$ 1,000,000
Products and completed work total limit	\$ 2,000,000	Medical expense limit	\$ 5,000
Personal Injury and advertising injury total limit	\$ 1,000,000	Tenants liability limit	\$ 1,000,000

OPTIONAL COVERAGES

LIMITS OF COVERAGE

Liability Protection For Autos You Don't Own Hired Auto	Limit: \$ 1,000,000
--	---------------------

Name of Insured
GOVERNMENT RELATIONS GROUPPolicy Number RP06616329
Processing Date 06/07/91 13:52 002Effective Date 05/01/91
12-11-91
XSK

Minnesota Workers' Compensation Assigned Risk Plan
STANDARD WORKERS' COMPENSATION & EMPLOYERS' LIABILITY CONTRACT

CONTRACT ADMINISTRATOR

EMPLOYEE BENEFIT ADMINISTRATION CO.

8441 Wayzata Blvd. Suite 200 P.O. Box 59143 Minneapolis, Minnesota 55459-0143 Phone (612) 544-0311

INFORMATION PAGE

1. The Contract Holder

GOVERNMENT RELATIONS GROUP, INC.
525 PARK STREET
CAPITOL OFFICE BLDG #211
ST PAUL MN 55103

Contract No. 04-036560-2
Association File No. 1753436
Individual Partnership
☒ Corporation or

Other workplaces not shown above:

2. The contract period is from 12:01 A.M. 05/30/1991 to 12:01 A.M. 05/30/1992 at the contract holder's mailing address.
3. A. Workers' Compensation Coverage: Part One of the contract applies to the Workers' Compensation Law of the states listed here: Minnesota

B. Employers Liability Coverage: Part Two of the contract applies to work in each state listed in item 3.A.

The limits of our liability under Part Two are: Bodily Injury by Accident \$100,000. each accident
Bodily Injury by Disease \$500,000. contract limit
Bodily Injury by Disease \$100,000. each employee

C. Other States Coverage: Part Three of the contract applies to the states, if any, listed here:

D. This contract includes these endorsements and schedules:

323 326 330

4. The premium for this contract will be determined by our Manuals of Rules, Classifications, Rates and Rating Plans.
All information required below is subject to verification and change by audit.

PREMIUM BASIS ESTI- MATED TOTAL ANNUAL REMUNERATION	RATES PER \$100 OF REMUNERATION	CODE NO	ENTRIES IN THIS ITEM, EXCEPT AS SPECIFICALLY PROVIDED ELSEWHERE IN THIS CONTRACT. DO NOT MODIFY ANY OF THE OTHER PROVISIONS OF THIS CONTRACT	ESTIMATED ANNUAL PREMIUM
101169.	0.46	8820	ATTORNEY-ALL EES & CLERICAL, MESNGRS & D	465.
Manual Premium 465. Experience Modification N/A 465. 9885 Credit / Debit Plan 0.90 <46.> Expense Constant 85. Estimated Annual Premium 504. Initial Payment 504.				
*Agency Name and Address F-410848736 25.20 ENGBERG-SCHABER AGCY 973 PAYNE AVE ST PAUL, MN 55101			Min. Premium 97.	

DATE 03/08/1991

AUTHORIZED REPRESENTATIVE

WC-00-00-01

BA 313 CG (11/87)

PLEASE READ YOUR POLICY

This Declaration Page/Amendment Declaration Page with the policy jacket identified by the form and edition date indicated completes the above numbered policy.
 Previous policy no. 79064880 Form 1044 Ed. 0680 POLICY NUMBER SS 79-06-488-1 PMDF0122

DECLARATIONS

NAMED INSURED

WYMAN L SPANO
 525 PARK ST SUITE #211
 ST PAUL MN 55103

Policy period 12:01 A.M. STANDARD TIME AT THE ADDRESS OF THE NAMED INSURED AS STATED HEREIN
 FROM NOV 27, 1990 TO MAY 27, 1991

ENGBERG-SCHABER AGCY
 973 PAYNE AVE
 ST PAUL MN 55101

54-53167

progressive companies

6300 WILSON MILLS RD

PROGRESSIVE SPECIALTY INSURANCE COMPANY
 P.O. BOX 5070 CLEVELAND, OH 44101

A Progressive Company

The insurance afforded is only with respect to such and so many of the following coverages as are indicated with respect to each described vehicle. The limit of the company's liability against such coverage shall be as stated herein, subject to all the terms of this policy having reference thereto.

YR	TRADE-BODY TYPE	SERIAL NO.	DR. PT.	CL. CL. TERR	SYMBOL	DISC	AMT SURCHARGE
88	CHRY NEW YORKER 4D	1C3BU6635JB215230	06	9 87	60	10%	10%

COVERAGE AND LIMITS OF LIABILITY

FULL TERM PREMIUM CHARGE
 VEH.-1 VEH.-2 VEH.-3 VEH.-4

BODILY INJURY LIABILITY

\$100,000 EACH PERSON - \$300,000 EACH ACCIDENT

\$334

PROPERTY DAMAGE LIABILITY \$50,000 NO DEDUCTIBLE

\$250

UNINSURED/UNDERINSURED MOTORIST

\$44

\$100,000 EACH PERSON - \$300,000 EACH ACCIDENT

PERSONAL INJURY PROTECTION \$40,000 TOTAL

\$250

\$20,000 MEDICAL LOSS \$20,000 ECONOMIC LOSS

NO DEDUCTIBLE NO STACKING

COMPREHENSIVE ACV LESS \$250 DEDUCTIBLE

\$140

COLLISION OR UPSET ACV LESS \$500 DEDUCTIBLE

\$270

10% LEASED SURCHARGE APPLIES.

ATTACHMENTS IDENTIFIED BY FORM NO. PREMIUM BY VEHICLE \$1288

1310(0384) 1325SP(0190) 1334SP(0190)

1349SP(0190) 1767SP(1189) 1996SP(0290)

8232(0888) 8560(0788) GU8617S(0190)

9385SP(0190)

TOTAL POLICY PREMIUM \$1,288

ISSUED AT CENTRAL STATES PROCESSING OFFICE
 BOX 6949
 CLEVELAND, OH 44101

ADDITIONAL INTEREST

BROOKLYN CNTR LESNG
 6160 SUMMIT DR N #180
 BROOKLYN CENTER MN 55430

LOSS PAYEE
 1 MARQUETTE BANK

PO BOX 1237

MINNEAPOLIS MN 55480

Any loss under Part []

Is payable as interest may appear to named insured and above loss payee:

Prog Premium Budget:

CB

Fin. Resp. Filed:

For Whom:

Case No:

R/R0290 %Factor Used:

0000946 90337 70 125

progressive coml tier

INSURED COPY

NOTICE: PAYMENT DUE

PROGRESSIVE SPECIALTY INSURANCE CO.

BOX 0535

NORTH SUBURBAN IL 60132-0535

POLICY NUMBER

AU 07906488-3

INCEPTION DATE

11/27/91 ^{8K} 12-11-91

NOTICE DATE

10/18/91

DUE DATE

11/27/91

MINIMUM PAYMENT

\$1,323.00

WYMAN L SPANO
525 PARK ST SUITE 211
ST PAUL, MN 55103ENGBERG-SCHABER AGCY
973 PAYNE AVE
ST PAUL, MN 55101

00053167

INVOICE NO.

91101804

UNPAID BALANCE

\$1,323.00

***** RENEWAL NOTICE *****

YOUR POLICY WILL EXPIRE ON 11/27/91. PAYMENT MUST REACH
PROGRESSIVE BEFORE 11/27/91 TO KEEP YOUR COVERAGE IN
CONTINUOUS EFFECT THROUGH 05/27/92.
CHANGES IN YOUR COVERAGE ARE EXPLAINED IN THE IMPORTANT RENEWAL
NOTICE. PLEASE READ IT BEFORE YOU RENEW.

VEH YR MAKE MODEL SERIAL NUMBER DR CL PTS TERR SYM DISC LIENHOLDER
1 88 CHRYS NEW YORKER 40 1C3BUG635JB215230 08 7 87 80 5- MARQUETTE BANK
2
3
4

COVERAGE	LIMITS	CAR 1	CAR 2	CAR 3	CAR 4
BODILY INJURY	\$100,000/\$300,000	\$358			
PROPERTY DAMAGE	\$50,000 NO DED	\$288			
UNINSURED/UNDERINSURED	\$100,000/300,000	\$48			
PIP \$40,000 TOTAL	NO DED NO STACKING	\$268			
\$20,000 MEDICAL	\$20,000 ECONOMIC				
COMPREHENSIVE	ACV LESS \$250 DED	\$143			
COLLISION OR UPSET	ACV LESS \$500 DED	\$238			

10% LEASED SURCHARGE APPLIES

TOTAL PREMIUM BY CAR \$1323

MULTI-PAYMENT BILL OPTIONS ARE AVAILABLE - CALL AGENT FOR DETAILS.
THIS PREMIUM INCLUDES A SAFE DRIVER DISCOUNT FOR YOUR CLAIM FREE DRIVING
IN THE PAST POLICY PERIOD.
FOR CREDIT CARD PAYMENTS, SEE REVERSE SIDE OF THIS FORM.

PAID
CHECK NO. 4653
AMOUNT 1323.00
DATE 10/19/91

PREVIOUS BALANCE	PAYMENTS RECEIVED	CREDITS	SERVICE OR INTEREST CHG	LATE CHARGES	ADDITIONAL AND/OR CURRENT TERM CHGS	UNPAID BALANCE	MINIMUM PAYMENT
0.00	0.00	0.00	0.00	0.00	1,323.00	1,323.00	\$1,323.00



STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY

1500 WEST HIGHWAY 36 ST. PAUL, MN 55161

POLICY NUMBER A02 7084-E27-23

POLICY PERIOD MAY-27-91 TO MAY-27-92 TERR 01

NAMED INSURED 55SF1 23-S
 JANECEK, SARAH BETH
 1920 EMERSON AVE S
 MPLS MN 55403-2966

PRODUCER OF RECORD
 ENGBERG-SCHABER-WELCH
 973 PAYNE AV
 ST PAUL MN 55101-3989

CURRENT
 ANNUAL
 PREMIUM

CAR 1 \$2424.00

CAR	YEAR	MAKE	MODEL	BODY STYLE	VEHICLE IDENTIFICATION NUMBER	CLASS
1	91	TOYOTA		CELICA	JTSSST87K3M0057591	3

COVERAGES (AS DEFINED IN POLICY)

SYMBOL-VEHICLE-PREMIUM-COVERAGE NAME-LIMITS OF LIABILITY

DO NOT PAY PREMIUMS SHOWN ON THIS PAGE. SEPARATE STATEMENT ENCLOSED IF AMOUNT DUE.

A \$672.00 LIABILITY
 BODILY INJURY/PROPERTY DAMAGE LIABILITY
 LIMITS OF LIABILITY-COVERAGE A-BODILY INJURY
 EACH PERSON, EACH ACCIDENT
 100,000 300,000
 LIMITS OF LIABILITY-COVERAGE A-PROPERTY DAMAGE
 EACH ACCIDENT
 50,000
 P23 \$210.00 PERSONAL INJURY PROTECTION - SEE POLICY SCHEDULE FOR LIMITS
 D WG \$658.00 OTHER THAN COLLISION
 \$500 DEDUCTIBLE FULL SAFETY GLASS COVERAGE
 G \$818.00 \$1000 DEDUCTIBLE COLLISION
 U \$66.00 UNINSURED/UNDERINSURED MOTORISTS
 LIMITS OF LIABILITY-COVERAGE U-BODILY INJURY
 EACH PERSON, EACH ACCIDENT
 100,000 300,000
 \$2424.00 TOTAL PREMIUM FOR POLICY PERIOD MAY-27-91 TO MAY-27-92

RATING INFORMATION - SEE RATING ABBREVIATIONS ON REVERSE
 SYMBOL 14, SURCHARGE 40%

ACCIDENTS/VIOLATIONS, POINTS - SEE EXPLANATION ON REVERSE
 SPEEDING CONVICTION 08-09-90, 2 PTS.

EXCEPTIONS AND ENDORSEMENTS

FINANCED- WALSER LEASING, 2100 W 78TH ST, RICHFIELD MN 55423.

6046 UNINSURED/UNDERINSURED MOTORISTS COVERAGE EXCLUSION.
 6104J LOSS PAYABLE CLAUSE.
 6289KK SPLIT LIABILITY LIMITS.
 6850J.7 PERSONAL INJURY PROTECTION.
 6853G.1 FULL SAFETY GLASS COVERAGE-COVERAGE D-WG.
 6882AA.4 AMENDMENT OF POLICY PROVISIONS.

THIS PAGE, ANY ENDORSEMENTS INDICATED HEREON AND FORM 9323P.2 CONSTITUTE THE POLICY IDENTIFIED BY THE POLICY NUMBER.

Includes Copyrighted Material of Insurance Services Office, with its permission. Copyright, Insurance Services Office, 1975, 1976.

41084 8736 G-4078 a.8

WALSER LEASING

317 Main Street
Hopkins, MN 55343
(612) 931-9001

October 2, 1991

JANECEK, SARAH B.
525 PARK ST
SUITE 211
ST. PAUL, MN 55103

Dear Lessee,

In reviewing our insurance information for the following vehicles, we have noticed that our information is out dated. Please call your insurance agent and have them send us a copy of your policy. It is very important that we receive this information as soon as possible. If you or your insurance agent have any questions regarding this letter, please call Carol at (612) 931-9001.

Unit number 32345
Customer number 6970

Vehicle description 91 Toyota Celica

VIN JTSS187K3M005741

Thank you for your cooperation.

Sincerely,



Denise L. Farr
Accounting Supervisor

10/5/91
Faxed to Bob Welch

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spiegel 3/16/92
Authorized Signature Date

Board Action Requested

Approve resolution authorizing payment of RCRRA share of Joint Powers Board administrative cost for 1992, in the amount of \$33,660.00.

ACTION IS REQUESTED

Request Justification

The Joint Light Rail Transit Advisory Committee adopted a budget for administration for 1992. The Ramsey County Regional Railroad Authority's share of \$33,660.00 has been invoiced from Anoka County. Information attached includes:

- 1) Proposed resolution
- 2) Memorandum
- 3) Anoka County invoice
- 4) Budget

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
March 24, 1992

Signature

Date

Board Date

Signature

Date

F. L. Glendonning

3/18/92



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority on December 10, 1991, approved the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; and

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board on February 5, 1992, approved the 1992 budget for administration of \$116,835.00; and

WHEREAS, Ramsey County Regional Railroad Authority's share of this budget is \$33,660.00; and

WHEREAS, Anoka County Regional Railroad Authority is the administrator of the Joint Powers Board and has invoiced Ramsey County Regional Railroad Authority for these funds; Now, Therefore, Be It

RESOLVED, That payment to Anoka County Regional Railroad Authority in the amount of \$33,660.00 for Ramsey County Regional Railroad Authority's share of administrative costs for the Metropolitan Light Rail Transit Joint Powers Board for 1992 is hereby approved.

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 Rail Authority Commissioners
Terry Schutten, Executive Director

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

SUBJECT: Payment for Administrative Service for Joint Powers Board

DATE: March 13, 1992

At your meeting on December 10, 1991, you passed Resolution R91-142 approving the Joint Powers Agreement.

On February 5, 1992, the Metropolitan Light Rail Transit Joint Powers Board approved their administrative budget in the amount of \$116,835.00 for 1992. Ramsey County Regional Rail Authority's share is \$33,660.00. Anoka County is the administrator of the Joint Powers Board. They have invoiced us for our share.

Attached is a resolution authorizing the payment of this cost.

KD/DS/blk
Attachment

ANOKA COUNTY REGIONAL RAILROAD AUTHORITY (ACRRA)

Paul McCarron, Chairman
Dan Erhart
Dennis D. Berg
Nick Cenaiko

Margaret Langfeld, Vice Chairman
Bob Burman
Jim A. Kordiak

March 5, 1992

Ms. Kathy Despiegelaere
Ramsey County Regional Railroad Authority
Ramsey County Courthouse
316 Courthouse
15 W. Kellogg Boulevard
St. Paul, MN 55102

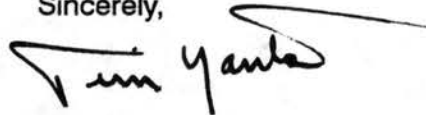
Dear Kathy:

As you are aware, on February 5, 1992, the Metropolitan Light Rail Transit Joint Powers Board approved their interim administrative budget in the amount of \$116,835.00. The Board also approved a contract with Anoka County to provide financial and management services and the attached distribution formula.

In accordance with the distribution formula and by way of this letter, I am invoicing Ramsey County \$33,660.00. Please submit your assessment, made payable to Anoka County Treasury Manager, to my attention at the above address as soon as possible.

As always, should you have any questions, please do not hesitate to contact me.

Sincerely,



Tim Yantos
Deputy County Administrator

TY:lp
Attachment



Telephone (612) 421-4760, extension 1171; Fax (612) 422-7511

Anoka County Courthouse, Administration Office, 325 E. Main Street, Anoka, MN 55303

**METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD
DISTRIBUTION FORMULA**

<u>Regional Railroad Authority</u>	<u>Assessment</u>
Anoka County	\$22,440.00
Dakota County	\$14,960.00
Hennepin County	\$33,660.00
Ramsey County	\$33,660.00
Scott County	\$ 3,444.00
Washington County	<u>\$ 8,671.00</u>
Total Budget	\$116,835.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

K. Spiegelauer 3/16/92
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 4 to BRW, Inc. in the amount of \$104,832.96 for Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$104,832.96 for the period ending December 31, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R91- . Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are: 1) Proposed resolution ratifying payment
 2) Accounts Payable form and Partial Payment No. 4
 3) BRW, Inc. Invoice No. 64662

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 24, 1992

Board Date

F. L. Henderson
Signature

3/18/92
Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of 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 December 31, 1991; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 64662, Partial Payment No. 4, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$104,832.96 for Ramsey County Regional Railroad Authority's share of services rendered through December 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 Rail Authority Date: 2/26/92

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

For Accounting Use Only			
	Claim No.		Date Paid
CA	PA270	1	
11	11	11	11
11	11	11	11
11	11	11	11
11	11	11	11

1-2 3-7 8 9-14

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59105	020102	\$104,832.96
				\$
				\$
				\$
				\$

32-41
\$104,832.96
TOTAL

4 PAY TO: 2 02207

First Name & Initial	(NO PUNCTUATION)	9-22
BRW		

Last Name or Company Name 23-52

(Name - Continued) 53-78

3
8 Address 9-32

Address 9-32

City _____ State 33-54

Soc Sec No _____
or
Fed Tax ID _____

5 ON CHECK STUB PUT:  Partial Pymt #4; Inv. 64662; Midway Corr. Phase II PE

Agreement PA270; Acct. 59105-020102; 12/31/91

For Risk Management Use Only

6
8

Last Name First Name

9-24

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

7 List in this space and attach to the back of this form: original invoices, receipts, certified claims or other documents.

Preparer's Signature /s/ Bette Kurysh

☒ 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

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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PREPARED BY: *BK*

ENTERED BY: *BK*

AGREEMENT NO: PA270

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

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

PERCENT COMPLETED 9.9%

\$291,789.77

\$15,089.31

\$276,700.46

\$158,977.61

\$117,722.85

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

3/2/92 K. Klopasch
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

2/25/92 Bruce P. Wobbes
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$55,446.25	\$7,034.53	\$62,480.78
PARTIAL PAYMENT NO. 4	\$104,832.96	\$12,889.89	\$117,722.85
PARTIAL PAYMENT NO. 5	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.10	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$246,356.53	\$30,413.93	\$276,770.46

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$276,770.46

AMOUNT REMAINING ON AGREEMENT \$2,663,229.54



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

#4
INVOICE
64662

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: December 31, 1991
JOB NO:1362

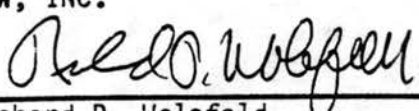
INVOICE PERIOD: December 1991
FEDERAL TAX ID NUMBER: 41-1625272

For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$110,350.48	\$ 149,424.61	\$ 259,775.09
LESS RETAINAGE	(5,517.52)	(7,901.14)	(13,418.66)
DUE THIS BILLING	\$104,832.96	\$ 141,523.47	\$ 246,356.43
HCRRRA	\$ 13,568.31	\$ 18,446.37	\$ 32,014.68
LESS RETAINAGE	(678.42)	(992.28)	(1,670.70)
DUE THIS BILLING	\$ 12,889.89	\$ 17,454.09	\$ 30,343.98
		454.04	343.93

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

BRW, INC.


Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVOICE PERIOD : DECEMBER 1991
 FILENAME: 89003_1

JOB NUMBER	LABOR	DIRECT EXPENSES	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRRA
1382-A-01				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-A-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-A-40				0.00	0.00	0.00	89%	0.00	11%	0.00
1382-A-41	5,602.70			5,602.70	280.14	5,322.57	89%	4,737.08	11%	585.489
1382-A-42	13,487.50	1,518.20		15,005.70	750.19	14,255.52	89%	12,885.63	11%	1,567.89
1382-A-43	1,232.50	6,018.48	318.78	7,567.74	378.39	7,189.35	89%	6,398.52	11%	790.83
1382-A-44				0.00	0.00	0.00	89%	0.00	11%	0.00
1382-A-45	870.00			870.00	43.50	826.50	89%	735.59	11%	90.921
1382-A-46	1,882.50			1,882.50	83.13	1,579.38	89%	1,405.84	11%	173.784
1382-A-47	1,180.00			1,180.00	58.00	1,102.00	89%	980.78	11%	121.22
1382-A-48	942.50			942.50	47.13	895.38	89%	798.884	11%	98.49
1382-A-49				0.00	0.00	0.00	89%	0.00	11%	0.00
1382-A-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-A-81				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-A-84	2,105.00			2,105.00	105.25	1,999.75	0.90	1,799.78	0.10	199.987
1382-A-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-A-86	580.00			580.00	29.00	551.00	90%	495.90	10%	55.10
1382-B-01		747.57	38.00	785.57	39.28	746.29	90%	671.66	10%	74.63
1382-B-05	258.75	180.50	9.50	448.75	22.44	426.31	90%	383.88	10%	42.83
1382-B-06	2,649.00	238.78		2,887.78	144.39	2,743.39	100%	2,743.39	0%	0.00
1382-B-10	5,548.25	9,110.39	453.38	15,112.02	755.60	14,356.42	85%	12,202.96	15%	2,153.46
1382-B-20				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-B-21	1,480.00			1,480.00	74.00	1,408.00	85%	1,195.10	15%	210.90
1382-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-47	3,702.50	8.40		3,710.90	185.55	3,525.36	89%	3,137.57	11%	387.79
1382-B-50				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-51		3,334.50	175.50	3,510.00	175.50	3,334.50	90%	3,001.05	10%	333.45
1382-B-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-53	810.00	2,391.83	125.88	3,327.51	168.38	3,161.13	90%	2,845.02	10%	316.11
1382-B-54	2,250.00	17.25		2,267.25	113.38	2,153.89	90%	1,938.50	10%	215.39
1382-B-55	2,519.75	1,541.37	81.13	4,142.25	207.11	3,935.14	90%	3,541.82	10%	393.52
1382-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1382-B-70		5,137.73	270.41	5,408.14	270.41	5,137.73	85%	4,367.07	15%	770.66
1382-B-80				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-81	145.00			145.00	7.25	137.75	90%	123.98	10%	13.77
1382-B-83		5.87		5.87	0.28	5.39	90%	4.85	10%	0.54
1382-B-84		10,613.39	558.59	11,171.98	558.60	10,613.38	90%	9,552.04	10%	1,061.34
1382-B-85	2,345.75			2,345.75	117.29	2,228.46	90%	2,005.62	10%	222.84
1382-B-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-01	540.00			540.00	27.00	513.00	90%	461.70	10%	51.30
1382-C-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-50	3,781.25			3,781.25	188.06	3,573.19	90%	3,215.87	10%	357.32
1382-C-51	1,867.50			1,867.50	93.38	1,774.13	90%	1,598.72	10%	177.41
1382-C-52	902.50			902.50	45.13	857.38	90%	771.64	10%	85.74
1382-C-53	380.00			380.00	18.00	342.00	90%	307.80	10%	34.20
1382-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-55	22,491.75	64.18		22,555.93	1,127.80	21,428.13	90%	19,285.32	10%	2,142.81
1382-C-58				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-57				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-C-81	1,518.75	20.15		1,538.90	76.95	1,461.96	90%	1,315.78	10%	146.20
1382-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-84	150.00			150.00	7.50	142.50	80%	128.25	10%	14.25
1382-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00
TOTAL	80,943.45	40,946.19	2,029.15	123,918.79	6,195.94	117,722.85	38	104,832.89	98	12,889.90
TOTAL EXPENSE		42,975.34								

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : DECEMBER 1991
 FILENAME: 89003_1

WORK TASK				RCRRRA -		HCRRRA	
	LABOR *	DIRECT EXPENSES **	TOTAL	%	ALLOCATION AMOUNT	%	ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$5,548.25	\$9,563.77	\$15,112.02	85%	\$12,845.21	15%	\$2,266.80
2.0 OPERATIONS PLAN	\$1,480.00	\$0.00	\$1,480.00	85%	\$1,258.00	15%	\$222.00
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
4.0 CIVIL ENGINEERING DESIGN	\$28,660.20	\$7,859.84	\$36,520.04	89%	\$32,502.84	11%	\$4,017.20
5.0 FACILITY DESIGN	\$34,962.75	\$7,731.44	\$42,694.19	90%	\$38,424.77	10%	\$4,269.42
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$5,408.14	\$5,408.14	85%	\$4,596.92	15%	\$811.22
8.0 ENVIRONMENTAL IMPACT MITIGN	\$6,844.50	\$11,197.80	\$18,042.30	90%	\$16,238.07	10%	\$1,804.23
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$540.00	\$785.57	\$1,325.57	90%	\$1,193.01	10%	\$132.56
11.0 COMMUNITY PARTICIPATION	\$258.75	\$190.00	\$448.75	90%	\$403.88	10%	\$44.88
RCRRRA COMMUNITY PARTICIP.	\$2,649.00	\$238.78	\$2,887.78	100%	\$2,887.78	0%	\$0.00
TOTAL	\$80,943.45	\$42,975.34	\$123,918.79		\$110,350.48		\$13,568.31

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

MIDWAY PE SURVEYS/MAPPING

JOB NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
DAHL, KEITH	2.0	80.00	160.00
SR. CONSULTANT			
APAKIAN, STEVEN	46.0	67.50	3,105.00
CONSULTANT I			
MANNENGA, FREDRICK	1.0	47.50	47.50
STAFF LEVEL IV			
HOLKER, THOMAS	7.0	45.00	315.00
STAFF LEVEL III			
FREERKS, JAMES	0.5	37.50	18.75
WHEELER, CHRISTOPHER	1.5	37.50	56.25
SUBTOTALS	2.0		75.00
3 PRON FIELD PTY			
FREERKS, JAMES	20.0	31.67	633.40

BRM, INC.

INVOICE NO. DRAFT

JOB NO. 13625.01

PAVOLA, JOE	20.0	31.67	633.40
SHEKSON, ROGER	20.0	31.67	633.40
SUBTOTALS	40.0		1,266.80
TOTALS	118.0		5,602.70

TOTAL LABOR 5,602.70

TOTAL THIS JOB \$ 5,602.70

MIDWAY PE GUIDEWAY+TRACK

JOB NO. 13626.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	33.0	145.00	4,785.00
SR. CONSULTANT			
AFANIAN, STEVEN	17.0	67.50	1,147.50
CONSULTANT I			
DILLINGHAM, JOHN	20.0	47.50	950.00
WANNENGA, FREDRICK	20.0	47.50	950.00
SUBTOTALS	40.0		1,900.00
STAFF LEVEL IV			
SANDERS, TOM	116.5	45.00	5,242.50
STAFF LEVEL III			
NGUYEN, CUC	11.0	37.50	412.50
TOTALS	217.5		13,487.50

TOTAL LABOR 13,487.50

TOTAL THIS JOB \$ 13,487.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE UTILITIES

JOB NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	8.5	145.00	1,232.50
		TOTAL LABOR	1,232.50
			=====
		TOTAL THIS JOB \$	1,232.50
			=====

MIDWAY PE GUIDEWAY STRUC

JOB NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.0	145.00	870.00
		TOTAL LABOR	870.00
			=====
		TOTAL THIS JOB \$	870.00
			=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PERIGHT-OF-WAY

JOB NO. 1362A.46

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
WANNENGA, FREDRICK	35.0	47.50	1,662.50
TOTAL LABOR			1,662.50

TOTAL THIS JOB \$ 1,662.50
=====

MIDWAY PE STREET/SIGNAL

JOB NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	8.0	145.00	1,160.00
TOTAL LABOR			1,160.00

TOTAL THIS JOB \$ 1,160.00
=====

BRH, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE MNDOT/FHWA MTG

JOB NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

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

MIDWAY PE CAF AREA ALIGN

JOB NO. 1362A.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.5	145.00	507.50
SR. CONSULTANT			
APAKIAN, STEVEN	19.0	67.50	1,282.50
STAFF LEVEL IV			
SANDERS, TOM	7.0	45.00	315.00
TOTALS	29.5		2,105.00
TOTAL LABOR			2,105.00
TOTAL THIS JOB \$			2,105.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE MERRIAM PARK

JOB NO. 1362A.86

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	4.0	145.00	580.00

TOTAL LABOR 580.00

TOTAL THIS JOB \$ 580.00

MIDWAY PE COMMTY PARTIC

JOB NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
COLBURN, ELIZABETH	4.5	57.50	258.75

TOTAL LABOR 258.75

TOTAL THIS JOB \$ 258.75

ERM, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE COMMUNITY PART

JOB NO. 1362B.06

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
COLEBURN, ELIZABETH	3.5	57.50	201.25
CONSULTANT I			
ANDERSON, BETTY	3.5	47.50	166.25
STUBBS, ROBERT	6.4	47.50	304.00
SUBTOTALS	9.9		470.25
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	35.5	45.00	1,597.50
STAFF LEVEL III			
BEVER, SIMA	1.1	37.50	41.25
ROTHOUDE, NANCY	1.4	37.50	52.50
WICKLUND, DAVID	0.5	37.50	18.75
SUBTOTALS	3.0		112.50
STAFF LEVEL II			
HAWKINSON, TOM	3.0	35.00	105.00
STAFF LEVEL I			
HERMAN, DIAKE	5.0	27.00	135.00
STAFF LEVEL V			
BARTEL, DAVID	0.5	55.00	27.50
TOTALS	60.4		2,649.00

TOTAL LABOR 2,649.00

TOTAL THIS JOB \$ 2,649.00

BKM, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE PROJECT MGMT

JOB NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	24.0	145.00	3,480.00
CONSULTANT I			
HINIKER, CHRISTIAN	1.0	47.50	47.50
LAYER, JULIE	26.0	47.50	1,235.00
STUBBS, ROBERT	4.4	47.50	209.00
THATCHER, JENNIE	2.9	47.50	137.75
SUBTOTALS	34.3		1,629.25
STAFF LEVEL III			
BEVER, GINA	1.0	37.50	37.50
HENDERSON, JANE	1.0	37.50	37.50
SUBTOTALS	2.0		75.00
STAFF LEVEL II			
HANKINSON, TOM	9.7	35.00	339.50
ROBERTS, SUSAN	0.7	35.00	24.50
SUBTOTALS	10.4		364.00
TOTALS	70.7		5,548.25

TOTAL LABOR 5,548.25

TOTAL THIS JOB \$ 5,548.25

MIDWAY PE RIDERSHIP FCST

JOB NO. 1362B.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

GRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	18.5	80.00	1,480.00
		TOTAL LABOR	1,480.00

TOTAL THIS JOB \$ 1,480.00

MIDWAY PE STREET/SIGNAL

JOB NO. 1362B.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
RUSCO, BRENT	7.0	57.50	402.50
CONSULTANT I			
GREEN, ROBERT	32.0	47.50	1,520.00
STAFF LEVEL II			
LAMPPA, JASON	2.0	35.00	70.00
SR. ASSOCIATE			
PRESTON, HOWARD	19.0	90.00	1,710.00
TOTALS	60.0		3,702.50

TOTAL LABOR 3,702.50

TOTAL THIS JOB \$ 3,702.50

ERM, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE STATH STRUCTRS

JOB NO. 1362B.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SHOLUCHOWSKI, PETER	9.0	90.00	810.00

TOTAL LABOR 810.00

TOTAL THIS JOB \$ 810.00

MIDWAY PE CAP AREA ENL D

JOB NO. 1362B.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SHOLUCHOWSKI, PETER	25.0	90.00	2,250.00

TOTAL LABOR 2,250.00

TOTAL THIS JOB \$ 2,250.00

BKM, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE DWMT STP HALL

JOB NO. 1362B.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	11.0	145.00	1,595.00
CONSULTANT I			
MOLITOR, LINDA	0.3	47.50	14.25
STAFF LEVEL II			
ROBERTS, SUSAN	0.3	35.00	10.50
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	10.0	90.00	900.00
TOTALS	21.6		2,519.75

TOTAL LABOR 2,519.75

TOTAL THIS JOB \$ 2,519.75

MIDWAY PE WEST67/280 STD

JOB NO. 1362B.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.0	145.00	145.00

TOTAL LABOR 145.00

TOTAL THIS JOB \$ 145.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE RAYOUX ST ALGN

JOB NO. 1362B.85

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WELSFELD, RICHARD	3.5	145.00	507.50
ASSOCIATE			
CRIDER, DEREK	11.4	80.00	912.00
CONSULTANT I			
CULLEN, SANDRA	19.5	47.50	926.25
TOTALS	34.4		2,345.75

TOTAL LABOR 2,345.75

TOTAL THIS JOB \$ 2,345.75

MIDWAY PE AGENCY COORD

JOB NO. 1362C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIUS	5.0	90.00	540.00
TOTAL LABOR			540.00

TOTAL THIS JOB \$ 540.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE STATION AREAS

JOB NO. 1362C.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
JARVIS, PETER	2.0	145.00	290.00
SR. CONSULTANT			
MALLOY, STEPHEN	5.0	67.50	337.50
CONSULTANT I			
BEHRINGER, CHRIS	49.0	47.50	2,327.50
STAFF LEVEL III			
WICKLUND, DAVID	21.5	37.50	806.25
TOTALS	77.5		3,761.25

TOTAL LABOR 3,761.25

TOTAL THIS JOB \$ 3,761.25

MIDWAY PE STATN SITE D D

JOB NO. 1362C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
RANBERS, JEFF	41.5	45.00	1,867.50

TOTAL LABOR 1,867.50

TOTAL THIS JOB \$ 1,867.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE STATE SITE FD

JOB NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
BEHRINGER, CHRIS	19.0	47.50	902.50
		TOTAL LABOR	902.50
			=====
		TOTAL THIS JOB \$	902.50
			=====

MIDWAY PE STATE STRUCTS

JOB NO. 1362C.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	4.0	90.00	360.00
		TOTAL LABOR	360.00
			=====
		TOTAL THIS JOB \$	360.00
			=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE DWRTH STP HALL

JOB NO. 1362C.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
AMUNDSEN, CRAIG	2.0	145.00	290.00
SR. CONSULTANT			
MALLOY, STEPHEN	1.0	67.50	67.50
CONSULTANT I			
BEHRINGER, CHRIS	4.0	47.50	190.00
LAYER, JULIE	0.6	47.50	28.50
MOLITOR, LINDA	0.8	47.50	38.00
RICE, SUSAN	2.4	47.50	114.00
SUBTOTALS	7.8		370.50
STAFF LEVEL IV			
MORD-SHEPTAK, CANDIS	5.5	45.00	247.50
RAMBERG, JEFF	110.5	45.00	4,972.50
SUBTOTALS	116.0		5,220.00
STAFF LEVEL III			
BEVER, GINA	1.6	37.50	60.00
HENDERSON, JANE	2.0	37.50	75.00
WICKLUND, DAVID	43.0	37.50	1,612.50
ZIMMERMAN, MARK	19.5	37.50	731.25
SUBTOTALS	66.1		2,478.75
SR. ASSOCIATE			
PAKALNS, ARIJS	119.0	90.00	10,710.00
STAFF LEVEL V			
BARTEL, DAVID	1.5	55.00	82.50
BLANKENSHIP, TIMOTHY	59.5	55.00	3,272.50
SUBTOTALS	61.0		3,355.00
TOTALS	372.9		22,491.75

TOTAL LABOR 22,491.75

TOTAL THIS JOB \$ 22,491.75

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

MIDWAY PE WEST67/280 STD

JOB NO. 1362C.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	1.0	45.00	45.00
STAFF LEVEL III			
WICKLUND, DAVID	34.5	37.50	1,293.75
SR. ASSOCIATE			
PANALMS, ARIJS	2.0	90.00	180.00
TOTALS	37.5		1,518.75
		TOTAL LABOR	1,518.75
			=====
		TOTAL THIS JOB \$	1,518.75
			=====

MIDWAY PE CAP AREA ALIGN

JOB NO. 1362C.34

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
WICKLUND, DAVID	3.0	37.50	112.50
ZIMMERMAN, MARK	1.0	37.50	37.50
SUBTOTALS	4.0		150.00
		TOTAL LABOR	150.00
			=====
		TOTAL THIS JOB \$	150.00
			=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 1362B.01

INVOICE TOTALS

TOTAL LABOR	80,943.45
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

80,943.45
=====

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001
INVOICE PERIOD : 1 DECEMBER 1991 - 31 DECEMBER 1991
FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$332.27
AUTO/MILEAGE	110.78
FREIGHT/DELIVERY	378.78
OUTSIDE REPRODUCTION/PHOTO	54.34

TOTAL	\$876.17
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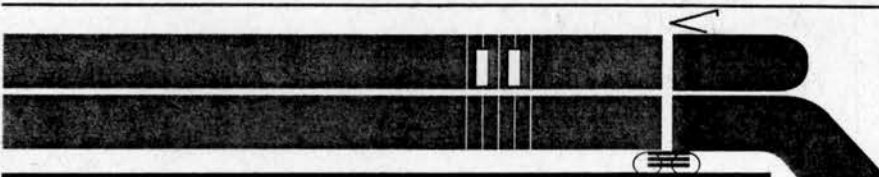
SUBCONTRACTORS

TKDA	\$6,335.24
BRW ARCHITECTS, INC.	\$17,667.60
ZIMMER, GUNSUL, FRASCA	\$11,171.99
BECHTEL	\$6,924.34

TOTAL	\$42,099.17
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|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$42,975.34 |
|----------------|-------------|



## 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 *KD*

**SUBJECT:** Legislative Auditor's Report on Regional Transit Planning

**DATE:** March 19, 1992

The Legislative Auditor has prepared a report on regional transit planning. I have attached:

- (1) Two newspaper articles about the report.
- (2) A two-page summary of the report.
- (3) A letter from the Regional Transit Board in 1990 pertaining to the Midway Corridor Environmental Impact Statement.
- (4) The full report, which includes a 17-page executive summary and letters of response to the report from the Metropolitan Council, Regional Transit Board and Minnesota Department of Transportation.

I met once with the legislative audit staff last summer at their request when they were initiating preparation of the report and I was briefed two weeks ago on some of the report's recommendations. At our most recent meeting I disagreed with some of their conclusions.

The recommendations of the report pertaining to LRT are:

- o The Legislature should not fund construction of LRT in the Central Corridor until a satisfactory alternatives analysis (considering other types of transit improvements in addition to LRT) has been prepared.
- o The Legislature should change the governance structure for light rail transit planning to provide for more regional control of the process while continuing to involve county railroad authorities in a meaningful way.



In regard to the alternatives analysis recommendation, an alternatives analysis is likely to be prepared as part of the federal funding process for the Central Corridor. Previously, in the process of preparing the State Environmental Impact Statement for the Midway Corridor, Ramsey County circulated a Scoping Document and a response was received from the Regional Transit Board (Attachment 3) indicating that the report "should mention that the EIS will not address other transit modes as alternatives to LRT because of the extensive previous planning done on LRT in the Twin Cities metropolitan area."

The Metropolitan Council has:

- Completed a Light Rail Transit Feasibility Study (1981) which identified the Central Corridor as the priority corridor for LRT;

- Initiated but did not complete (because of legislative prohibition) a federal Alternatives Analysis/Draft Environmental Impact Statement for the University Avenue Corridor (1983-85);

- Completed a Long Range Transit Study (1986) identifying where major transit capital investments should be considered;

- Completed a Transportation Development Guide/Policy Plan (1989) that identified the Central Corridor as the first priority corridor for light rail transit;

- Completed (February, 1992) a Transit Facilities Plan which concluded (1) that the first priority for LRT construction should be the Central Corridor, (2) discarded high occupancy vehicle lanes for the corridor because of their severe impacts, and (3) recommended that a federal alternatives analysis should be prepared for the Central Corridor.

The legislative audit staff members feel, however, (page 35 of the report) that "there has not been an objective analysis of the benefits and costs of the currently proposed LRT lines relative to other transit options."

In regard to the governance recommendation, the recently developed compromise on governance should address the legislative auditor's concerns satisfactorily.

Recommendation:

You may wish to discuss the report at the March 24 Regional Railroad Authority meeting. The report was received too late to include with meeting documentation.

# Transit board long on planning, short on action

DON AHERN STAFF WRITER

**T**win Cities transit planners have bungled their handling of mass transit, spending too much effort on a light rail system and ignoring suburbanites and the existing bus system, a sharply critical legislative audit said Tuesday.

Bus ridership has been allowed to dwindle by 20 percent since 1979 while planners have concentrated almost exclusively on planning a multibillion-dollar light-rail transit system, the report said.

The Regional Transit Board, the policy-setting group overseeing agencies like the Metropolitan Transit Commission, was singled out for criticism by Legisla-

tive Auditor James Nobles. He called its performance disappointing but stopped short of seeking its dissolution.

"Only the recent improvement in RTB's performance persuaded us that RTB should continue to exist," the report says.

TRANSIT CONTINUED ON 6A ▶

## TRANSIT

▼ CONTINUED FROM 1A

The report found that the Metropolitan Council has not provided adequate oversight for the transit board and that counties have not taken a regional view of light rail transit planning.

It leveled two general criticisms:

- Planners have focused too much on expensive light-rail transit and not enough on cheaper ways of improving transit. Those include upgrading the existing bus system to serve suburban areas better, and dedicating more highway lanes to buses and car pools, said John Yunker, project manager for the study.

- Although \$75 million has been spent by counties for light rail right of way, alternatives to light rail have not been adequately considered. The report urges the Legislature to withhold money for construction of light rail between St. Paul and Minneapolis until further analysis is done.

The Regional Transit Board, whose members are appointed by the Metropolitan Council and the governor, specifically bore the brunt of these criticisms:

- It has responded insufficiently to growing suburban transit needs.

- The existing regular route bus system has been ignored.

- It promoted light rail without adequate analysis for informed decisions.

- The board underestimated ridership and cost increases for Metro Mobility, a service for riders with handicaps.

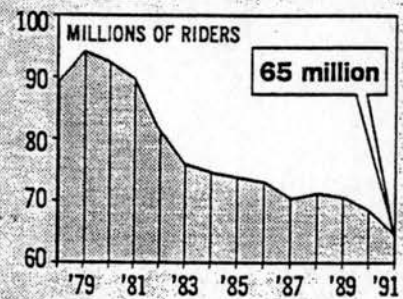
- Conflict has risen over the existence of competing leadership on the board, a full-time chairman appointed by the governor and a full time executive director appointed by the board. The chairman should either be made part time or allowed to select the executive director, the report says.

RTB Chairman Mike Ehrlichmann blamed the Legislature for not providing enough money to run a better system.

### Declining ridership



Transit use in the Twin Cities has declined steadily for more than a decade.



Source: Legislative auditor

PIONEER PRESS GRAPHIC

"The real weakness of the report is the fact that it does not delineate the severe revenue restraints we have had to operate under," he said.

The auditor's report did have some good things to say about recent developments.

It praises the Metropolitan Council's regional transit facilities plan, including the RTB's so-called vision for transit. That is a multiple strategy approach to transit problems rather than relying mostly on major capital improvements, the report says.

Nobles also points out that in the past year the Metropolitan Council has exerted stronger leadership over the regional board, and the RTB itself has widened its focus recently.

One recommendation may hit closer to home for many motorists. The report suggests a financial incentive to avoid using cars — some kind of vehicle or gasoline tax to encourage drivers to leave their cars at home and commute by transit. At least some of the proceeds could be used to pay for transit improvements, although constitutional restraints restrict the options available.

### AUDIT SAYS BOARD HAS:

- Responded poorly to growing suburban needs.
- Ignored existing bus system.
- Promoted light rail without adequate analysis.





# Transit officials accused of dragging their feet

By Laurie Blake  
Staff Writer

## Auditor urges gas tax, light-rail study

Twin Cities transit officials have neglected bus service and made little progress in meeting growing suburban transit needs while spending years studying light rail without documenting its costs and benefits, according to a report released Tuesday.

The report by the Legislative Auditor's Office recommends that the Legislature try to deter automobile use by raising gasoline taxes or other fees and taxes. And it urges legislators not to provide money for light rail construction until the costs and

benefits are definitively compared with bus and carpool lanes.

The report is the result of an investigation by Legislative Auditor Jim Nobles' office into the effectiveness of transit planning by the Regional Transit Board, the Metropolitan Council and the Minnesota Transportation Department. Current proposals from the Regional Transit Board and the Met Council to improve suburban bus service with connecting and express service from hubs at major shopping malls are

encouraging, the report says. But it says these plans lack details on how many riders they would attract, how much they would cost and how they would cut traffic congestion. Progress on these plans should be monitored yearly by the Metropolitan Council, the auditor recommended.

The report was presented yesterday at a legislative committee meeting. Mary Anderson, chairwoman of the Metropolitan Council, and Michael Ehrlichmann, chairman of the Regional Transit Board, accepted the

report's criticism. But they reminded legislators that money is badly needed for transit improvements and that the plans for improving and expanding bus service cannot be carried out without it. "Ultimately, you get what you pay for," Ehrlichmann said.

The state Transportation Department refuted the auditor's finding on light rail, saying that it *has* made a thorough comparison of cost, ridership and the effects on right of way on Interstate Hwy. 35W for both light rail and bus-carpool lanes. That

comparison is part of an environmental impact study of design options for rebuilding the freeway from downtown Minneapolis to Burnsville, said Craig Robinson, who manages the I-35W corridor for the Transportation Department. "I feel we have everything needed to make a decision," he said.

John Yunker of the Legislative Auditor's Office said he spent much time looking at the state work on I-35W and found it very difficult to find a clear comparison of costs and benefits. The same information is lacking for a light rail line between Minneapolis and St. Paul along I-94, Yunker said.



# SUMMARY

State of Minnesota

Office of the Legislative Auditor

Centennial Office Building • St. Paul, MN 55155

612/296-4708

*Attachment 2 - 1*

## REGIONAL TRANSIT PLANNING

March 17, 1992

The Twin Cities metropolitan area has experienced significant decreases in transit ridership, increased travel by cars with a single occupant, and greater freeway congestion. Transit ridership has fallen so much that it now costs more for public buses to deliver a passenger-mile of service than it costs the typical car owner.

We were asked by the Legislative Audit Commission to study whether the area's multi-agency transit planning structure is adequately addressing these concerns. Generally, we found that transit planning agencies have:

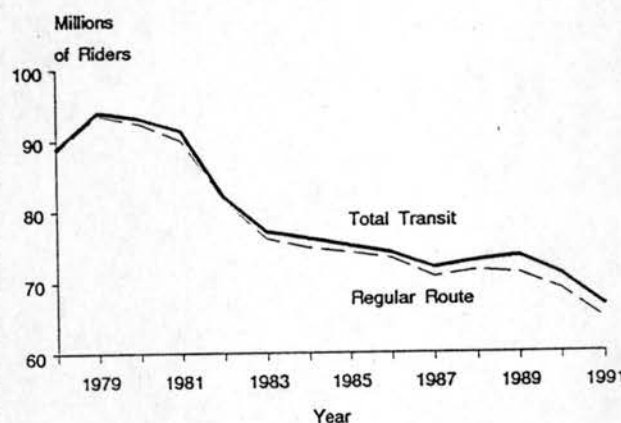
- Focused too much on major capital improvements such as LRT and not enough on relatively inexpensive ways of improving transit performance and ridership.
- Not adequately considered alternatives to light rail transit (LRT), even though more than \$75 million has been spent by county regional rail authorities to acquire right-of-way and plan LRT lines.

More specifically, we found the performance of the Regional Transit Board (RTB) disappointing. The board has:

- Made insufficient progress in responding to growing suburban transit needs.

- Given inadequate attention to the existing regular route bus system.
- Promoted light rail transit without providing the analysis that is needed for informed decision making.
- Not developed an adequate policy on competitive bidding for bus services outside the Metropolitan Transit Commission's exclusive service area.
- Not fully anticipated ridership and cost increases for Metro Mobility.

Transit Ridership, 1978-91



While RTB is responsible for the problems in its performance, we also found that--until recently--the Metropolitan Council has not provided adequate oversight of RTB or leadership on transit planning issues. In addition, the county-dominated planning structure for LRT has not helped to bring a regional perspective to decisions about LRT.

However, under pressure from the Legislature and the Governor, regional agencies have taken significant steps in the last ten months to begin addressing the area's transit and highway concerns. Foremost among the actions taken is the Metropolitan Council's preparation of a regional transit facilities plan. This plan recommends a multiple strategy approach to addressing transit problems rather than an approach which relies heavily on major capital improvements. Other steps taken include: 1) more aggressive oversight of RTB's 5-year plan by the Metropolitan Council, 2) RTB's adoption of a new vision for transit, 3) completion of a bus marketing study by RTB, 4) initiation by

the Metropolitan Transit Commission (MTC) of a comprehensive operations analysis of existing bus routes and ridership, 5) MTC and Minnesota Department of Transportation (Mn/DOT) collaboration on the Team Transit project, 6) RTB action to control rising Metro Mobility costs while retaining accessible service in outlying suburbs, 7) RTB interest in conducting management audits of MTC, and 8) RTB cooperation with opt-out communities in the suburbs.

Only the recent improvements in RTB's performance persuaded us that RTB should continue to exist. However, RTB needs to follow through on the steps it has taken and demonstrate that it can be an effective problem solver. Many of the details in its vision for transit have not yet been worked out and need further analysis before final decisions can be made. We recommend that RTB: 1) examine the need for and cost-effectiveness of recommended service improvements and transit hubs, 2) work with MTC to restructure the bus system, 3) conduct the proposed management audits of MTC, 4) work with MTC to strengthen the ride-

sharing program, and 5) develop an adequate and fair competitive bidding policy.

We recommend that the Legislature: 1) give the Council more power to oversee RTB, 2) require RTB to report annually on the performance of existing transit services and its progress in implementing its 5-year plan, 3) support the new facilities plan but require agencies to provide needed information and analysis, 4) require an adequate analysis of alternatives before funding LRT construction, 5) put regional agencies and Mn/DOT more clearly in charge of LRT planning and construction, and 6) consider financial disincentives to car usage. In addition, we recommend that the Legislature either make the chair of RTB a part-time position or permit the chair to hire the executive director with approval of the board. This change is needed to eliminate confusion over who is in charge of daily administration at RTB.

Copies of the report are available from the Program Evaluation Division. If you have questions, please contact John Yunker or Roger Brooks at (612) 296-4708.



Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101  
612/292-8789

Attachment 3-1

March 7, 1990

Ms. Kathryn DeSpiegelaere  
Ramsey County Regional Railroad Authority  
316 Courthouse  
15 West Kellogg Boulevard  
St. Paul, MN 55102

Subject: Regional Transit Board Review and Comments on the Midway Corridor  
Light Rail Transit Environmental Assessment Worksheet and the Draft Scoping  
Decision Document

Dear Ms. ~~Desp~~<sup>Kathy</sup>iegelaere:

Thank you for the opportunity to review and comment on this document. Transmitted herewith are the Regional Transit Board's comments on the Ramsey County Regional Railroad Authority's Midway Corridor Light Rail Transit Environmental Assessment Worksheet and the Draft Scoping Decision Document as approved by the Board at their March 5, 1990 meeting. Please address these comments in the preparation of the final document.

If you have any questions regarding these comments, please call me at 229-2707.

Sincerely,

*David Minister*

David Minister  
Director of LRT Development

RDM:cm  
Attachment

cc: K. Stevens-HCRR  
M. Ehrlichmann  
G. Andrews  
J. Hollander  
H. Blin  
LRT Files



## REGIONAL TRANSIT BOARD

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

**DATE:** February 14, 1990  
**TO:** Policy Committee  
**FROM:** David Minister, Director of LRT Development  
**SUBJECT:** Review and Comments for the Midway Corridor Scoping Documents (RCRRA and HCRA)

### SUMMARY

The Ramsey County and Hennepin County Regional Railroad Authorities (RRA) have jointly issued an Environmental Assessment Worksheet (EAW) and a Scoping Decision Document for preparing an EIS for light rail transit (LRT) alternatives on three alignments in the Midway Corridor and in downtown St. Paul. The three alignments are: 1) Burlington Northern Railroad/Pierce Butler Road, 2) University Avenue, and 3) Soo Railroad/I-94 freeway.

As part of the environmental scoping process, the RTB has been invited to review and comment on the EAW and the Scoping Decision Document. This memorandum presents staff's comments on the document. Action is requested to approve these comments for transmittal to the RCRRA and HCRA.

### BACKGROUND

The Midway Corridor has been studied extensively in the past regarding the feasibility and desirability of implementing a light rail transit line connecting the two downtowns and the university.

The previous studies were not able to achieve a consensus on the choice of an alignment on which to implement LRT in the Midway Corridor. In addition, no preferred alignment has yet been identified for the state capitol area and downtown St. Paul. Also, there are now a number of other potential LRT corridors serving the East Metro area that would connect to the Midway Corridor line or the downtown St. Paul line.

Because of the above issues and in order to comply with state environmental laws, an EIS is now being prepared with the objective of reaching a consensus agreement on a preferred LRT alignment for the Midway Corridor, the state capitol area and downtown St. Paul.

Memo To: Policy Committee  
 February 14, 1990  
 Page Two

## DISCUSSION

The EAW and the Scoping Decision Document appear to be comprehensive and complete. Staff review of the two documents produced the following comments:

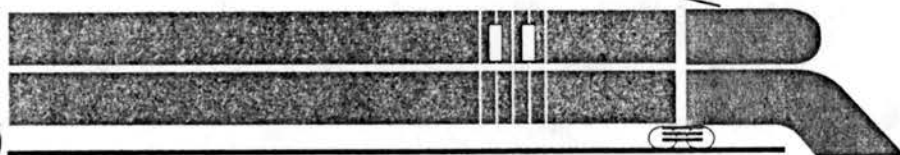
1. Traffic operational impacts on I-94 are not addressed, such as plans for on-ramp metering and high occupancy vehicle (HOV) bypass lanes on these metered ramps.
2. No mention is made of the fact that each of the three proposed Midway Corridor alignments presents different opportunities and constraints, and that strong efforts will be made to define an "optimum" LRT alternative that best takes advantage of these opportunities and constraints. For example, one alignment may present opportunities for high average speeds, widely-spaced stations and park-n-ride lots, but not much potential for walk-ons or bus transfers. Another alignment may better maximize its potential with closer-spaced stations to serve lots of walk-ons and bus transfers, but have little potential for park-n-ride lots.
3. No mention is made of the recently adopted Light Rail Transit Regional Development and Financial Plan, yet this is an important benchmark document now endorsed by the full Metropolitan Council and the Regional Transit Board. Similarly, the ongoing LRT Regional Coordination Plan should also be mentioned. (This mention should occur on page 11 of the EAW under item #12 and on page 1 of the Scoping Decision Document.)
4. Both the EAW and the Scoping Decision Document should mention that the EIS will not address other transit modes as alternatives to LRT because of the extensive previous planning done on LRT in the Twin Cities metropolitan area. The Midway Corridor has been previously identified by the Metropolitan Council as a candidate corridor for LRT service. This statement should be included under Item #5, "Description of the Proposed Project", on page 2 of the EAW.
5. It is not clear from the text (see page 27 of EAW) if the "No-Build" alternative includes the proposed reconstruction and widening of I-94, which may or may not include HOV lanes.
6. There are a number of typos in the text which we propose to tabulate and send directly to the RCRRRA staff.

## RECOMMENDATION

It is recommended that the Policy Committee approve staff's comments 1 through 5 contained under the "Discussion" section herein, and recommend that the RTB forward them to the Ramsey County and Hennepin County Regional Railroad Authorities.

RDM:cm

cc: J. Hollander  
 H. Blin  
 LRT Files-Midway Corridor



## Ramsey County Regional Railroad Authority

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

*file*  
Jim Tolaas

Ramsey County Regional  
Railroad Authority  
Documentation

Ruby Hunt, Treasurer  
District 5

Diane Ahrens  
District 4

Hal Norgard  
District 7

Donald Salverda  
District 2

### AGENDA

#### RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 14, 1992

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

#### Chairman's Comments

1. \* Minutes of February 25, 1992 Board Meeting.
  2. \* Approve Cedar and Fourth Street alignment, three station locations and station configuration for light rail transit in downtown St. Paul.
  3. Update on Legislation.
  4. \* Ratify Partial Payment No. 5 to BRW, Inc. in the amount of \$157,659.91 for Midway Corridor Phase II Preliminary Engineering.
  5. \* Approve Partial Payment No. 12 (final) To BRW, Inc. in the amount of \$2,366.61 for the South Corridor.
- \* Action is requested.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 4/3/92  
Authorized Signature Date

Board Action Requested

Approve Cedar and Fourth Street alignment, three station locations and station configuration for light rail transit in downtown St. Paul.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution  
2) Memorandum from K. DeSpiegelaere  
3) St. Paul Downtown LRT station Location Study Technical Memorandum #6

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

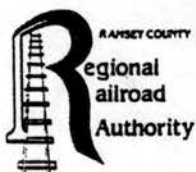
April 14, 1992

J. L. Glendonning  
Signature

4/6/92

Board Date

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

WHEREAS, On October 23, 1990, Ramsey County Regional Railroad Authority designated the surface of Cedar and Fourth Streets in Downtown St. Paul as the preferred location for light rail transit (LRT) in downtown St. Paul for purposes of the Draft Environmental Impact Statement for Light Rail Transit in the Midway Corridor; and

WHEREAS, Light rail transit preliminary engineering work has been initiated for the Midway Corridor. As part of that work effort the location of light rail transit stations, alignment, and configuration of stations have been re-evaluated in downtown St. Paul; and

WHEREAS, The Downtown LRT Task Force recommended in March and April, 1992, that:

- (1) LRT should be located on the surface on Cedar and Fourth Streets in Downtown St. Paul.
- (2) The alignment for LRT should cut diagonally through the block bounded by Cedar, Minnesota, Fourth, and Fifth Streets.
- (3) There should be three light rail transit stations in downtown St. Paul located on Cedar Street between 11th and 10th Streets (Museum); in the Athletic Club block (Central); and on Fourth Street between Sibley and Wacouta Streets (Union Depot).
- (4) The configuration of the stations should be:

Museum -- center platform

Central -- side platform

Union Depot -- center platform.

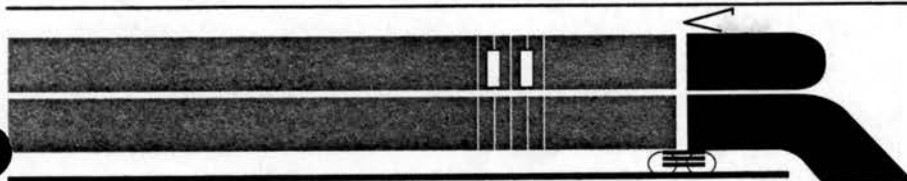
Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority selects the street alignment, station location, and station configuration for light rail transit in Downtown St. Paul as recommended by the Downtown LRT Task Force.

John T. Finley, Chairman

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

A



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

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

**SUBJECT:** LRT in Downtown St. Paul

**DATE:** April 3, 1992

Ramsey County Regional Railroad Authority previously approved an alignment for light rail transit in downtown St. Paul. The selected location was on the surface of Cedar and Fourth Streets, and stations were proposed at Cedar and 11th Street (Museum), Cedar and Sixth Street (Norwest), Fourth and Minnesota (Kellogg Square), and at Fourth and Wacouta (Union Depot).

When the preliminary engineering phase of work was initiated for the Midway Corridor in September, 1991, a reexamination of assumptions was requested by the City of St. Paul.

Information was prepared in response to questions by St. Paul staff (Attachment 1) and has been reviewed in many meetings with them and with the Downtown LRT Task Force. A membership list of the Downtown LRT Task Force, which includes two St. Paul Councilmembers, is attached.

One of the stations is located within the boundaries of the Capitol Area Architectural and Planning Board's jurisdiction. Several meetings have been held with that organization's staff and advisers, and agreement has been reached with them.

On April 2, the Downtown LRT Task Force adopted this motion unanimously:

Alternative D should be selected as the preferred plan for LRT in Downtown St. Paul. Alternate D locates LRT on the surface on Cedar and Fourth Streets and includes three stations located at (1) Cedar and 11th Street (Museum Station); (2) Diagonal through the block bounded by Cedar, Minnesota, Fifth and Fourth, Central Station; (3) Fourth Street and Wacouta (Union Depot Station).

B



Page 2

A second motion was adopted with one dissent:

The station should be designed with the following platform configurations:

Museum -- center platform

Central -- side platform

Union Depot -- center platform.

The Chair of the Downtown LRT Task Force, Bob Bach, will attend the Rail Authority meeting to discuss the recommendations with you if his schedule permits. Bob, Bill Buth, and Rich Hadley have been instrumental in helping focus discussions so that conclusions could be reached on this subject.

Recommendation:

A resolution has been prepared for your consideration.

KD/blk  
Attachment

2

DOWNTOWN LRT TASK FORCE

Bob Bach, Chair  
Downtown LRT Task Force  
Felhaber Larson Fenlon & Vogt

Lois Sinn Lindquist  
St. Paul Downtown Council

Ken Bjerk  
EcoLab

Weiming Lu  
Lowertown Redevelopment Corp.

Bill Buth  
BOMA

John Lund  
MN Mutual Life Insurance Co.

Ron Dockery  
3M Center

Mike Murphy  
Towle Real Estate

Karin Eid  
Toltz King Duvall Anderson & Assoc.

Jim Peterson  
Science Museum

William Faulkner  
William Faulkner & Assoc.

Craig Rafferty  
Rafferty Rafferty & Tollefson  
St. Paul Heritage Preservation Comm.

Commissioner John T. Finley  
Ramsey County

Tim Rogers  
St. Paul Chamber of Commerce

Howard Guthmann  
Wilkerson Guthmann & Johnson

Alan K. Ruvelson, Jr.  
Midway Civic & Commerce Assoc.

Michael Hamburger  
Hamman Art

David Schillhammer  
St. Paul Chamber Orchestra

Doug Hoskin  
PSI/Downtown Council

Elin M. Skinner  
Midway Civic & Commerce Assoc.

Commissioner Ruby Hunt  
Ramsey County

Lucy Thomas

Rich Hadley  
St. Paul Chamber of Commerce

Councilmember Dave Thune  
City of St. Paul

Rob Kost  
Frauenshuh Companies

Chuck Wiger  
St. Paul Chamber of Commerce

John Lilja  
Minnesota Historical Society

Council President Bill Wilson  
City of St. Paul

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

*F. L. Spiegelauer* *4/3/92*  
Authorized Signature Date

Board Action Requested

Update on legislation.

DISCUSSION ONLY

Request Justification

A report on legislation will be provided at the meeting.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 14, 1992

Board Date

*F. L. Glendinning*  
Signature

2/6/92

Date



# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Klespigel 4/3/92  
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 5 to BRW, Inc. in the amount of \$157,659.91 for Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

### Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$157,659.91 for the period ending January 31, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R91- . Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are:
- 1) Proposed resolution ratifying payment
  - 2) Accounts Payable form and Partial Payment No. 5
  - 3) BRW, Inc. Invoice No. 64809

Budgeting and Accounting Ed Blauvelt  
County Attorney Carl Mac Miller  
Risk Manager \_\_\_\_\_  
Data Processing \_\_\_\_\_

Date / Time  
Received By

Previous Action taken on Request

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

April 14, 1992

J. L. Glendon  
Signature

4/6/92

Board Date

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 31, 1992; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91- ) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 64809, Partial Payment No. 5, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$157,659.91 for Ramsey County Regional Railroad Authority's share of services rendered through January 31, 1991, is hereby ratified.

John T. Finley, Chairman

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

# ACCOUNTS PAYABLE

COMPUTER INPUT  
PLEASE TYPE OR  
PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: 3/18/92

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

| For Accounting Use Only |           |   |           |
|-------------------------|-----------|---|-----------|
|                         | Claim No. |   | Date Paid |
| CA                      | PA270     | 1 |           |
| "                       | "         | " | "         |
| "                       | "         | " | "         |
| "                       | "         | " | "         |
| "                       | "         | " | "         |

1-2      3-7      8      9-14

| 3 CODE |      |       |        |               |
|--------|------|-------|--------|---------------|
| RFC    | Fund | Dept  | Object | Amount        |
|        | 591  | 59105 | 020102 | \$ 157,659.91 |
|        |      |       |        | \$            |
|        |      |       |        | \$            |
|        |      |       |        | \$            |
|        |      |       |        | \$            |

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

\$ 157,659.91  
TOTAL

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

5 ON CHECK STUB PUT: Partial Pymt #5: Inv. 64809: Midway Corr. Phase II PE  
Agreement PA270; Acct. 59105-020102; 01/31/92

| For Risk Management Use Only |            |
|------------------------------|------------|
| Last Name                    | First Name |

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 [Signature]

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



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 5

PREPARED BY: BK

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING  
CONTRACT AGREEMENT NUMBER RCRRRA/HCRRRA 91-001

ENTERED BY: BK

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: 17 MAR 92

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

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

ACCOUNT NUMBER 59108-020102

PERCENT COMPLETED

16.3%

TOTAL VALUE OF WORK CERTIFIED - 31 JAN 92

\$477,856.57

LESS 5% RETAINAGE

\$23,892.82

AMOUNT DUE

\$453,963.75

LESS PREVIOUSLY APPROVED PAYMENTS:

\$276,770.46

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$177,193.29

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

3/23/92 [Signature]  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING  
3/19/92 [Signature]  
DATE CONSULTANT

| PREVIOUS PARTIALS:     | RCRRRA SHARE | HCRRRA SHARE | TOTAL        |
|------------------------|--------------|--------------|--------------|
| PARTIAL PAYMENT NO. 1  | \$6,574.77   | \$837.38     | \$7,412.15   |
| PARTIAL PAYMENT NO. 2  | \$79,502.55  | \$9,652.13   | \$89,154.68  |
| PARTIAL PAYMENT NO. 3  | \$55,446.25  | \$7,034.53   | \$62,480.78  |
| PARTIAL PAYMENT NO. 4  | \$104,832.96 | \$12,889.89  | \$117,722.85 |
| PARTIAL PAYMENT NO. 5  | \$157,659.91 | \$19,533.38  | \$177,193.29 |
| PARTIAL PAYMENT NO. 6  | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT NO. 7  | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT NO. 8  | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT NO. 9  | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT NO. 10 | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT TOTAL: | \$404,016.44 | \$49,947.31  | \$453,963.75 |

SUMMARY OF AGREEMENT

|                                                      |                       |
|------------------------------------------------------|-----------------------|
| ORIGINAL AGREEMENT AMOUNT:                           | \$2,940,000.00        |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | \$453,963.75          |
| AMOUNT REMAINING ON AGREEMENT                        | <u>\$2,486,036.25</u> |



BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Denver  
Phoenix  
Tucson  
San Diego  
Seattle  
Orlando

INVOICE  
64809

Ms. Kathryn DeSpiegelaere  
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: January 31, 1992  
JOB NO:1362

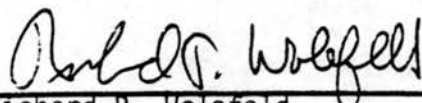
INVOICE PERIOD: January 1992  
FEDERAL TAX ID NUMBER: 41-1625272

For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRA 91-001.

| ITEM             | BILLED THIS<br>INVOICE                        | PREVIOUSLY BILLED                         | TOTAL BILLING TO<br>DATE                         |
|------------------|-----------------------------------------------|-------------------------------------------|--------------------------------------------------|
| RCRRA            | \$ 165,505.35                                 | \$ 259,775.09                             | \$ 425,280.44                                    |
| LESS RETAINAGE   | ( <sup>7845.44</sup><br><del>8,275.27</del> ) | ( <sup>56</sup><br><del>13,418.66</del> ) | ( <sup>264.00</sup><br><del>21,693.93</del> )    |
| DUE THIS BILLING | \$ <sup>659.91</sup><br><del>157,230.08</del> | \$ <sup>53</sup><br><del>246,356.43</del> | \$ <sup>404016.44</sup><br><del>403,586.51</del> |
| HCRA             | \$ 20,561.45                                  | \$ 32,014.68                              | \$ 52,576.13                                     |
| LESS RETAINAGE   | ( <u>1,028.07</u> )                           | ( <sup>75</sup><br><del>1,600.78</del> )  | ( <sup>82</sup><br><del>2,628.77</del> )         |
| DUE THIS BILLING | \$ 19,533.38                                  | \$ <sup>3</sup><br><del>30,413.98</del>   | \$ 49,947.36                                     |

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

BRW, INC.

  
Richard P. Wolfeld  
Principal

ZGF letter  
minutes.

64809

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91001  
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA  
INVOICE PERIOD : JANUARY 1992  
FILENAME: 89003\_1

| JOB NUMBER | LABOR     | DIRECT EXPENSES | SUBCONSULTANT<br>RETAINAGE | TOTAL     | LESS<br>RETAINAGE | TOTAL<br>SALES | %    | RCRRA     | %    | HCRRRA   |
|------------|-----------|-----------------|----------------------------|-----------|-------------------|----------------|------|-----------|------|----------|
| 1362-A-01  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-A-05  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-A-40  |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%  | 0.00      | 11%  | 0.00     |
| 1362-A-41  | 7,834.44  | 34,300.00       |                            | 42,134.44 | 2,106.72          | 40,027.72      | 89%  | 35,624.67 | 11%  | 4,403.05 |
| 1362-A-42  | 13,851.25 | 1,738.33        | 91.48                      | 15,681.07 | 784.05            | 14,897.02      | 89%  | 13,258.34 | 11%  | 1,638.67 |
| 1362-A-43  | 4,541.50  | 13.40           |                            | 4,554.90  | 227.75            | 4,327.16       | 89%  | 3,851.17  | 11%  | 475.99   |
| 1362-A-44  | 1,015.00  |                 |                            | 1,015.00  | 50.75             | 964.25         | 89%  | 858.18    | 11%  | 106.07   |
| 1362-A-45  |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%  | 0.00      | 11%  | 0.00     |
| 1362-A-46  | 435.00    |                 |                            | 435.00    | 21.75             | 413.25         | 89%  | 367.79    | 11%  | 45.46    |
| 1362-A-47  | 870.00    |                 |                            | 870.00    | 43.50             | 826.50         | 89%  | 735.59    | 11%  | 90.92    |
| 1362-A-48  |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%  | 0.00      | 11%  | 0.00     |
| 1362-A-49  |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%  | 0.00      | 11%  | 0.00     |
| 1362-A-70  |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%  | 0.00      | 15%  | 0.00     |
| 1362-A-81  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-A-84  | 270.00    | 2,850.00        |                            | 3,120.00  | 156.00            | 2,964.00       | 0.90 | 2,667.60  | 0.10 | 296.40   |
| 1362-A-85  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-A-86  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
|            |           |                 |                            |           |                   |                |      |           |      |          |
| 1362-B-01  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-B-05  | 2,032.50  |                 |                            | 2,032.50  | 101.63            | 1,930.88       | 90%  | 1,737.79  | 10%  | 193.09   |
| 1362-B-06  | 562.50    |                 |                            | 562.50    | 28.13             | 534.38         | 100% | 534.38    | 0%   | 0.00     |
| 1362-B-10  | 10,337.75 | 11,926.07       | 561.98                     | 22,825.80 | 1,141.29          | 21,684.51      | 85%  | 18,431.83 | 15%  | 3,252.68 |
| 1362-B-20  |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%  | 0.00      | 15%  | 0.00     |
| 1362-B-21  | 2,077.50  | 8.44            |                            | 2,085.94  | 104.30            | 1,981.64       | 85%  | 1,684.40  | 15%  | 297.25   |
| 1362-B-30  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-B-47  | 11,834.50 | 18.90           |                            | 11,853.40 | 592.67            | 11,260.73      | 89%  | 10,022.05 | 11%  | 1,238.68 |
| 1362-B-50  | 217.50    |                 |                            | 217.50    | 10.88             | 206.62         | 90%  | 185.96    | 10%  | 20.66    |
| 1362-B-51  | 580.00    |                 |                            | 580.00    | 29.00             | 551.00         | 90%  | 495.90    | 10%  | 55.10    |
| 1362-B-52  |           | 1,218.38        | 64.12                      | 1,282.50  | 64.13             | 1,218.38       | 90%  | 1,096.54  | 10%  | 121.84   |
| 1362-B-53  | 315.00    | 6,445.75        | 339.25                     | 7,100.00  | 355.00            | 6,745.00       | 90%  | 6,070.50  | 10%  | 674.50   |
| 1362-B-54  | 900.00    |                 |                            | 900.00    | 45.00             | 855.00         | 90%  | 769.50    | 10%  | 85.50    |
| 1362-B-55  | 1,862.50  | 7,616.62        | 400.88                     | 9,880.00  | 494.00            | 9,386.00       | 90%  | 8,447.40  | 10%  | 938.60   |
| 1362-B-60  |           |                 |                            | 0.00      | 0.00              | 0.00           | 80%  | 0.00      | 20%  | 0.00     |
| 1362-B-70  |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%  | 0.00      | 15%  | 0.00     |
| 1362-B-80  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-B-81  | 1,395.00  |                 |                            | 1,395.00  | 69.75             | 1,325.25       | 90%  | 1,192.70  | 10%  | 132.52   |
| 1362-B-83  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-B-84  | 1,597.50  | 13,854.69       | 729.19                     | 16,181.38 | 809.07            | 15,372.31      | 90%  | 13,835.08 | 10%  | 1,537.23 |
| 1362-B-85  | 5,013.00  | 57.92           |                            | 5,070.92  | 253.55            | 4,817.37       | 90%  | 4,335.64  | 10%  | 481.74   |
| 1362-B-86  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
|            |           |                 |                            |           |                   |                |      |           |      |          |
| 1362-C-01  | 720.00    |                 |                            | 720.00    | 36.00             | 684.00         | 90%  | 615.60    | 10%  | 68.40    |
| 1362-C-05  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-50  | 4,840.00  | 118.30          |                            | 4,958.30  | 247.92            | 4,710.39       | 90%  | 4,239.35  | 10%  | 471.04   |
| 1362-C-51  | 5,805.00  |                 |                            | 5,805.00  | 290.25            | 5,514.75       | 90%  | 4,963.28  | 10%  | 551.47   |
| 1362-C-52  | 3,782.50  |                 |                            | 3,782.50  | 189.13            | 3,593.38       | 90%  | 3,234.04  | 10%  | 359.34   |
| 1362-C-53  | 990.00    |                 |                            | 990.00    | 49.50             | 940.50         | 90%  | 846.45    | 10%  | 94.05    |
| 1362-C-54  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-55  | 12,013.25 | 10.40           |                            | 12,023.65 | 601.18            | 11,422.47      | 90%  | 10,280.22 | 10%  | 1,142.25 |
| 1362-C-56  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-57  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-70  |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%  | 0.00      | 15%  | 0.00     |
| 1362-C-81  | 7,915.75  |                 |                            | 7,915.75  | 395.79            | 7,519.96       | 90%  | 6,767.97  | 10%  | 752.00   |
| 1362-C-82  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-84  | 93.75     |                 |                            | 93.75     | 4.69              | 89.06          | 90%  | 80.16     | 10%  | 8.91     |
| 1362-C-85  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-86  |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%  | 0.00      | 10%  | 0.00     |
| 1362-C-90  |           |                 |                            | 0.00      | 0.00              | 0.00           | 80%  | 0.00      | 20%  | 0.00     |

Change  
yellow

|       |            |           |          |            |          |            |  |            |  |           |
|-------|------------|-----------|----------|------------|----------|------------|--|------------|--|-----------|
| TOTAL | 103,702.69 | 80,177.20 | 2,186.91 | 186,066.80 | 9,303.34 | 176,763.46 |  | 157,230.08 |  | 19,533.38 |
|-------|------------|-----------|----------|------------|----------|------------|--|------------|--|-----------|



ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRRA 91-001  
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA  
 INVOICE PERIOD : JANUARY 1992  
 FILENAME: 89003\_1

| WORK TASK                       |              |                       |              | RCRRRA |                      | HCRRRA |                      |
|---------------------------------|--------------|-----------------------|--------------|--------|----------------------|--------|----------------------|
|                                 | LABOR *      | DIRECT<br>EXPENSES ** | TOTAL        | %      | ALLOCATION<br>AMOUNT | %      | ALLOCATION<br>AMOUNT |
| 1.0 PROJECT MANAGEMENT          | \$10,337.75  | \$12,488.05           | \$22,825.80  | 85%    | \$19,401.93          | 15%    | \$3,423.87           |
| 2.0 OPERATIONS PLAN             | \$2,077.50   | \$8.44                | \$2,085.94   | 85%    | \$1,773.05           | 15%    | \$312.89             |
| 3.0 SYSTEMS ENGINEERING DESIGN  | \$0.00       | \$0.00                | \$0.00       | 90%    | \$0.00               | 10%    | \$0.00               |
| 4.0 CIVIL ENGINEERING DESIGN    | \$40,381.69  | \$36,162.12           | \$76,543.81  | 89%    | \$68,123.99          | 11%    | \$8,419.82           |
| 5.0 FACILITY DESIGN             | \$31,305.75  | \$16,213.70           | \$47,519.45  | 90%    | \$42,767.51          | 10%    | \$4,751.94           |
| 6.0 VALUE ENGINEERING           | \$0.00       | \$0.00                | \$0.00       | 80%    | \$0.00               | 20%    | \$0.00               |
| 7.0 SYSTEM COST ESTIMATES       | \$0.00       | \$0.00                | \$0.00       | 85%    | \$0.00               | 15%    | \$0.00               |
| 8.0 ENVIRONMENTAL IMPACT MITIGN | \$16,285.00  | \$17,491.80           | \$33,776.80  | 90%    | \$30,399.12          | 10%    | \$3,377.68           |
| 9.0 IMPLEMENTATION METHOD       | \$0.00       | \$0.00                | \$0.00       | 80%    | \$0.00               | 20%    | \$0.00               |
| 10.0 AGENCY COORDINATION        | \$720.00     | \$0.00                | \$720.00     | 90%    | \$648.00             | 10%    | \$72.00              |
| 11.0 COMMUNITY PARTICIPATION    | \$2,032.50   | \$0.00                | \$2,032.50   | 90%    | \$1,829.25           | 10%    | \$203.25             |
| RCRRRA COMMUNITY PARTICIP.      | \$562.50     | \$0.00                | \$562.50     | 100%   | \$562.50             | 0%     | \$0.00               |
| TOTAL                           | \$103,702.69 | \$82,364.11           | \$186,066.80 |        | \$165,505.35         |        | \$20,561.45          |

BRW, INC.

JANUARY 31, 1992  
INVOICE NO. DRAFT  
JOB NO. 13626.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

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MIDWAY FE SURVEYS/MAPPNG

JOB NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

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PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| ERICKSON, GARY       | 4.5   | 145.00 | 652.50   |
| ASSOCIATE            |       |        |          |
| DAHL, KEITH          | 2.5   | 80.00  | 200.00   |
| SR. CONSULTANT       |       |        |          |
| APANIAN, STEVEN      | 26.0  | 67.50  | 1,755.00 |
| STAFF LEVEL IV       |       |        |          |
| HOLKER, THOMAS       | 18.5  | 45.00  | 832.50   |
| STAFF LEVEL III      |       |        |          |
| FREERKS, JAMES       | 3.5   | 37.50  | 131.25   |
| WHEELER, CHRISTOPHER | 1.0   | 37.50  | 37.50    |
| SUBTOTALS            | 4.5   |        | 168.75   |
| STAFF LEVEL II       |       |        |          |
| BUCKLEY, SUSAN       | 0.8   | 35.00  | 28.00    |

BRW. INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

|                  |      |       |          |
|------------------|------|-------|----------|
| 3 PRSH FIELD PTY |      |       |          |
| BECKER, RICHARD  | 19.0 | 31.67 | 601.73   |
| FREERKS, JAMES   | 19.0 | 31.67 | 601.73   |
| PAVOLA, JON      | 19.0 | 31.67 | 601.73   |
| SUBTOTALS        | 57.0 |       | 1,805.19 |

|                  |      |       |          |
|------------------|------|-------|----------|
| 2 PRSH FIELD PTY |      |       |          |
| FREERKS, JAMES   | 33.0 | 36.25 | 1,196.25 |
| PAVOLA, JON      | 33.0 | 36.25 | 1,196.25 |
| SUBTOTALS        | 66.0 |       | 2,392.50 |

|        |       |  |          |
|--------|-------|--|----------|
| TOTALS | 179.8 |  | 7,834.44 |
|--------|-------|--|----------|

TOTAL LABOR 7,834.44

TOTAL THIS JOB \$ 7,834.44

MIDWAY PE GUIDENAV+TRACK

JOB NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

## PROFESSIONAL PERSONNEL

|                    | HOURS | RATE   | AMOUNT    |
|--------------------|-------|--------|-----------|
| PRINCIPAL          |       |        |           |
| ERICKSON, GARY     | 24.0  | 145.00 | 3,480.00  |
| SR. CONSULTANT     |       |        |           |
| APAKIAN, STEVEN    | 20.0  | 67.50  | 1,350.00  |
| CONSULTANT I       |       |        |           |
| KARWENGA, FREDRICK | 19.0  | 47.50  | 902.50    |
| STAFF LEVEL IV     |       |        |           |
| SANDERS, TOM       | 97.5  | 45.00  | 4,387.50  |
| STAFF LEVEL III    |       |        |           |
| NGUYEN, CUC        | 99.5  | 37.50  | 3,731.25  |
| TOTALS             | 260.0 |        | 13,851.25 |

TOTAL LABOR 13,851.25

TOTAL THIS JOB \$ 13,851.25



BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE UTILITIES

JOB NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE   | AMOUNT   |
|-----------------|-------|--------|----------|
| PRINCIPAL       |       |        |          |
| ERICKSON, GARY  | 18.0  | 145.00 | 2,610.00 |
| ASSOCIATE       |       |        |          |
| BERTELSEN, JOHN | 11.5  | 80.00  | 920.00   |
| SR. CONSULTANT  |       |        |          |
| APAKIAN, STEVEN | 9.0   | 67.50  | 607.50   |
| CONSULTANT I    |       |        |          |
| LAYER, JULIE    | 0.4   | 47.50  | 19.00    |
| STAFF LEVEL V   |       |        |          |
| HANFORD, DONALD | 7.0   | 55.00  | 385.00   |
| TOTALS          | 45.9  |        | 4,541.50 |

TOTAL LABOR 4,541.50

TOTAL THIS JOB \$ 4,541.50

MIDWAY PE GUIDEWAY STRUC

JOB NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE   | AMOUNT   |
|----------------|-------|--------|----------|
| PRINCIPAL      |       |        |          |
| ERICKSON, GARY | 7.0   | 145.00 | 1,015.00 |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

TOTAL LABOR 1,015.00  
-----

TOTAL THIS JOB \$ 1,015.00  
=====

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MIDWAY PERIGHT-OF-WAY

JOB NO. 1362A.46

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992  
-----

PROFESSIONAL PERSONNEL

|                | HOURS | RATE   | AMOUNT |
|----------------|-------|--------|--------|
| PRINCIPAL      |       |        |        |
| ERICKSON, GARY | 3.0   | 145.00 | 435.00 |

TOTAL LABOR 435.00  
-----

TOTAL THIS JOB \$ 435.00  
=====

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MIDWAY PE STREET/SIGNAL

JOB NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992  
-----

PROFESSIONAL PERSONNEL

|                | HOURS | RATE   | AMOUNT |
|----------------|-------|--------|--------|
| PRINCIPAL      |       |        |        |
| ERICKSON, GARY | 6.0   | 145.00 | 870.00 |

TOTAL LABOR 870.00  
-----

TOTAL THIS JOB \$ 870.00  
=====

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

MIDWAY PE CAP AREA ALIGN

JOB NO. 1362A.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE              | AMOUNT |
|-----------------|-------|-------------------|--------|
| SR. CONSULTANT  |       |                   |        |
| AFANIAH, STEVEN | 4.0   | 67.50             | 270.00 |
|                 |       | TOTAL LABOR       | 270.00 |
|                 |       |                   | =====  |
|                 |       | TOTAL THIS JOB \$ | 270.00 |
|                 |       |                   | =====  |

MIDWAY PE COMNTTY PARTIC

JOB NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE   | AMOUNT   |
|--------------------|-------|--------|----------|
| PRINCIPAL          |       |        |          |
| WOLSFELD, RICHARD  | 11.0  | 145.00 | 1,595.00 |
| CONSULTANT II      |       |        |          |
| COLBURN, ELIZABETH | 4.0   | 57.50  | 230.00   |
| STAFF LEVEL III    |       |        |          |
| KAGAN, CAROL       | 2.0   | 37.50  | 75.00    |
| STAFF LEVEL II     |       |        |          |
| MIX, JULIE         | 3.0   | 35.00  | 105.00   |
| STAFF LEVEL V      |       |        |          |
| BARTEL, DAVID      | 0.5   | 55.00  | 27.50    |
| TOTALS             | 20.5  |        | 2,032.50 |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

TOTAL LABOR 2,032.50

TOTAL THIS JOB \$ 2,032.50

MIDWAY PE COMMUNITY PART

JOB NO. 1362B.06

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| STAFF LEVEL III |       |       |        |
| WICKLUND, DAVID | 15.0  | 37.50 | 562.50 |
| TOTAL LABOR     |       |       | 562.50 |

TOTAL THIS JOB \$ 562.50

MIDWAY PE PROJECT MGMT

JOB NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 25.0  | 145.00 | 3,625.00 |
| CONSULTANT I      |       |        |          |
| HINKER, CHRISTIAN | 99.8  | 47.50  | 4,740.50 |
| LAYER, JULIE      | 14.2  | 47.50  | 674.50   |
| MOLITOR, LINDA    | 0.3   | 47.50  | 14.25    |
| THATCHER, JENNIE  | 8.4   | 47.50  | 399.00   |
| SUBTOTALS         | 122.7 |        | 5,828.25 |

STAFF LEVEL III



BRW, INC.

INVOICE NO. DRAFT

JOB NO. 13626.01

|                 |     |       |        |
|-----------------|-----|-------|--------|
| BEVER, SIHA     | 1.1 | 37.50 | 41.25  |
| HEWDERSON, JAME | 4.1 | 37.50 | 153.75 |
| SUBTOTALS       | 5.2 |       | 195.00 |

STAFF LEVEL II

|                  |      |       |        |
|------------------|------|-------|--------|
| HARRICK, CLAUDIA | 1.5  | 35.00 | 52.50  |
| HARRINGTON, TOM  | 10.2 | 35.00 | 357.00 |
| HAZLETT, SALLY   | 5.5  | 35.00 | 192.50 |
| RAUCH, ILO       | 2.5  | 35.00 | 87.50  |
| SUBTOTALS        | 19.7 |       | 689.50 |

|        |       |  |           |
|--------|-------|--|-----------|
| TOTALS | 172.6 |  | 10,337.75 |
|--------|-------|--|-----------|

TOTAL LABOR 10,337.75

TOTAL THIS JOB \$ 10,337.75

MIDWAY PE RIDERSHIP FCST

JOB NO. 13626.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| ASSOCIATE      |       |       |          |
| MOORE, DOUGLAS | 25.5  | 80.00 | 2,040.00 |

STAFF LEVEL III

|                 |     |       |       |
|-----------------|-----|-------|-------|
| ROTHMUND, KANCY | 1.0 | 37.50 | 37.50 |
|-----------------|-----|-------|-------|

|        |      |  |          |
|--------|------|--|----------|
| TOTALS | 26.5 |  | 2,077.50 |
|--------|------|--|----------|

TOTAL LABOR 2,077.50

TOTAL THIS JOB \$ 2,077.50

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY PE STREET/SIGNAL

JOB NO. 1362B.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT    |
|--------------------|-------|-------|-----------|
| CONSULTANT II      |       |       |           |
| RUSCO, BRENT       | 99.0  | 57.50 | 5,692.50  |
| CONSULTANT I       |       |       |           |
| GREEN, ROBERT      | 33.0  | 47.50 | 1,567.50  |
| STAFF LEVEL II     |       |       |           |
| LAMPPA, JASON      | 29.0  | 35.00 | 1,015.00  |
| STAFF LEVEL I      |       |       |           |
| GREEN, KENT        | 4.0   | 27.00 | 108.00    |
| MCKENZIE, BRYAN    | 13.0  | 27.00 | 351.00    |
| MURTHA, IV, THOMAS | 8.0   | 27.00 | 216.00    |
| OLSON, TODD        | 3.5   | 27.00 | 94.50     |
| SUBTOTALS          | 28.5  |       | 769.50    |
| SR. ASSOCIATE      |       |       |           |
| PRESTON, HOWARD    | 31.0  | 90.00 | 2,790.00  |
| TOTALS             | 220.5 |       | 11,834.50 |

TOTAL LABOR 11,834.50

TOTAL THIS JOB \$ 11,834.50

MIDWAY PE STATION AREAS

JOB NO. 1362B.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

BRM, INC.

INVOICE NO. DRAFT  
JOB NO. 13626.01

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| WOLSFELD, RICHARD | 1.5   | 145.00 | 217.50 |
| TOTAL LABOR       |       |        | 217.50 |

TOTAL THIS JOB \$ 217.50

MIDWAY PE STATH SITE D D

JOB NO. 13626.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| WOLSFELD, RICHARD | 4.0   | 145.00 | 580.00 |
| TOTAL LABOR       |       |        | 580.00 |

TOTAL THIS JOB \$ 580.00

MIDWAY PE STATH STRUCTRS

JOB NO. 13626.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE  | AMOUNT |
|---------------------|-------|-------|--------|
| SR. ASSOCIATE       |       |       |        |
| SMOLUCHOWSKI, PETER | 3.5   | 90.00 | 315.00 |
| TOTAL LABOR         |       |       | 315.00 |

TOTAL THIS JOB \$ 315.00

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

MIDWAY PE CAP AREA FHL D

JOB NO. 1362B.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE              | AMOUNT |
|---------------------|-------|-------------------|--------|
| SR. ASSOCIATE       |       |                   |        |
| SMOLUCHOWSKI, PETER | 10.0  | 90.00             | 900.00 |
|                     |       | TOTAL LABOR       | 900.00 |
|                     |       | TOTAL THIS JOB \$ | 900.00 |

MIDWAY PE DWHT STP MALL

JOB NO. 1362B.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE              | AMOUNT   |
|---------------------|-------|-------------------|----------|
| PRINCIPAL           |       |                   |          |
| BAY, PAUL           | 1.0   | 145.00            | 145.00   |
| WOLSFELD, RICHARD   | 7.5   | 145.00            | 1,087.50 |
| SUBTOTALS           | 8.5   |                   | 1,232.50 |
| SR. ASSOCIATE       |       |                   |          |
| SMOLUCHOWSKI, PETER | 7.0   | 90.00             | 630.00   |
| TOTALS              | 15.5  |                   | 1,862.50 |
|                     |       | TOTAL LABOR       | 1,862.50 |
|                     |       | TOTAL THIS JOB \$ | 1,862.50 |



BRM, INC.

INVOICE NO. DRAFT  
JOB NO. 13626.01

MIDWAY PE WESTGT/280 STD

JOB NO. 13626.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT   |
|-------------------|-------|--------|----------|
| PRINCIPAL         |       |        |          |
| WOLSFELD, RICHARD | 9.0   | 145.00 | 1,305.00 |
| SR. ASSOCIATE     |       |        |          |
| WARNER, DAVID     | 1.0   | 90.00  | 90.00    |
| TOTALS            | 10.0  |        | 1,395.00 |

TOTAL LABOR 1,395.00

TOTAL THIS JOB \$ 1,395.00

MIDWAY PE CAP AREA ALIGN

JOB NO. 13626.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT   |
|----------------------|-------|-------|----------|
| STAFF LEVEL IV       |       |       |          |
| PATRICK, CHRISTOPHER | 35.5  | 45.00 | 1,597.50 |

TOTAL LABOR 1,597.50

TOTAL THIS JOB \$ 1,597.50

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

MIDWAY PE RAVOUX ST ALGN

JOB NO. 1362B.85

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT   |
|----------------------|-------|-------|----------|
| ASSOCIATE            |       |       |          |
| CRIDER, DEREK        | 28.5  | 80.00 | 2,280.00 |
| CONSULTANT I         |       |       |          |
| CULLEN, SANDRA       | 29.5  | 47.50 | 1,401.25 |
| STAFF LEVEL IV       |       |       |          |
| PATRICK, CHRISTOPHER | 24.0  | 45.00 | 1,080.00 |
| STAFF LEVEL III      |       |       |          |
| HENDERSON, JANE      | 0.2   | 37.50 | 7.50     |
| WICKLUND, DAVID      | 1.5   | 37.50 | 56.25    |
| ZIMMERMAN, MARK      | 1.0   | 37.50 | 37.50    |
| SUBTOTALS            | 2.7   |       | 101.25   |
| STAFF LEVEL II       |       |       |          |
| HAWKINSON, TOM       | 3.3   | 35.00 | 115.50   |
| ROBERTS, SUSAN       | 1.0   | 35.00 | 35.00    |
| SUBTOTALS            | 4.3   |       | 150.50   |
| TOTALS               | 89.0  |       | 5,013.00 |

TOTAL LABOR 5,013.00

TOTAL THIS JOB \$ 5,013.00

MIDWAY PE AGENCY COORD

JOB NO. 1362C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362E.01

PROFESSIONAL PERSONNEL

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

-----

MIDWAY PE STATION AREAS

JOB NO. 1362C.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

-----

PROFESSIONAL PERSONNEL

|                  | HOURS | RATE              | AMOUNT   |
|------------------|-------|-------------------|----------|
| SR. CONSULTANT   |       |                   |          |
| MALLOY, STEPHEN  | 47.0  | 67.50             | 3,172.50 |
|                  |       |                   |          |
| CONSULTANT I     |       |                   |          |
| BEHRINGER, CHRIS | 5.5   | 47.50             | 261.25   |
|                  |       |                   |          |
| STAFF LEVEL III  |       |                   |          |
| BEVER, GINA      | 1.5   | 37.50             | 56.25    |
| WICKLUND, DAVID  | 36.0  | 37.50             | 1,350.00 |
| SUBTOTALS        | 37.5  |                   | 1,406.25 |
|                  |       |                   |          |
| TOTALS           | 90.0  |                   | 4,840.00 |
|                  |       |                   |          |
|                  |       | TOTAL LABOR       | 4,840.00 |
|                  |       |                   | =====    |
|                  |       | TOTAL THIS JOB \$ | 4,840.00 |
|                  |       |                   | =====    |

BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

MIDWAY PE STATN SITE D D

JOB NO. 1362C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| STAFF LEVEL IV |       |       |          |
| RAMBERG, JEFF  | 119.0 | 45.00 | 5,355.00 |
| SR. ASSOCIATE  |       |       |          |
| PAKALMS, ARIUS | 5.0   | 90.00 | 450.00   |
| TOTALS         | 124.0 |       | 5,805.00 |

TOTAL LABOR 5,805.00

TOTAL THIS JOB \$ 5,805.00

MIDWAY PE STATN SITE FD

JOB NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                  | HOURS | RATE  | AMOUNT   |
|------------------|-------|-------|----------|
| SR. CONSULTANT   |       |       |          |
| MALLOY, STEPHEN  | 29.5  | 67.50 | 1,991.25 |
| CONSULTANT I     |       |       |          |
| BEHRINGER, CHRIS | 16.0  | 47.50 | 760.00   |
| STAFF LEVEL III  |       |       |          |
| WICKLUND, DAVID  | 27.5  | 37.50 | 1,031.25 |
| TOTALS           | 73.0  |       | 3,782.50 |



BRM, INC.

INVOICE NO. DRAFT

JOB NO. 13626.01

TOTAL LABOR 3,782.50

TOTAL THIS JOB \$ 3,782.50

MIDWAY PE STATH STRUCTRS

JOB NO. 1362C.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT |
|----------------|-------|-------|--------|
| SR. ASSOCIATE  |       |       |        |
| PAKALMS, ARIJS | 11.0  | 90.00 | 990.00 |
|                |       |       |        |
| TOTAL LABOR    |       |       | 990.00 |

TOTAL THIS JOB \$ 990.00

MIDWAY PE DWXTH STP MALL

JOB NO. 1362C.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT   |
|----------------------|-------|-------|----------|
| CONSULTANT II        |       |       |          |
| SCHROEDER, MICHAEL   | 1.3   | 57.50 | 74.75    |
|                      |       |       |          |
| STAFF LEVEL IV       |       |       |          |
| NORD-SHEPTAK, CANDIS | 16.0  | 45.00 | 720.00   |
| RAMBERG, JEFF        | 35.0  | 45.00 | 1,575.00 |
| SUBTOTALS            | 51.0  |       | 2,295.00 |
|                      |       |       |          |
| STAFF LEVEL III      |       |       |          |
| BEYER, GINA          | 1.0   | 37.50 | 37.50    |
| WICKLUND, DAVID      | 33.0  | 37.50 | 1,237.50 |

## BRW, INC.

INVOICE NO. DRAFT  
JOB NO. 1362B.01

|                      |       |             |           |
|----------------------|-------|-------------|-----------|
| SUBTOTALS            | 34.0  |             | 1,275.00  |
| STAFF LEVEL II       |       |             |           |
| HARRICK, CLAUDIA     | 0.1   | 35.00       | 3.50      |
| SR. ASSOCIATE        |       |             |           |
| PAKALMS, ARIJS       | 74.0  | 90.00       | 6,660.00  |
| STAFF LEVEL V        |       |             |           |
| BLANKENSHIP, TIMOTHY | 31.0  | 55.00       | 1,705.00  |
| TOTALS               | 191.4 |             | 12,013.25 |
|                      |       | TOTAL LABOR | 12,013.25 |

TOTAL THIS JOB \$ 12,013.25  
=====-----  
MIDWAY FE WESTGT/280 STD

JOB NO. 1362C.81

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992  
-----

## PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| SR. CONSULTANT  |       |       |          |
| MALLOV, STEPHEN | 39.0  | 67.50 | 2,632.50 |
| CONSULTANT I    |       |       |          |
| MOLITOR, LINDA  | 0.7   | 47.50 | 33.25    |
| STAFF LEVEL III |       |       |          |
| HENDERSON, JAKE | 0.2   | 37.50 | 7.50     |
| WICKLUND, DAVID | 39.0  | 37.50 | 1,462.50 |
| SUBTOTALS       | 39.2  |       | 1,470.00 |
| SR. ASSOCIATE   |       |       |          |
| PAKALMS, ARIJS  | 42.0  | 90.00 | 3,780.00 |
| TOTALS          | 120.9 |       | 7,915.75 |

TOTAL LABOR 7,915.75  
-----TOTAL THIS JOB \$ 7,915.75  
=====

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 1362B.01

MIDWAY FE CAP AREA ALIGN

JOB NO. 1362C.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 31, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE              | AMOUNT |
|-----------------|-------|-------------------|--------|
| STAFF LEVEL III |       |                   |        |
| WICKLUND, DAVID | 2.5   | 37.50             | 93.75  |
|                 |       | TOTAL LABOR       | 93.75  |
|                 |       |                   | =====  |
|                 |       | TOTAL THIS JOB \$ | 93.75  |
|                 |       |                   | =====  |

INVOICE TOTALS

|                   |            |
|-------------------|------------|
| TOTAL LABOR       | 103,702.69 |
| TOTAL CONSULTANTS |            |
| TOTAL EXPENSE     |            |
| TOTAL FEE         |            |
| TOTAL INTEREST    |            |
|                   | =====      |
|                   | 103,702.69 |
|                   | =====      |

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

|        | -- LABOR -- |           | -- EXPENSES -- |            |
|--------|-------------|-----------|----------------|------------|
|        | HOURS       | AMOUNT    | REIMB.         | DIRECT&IND |
| TOTALS | 1750.6      | 33,427.27 | 79,363.87      |            |

COSTS THIS RUN

|                   |            |
|-------------------|------------|
| TOTAL LABOR       | 103,702.69 |
| TOTAL CONSULTANTS |            |
| TOTAL EXPENSE     |            |
| TOTAL FEE         |            |
| TOTAL INTEREST    |            |

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



ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001

INVOICE PERIOD : JANUARY 1992

FILENAME: MIDWAYII\_B

OTHER DIRECT NON-SALARY COSTS

|                            |          |
|----------------------------|----------|
| BRW GRAPHIC REPRODUCTION   | \$481.22 |
| TRAVEL/AUTO/MILEAGE        | 745.10   |
| FREIGHT/DELIVERY           | 90.13    |
| OUTSIDE REPRODUCTION/PHOTO | 159.40   |

|       |            |
|-------|------------|
| TOTAL | \$1,475.85 |
|-------|------------|

SUBCONTRACTORS

|                        |             |
|------------------------|-------------|
| MARKHURD               | \$37,150.00 |
| BRW ARCHITECTS, INC.   | \$27,324.56 |
| ZIMMER, GUNSUL, FRASCA | \$14,583.88 |
| BECHTEL                | \$1,829.82  |

|       |             |
|-------|-------------|
| TOTAL | \$80,888.26 |
|-------|-------------|

~~~~~

TOTAL EXPENSES	\$82,364.11
----------------	-------------

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Spiegelman 4/3/92
Authorized Signature Date

Board Action Requested

Approve Partial Payment No. 12 (FINAL) to BRW, Inc. in the amount of \$2,366.61 for the South Corridor.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Alignment Studies for the South Corridor. Contract No. RCRRA-90-002 governs the performance of services and terms of payment. Payment in the amount of \$2,366.61 for the period ending January 31, 1992, will be issued upon approval by the Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R90- . Payment documentation is being submitted for approval in compliance with the latter. Attachments are:

- 1) Proposed resolution approving payment
- 2) Accounts Payable form and Partial Payment No. 12 (FINAL)
- 3) BRW, Inc. Invoice No. 65113

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

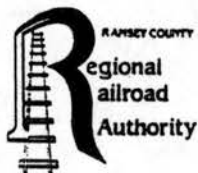
April 14, 1992

Board Date

Signature

4/6/92

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting alignment/scoping studies for the South Corridor; and

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

WHEREAS, BRW, Inc. has satisfactorily completed all work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through January 31, 1992, and

WHEREAS, BRW, Inc. Invoice No. 65113, Partial Payment No. 12 (FINAL), provide the correct documentation of payments due BRW, Inc. through January 31, 1992;; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$2,366.61 for services to the Ramsey County Regional Railroad Authority through January 31, 1992, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-90-002.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.12 (FINAL)

PREPARED BY: BK

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

ENTERED BY: BK

PROJECT COST CENTER: 59108

AGREEMENT NO: PA 075

DATE: 02 APR 92

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

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

ACCOUNT NUMBER 59108-020102	PERCENT COMPLETED	100.0%
TOTAL VALUE OF WORK CERTIFIED - 31 JAN 92		\$169,045.00
LESS RETAINAGE		\$0.00
AMOUNT DUE		\$169,045.00
LESS PREVIOUSLY APPROVED PAYMENTS:		\$169,045.00
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$8,452.21</u>

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

4/6/92 [Signature]
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

4/6/92 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	DCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$926.36	\$2,382.09	\$3,308.45
PARTIAL PAYMENT NO. 2	\$6,136.15	\$15,778.67	\$21,914.82
PARTIAL PAYMENT NO. 3	\$6,450.54	\$16,587.08	\$23,037.62
PARTIAL PAYMENT NO. 4	\$7,999.45	\$20,570.03	\$28,569.48
PARTIAL PAYMENT NO. 5	\$9,344.95	\$24,029.82	\$33,374.77
CORR FROM PART. NO. 3	\$67.83	\$174.42	\$242.25
PARTIAL PAYMENT NO. 6	\$4,080.83	\$10,493.54	\$14,574.37
PARTIAL PAYMENT NO. 7	\$1,752.74	\$4,507.04	\$6,259.78
PARTIAL PAYMENT NO. 8	\$4,758.34	\$12,235.76	\$16,994.10
PARTIAL PAYMENT NO. 9	\$3,448.80	\$8,868.35	\$12,317.15
PARTIAL PAYMENT NO.10	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.11	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.12	\$2,366.61	\$6,085.60	\$8,452.21
PARTIAL PAYMENT TOTAL:	\$47,332.60	\$121,712.40	\$169,045.00

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$169,045.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$169,045.00</u>
AMOUNT REMAINING ON AGREEMENT	\$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
65113

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

Mr. James E. Tolaas
RCRRA
316 Courthouse
15 West Kellogg Blvd.

DATE: January 31, 1992
JOB NO:1033

RE: St. Paul South Corridor Retainage

Retainage due for the project:

RCRRA:
DCRRA:
Total Retainage Due:

\$2,366.⁶¹~~58~~
\$6,085.⁴³~~43~~ 60
\$8,452.¹²~~12~~ 21

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

BRW, INC.

Anthony Heppelmann

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAILROAD AUTHORITY Date: April 3, 1992

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

For Accounting Use Only

Claim No.	Date Paid
CA PA075 1	
" "	" "
" "	" "
" "	" "
" "	" "

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59108	020102	\$2,366.61
				\$
				\$
				\$
				\$

4 PAY TO: 02207 \$2,366.61
TOTAL

First Name & Initial (NO PUNCTUATION) BRW, INC 9-22
Last Name or Company Name 23-52
(Name - Continued) 53-78
Address 9-32
City 33-54 State 55-59 Zip Code 60-71
Soc Sec No _____ or Fed Tax ID _____

5 ON CHECK STUB PUT: Partial Pymt 12 (FINAL); Inv. 65113; So. Corridor Align/Scoping Study

Agreement PA075; Acct. 59108-020102; 1/31/92

For Risk Management
Use Only

Last Name First Name 9-24

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

7 List in this space and
attach to the back of this
form: original invoices,
receipts, certified claims
or other documents.

Preparer's Signature /s/ Bette Kurysh

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

Authorized Signature _____

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.

EXPANDED

TECHNICAL MEMORANDUM #6

**ST. PAUL DOWNTOWN
LRT STATION LOCATION STUDY**

**MIDWAY CORRIDOR
PRELIMINARY ENGINEERING**

Prepared for:

**Ramsey County Regional Railroad Authority
316 Courthouse
St. Paul, MN 55102**

**Hennepin County Regional Railroad Authority
Southwest Street Level Government Center
Minneapolis, MN 55487**

Prepared by:

**BRW, Inc.
700 Third Street South
Minneapolis, MN 55415**

March 23, 1992

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INTRODUCTION

This is an expanded version of Technical Memorandum #6. The purpose of this memorandum is to evaluate the station location and configuration options and to identify a recommended station location plan and proposed station configurations for downtown St. Paul.

This memorandum, in response to issues raised at the Downtown LRT Task Force (DTF) meeting on March 5, 1992, provides additional and more detailed information and discussion regarding the evaluation of the downtown alternatives for the LRT system.

Following is a listing of the conclusions reached and the issues raised at the DTF meeting:

1. Cedar and 4th Streets are confirmed as the location for LRT in downtown St. Paul.
2. LRT stations should be constructed on Cedar between 11th and 12th and on 4th between Sibley and Wacouta.
3. Additional information is requested about Alternative D (three stations, diagonal through Athletic Club block) for the next meeting. Information on capital costs, property acquisition and bus interface should be ascertained.
4. Additional information is requested about Alternative B (four stations, diagonal through Athletic Club block) for the next meeting. Interface with buses, accessibility to adjacent buildings, center vs. side platforms, impediments at Town Square, World Trade Center and Dayton's, if a station is located there, should be provided.
5. If there are three LRT stations in downtown St. Paul, rather than four stations, what are the impacts on transit service? Will downtown St. Paul be underserved?
6. Can a station be added later at either Town Square or on the diagonal at the Athletic Club block? What are the cost and other implications of adding a station later?

7. How do Alternatives B and D correlate with the LRT station and alignment proposed for the Capitol area?

A previous report, Technical Memorandum #4 "St. Paul CBD LRT Station Configuration and Location Study", dated December 20, 1991, evaluated the LRT system for the downtown area and included preliminary recommendations for station locations and configurations. As a result of further evaluation of the conditions in the downtown area, three new options for locating the LRT alignment and stations, in addition to the plan recommended in Technical Memorandum #4, have been identified for evaluation.

The four alternatives (Figures 1 through 4) include LRT station locations on Cedar Street between 10th and 11th Streets (Science Museum Station), Cedar Street between 6th and 7th Streets (Town Square Station), Cedar Street between 5th and 6th Streets (Norwest Center Station), 4th Street between Minnesota and Robert Streets (Kellogg Square Station), and 4th Street between Sibley and Wacouta Streets (Union Depot Place Station). One additional station and alignment location alternative has been identified on the block bounded by Cedar, Minnesota, 4th, and 5th Streets. In this option the LRT alignment would be located diagonally in the east-west direction across the block and the station (St. Paul Central Station) would be located directly north of the St. Paul Athletic Club building.

Following is a description of the alternatives, an evaluation of the alternatives, and recommendations regarding a preferred plan.

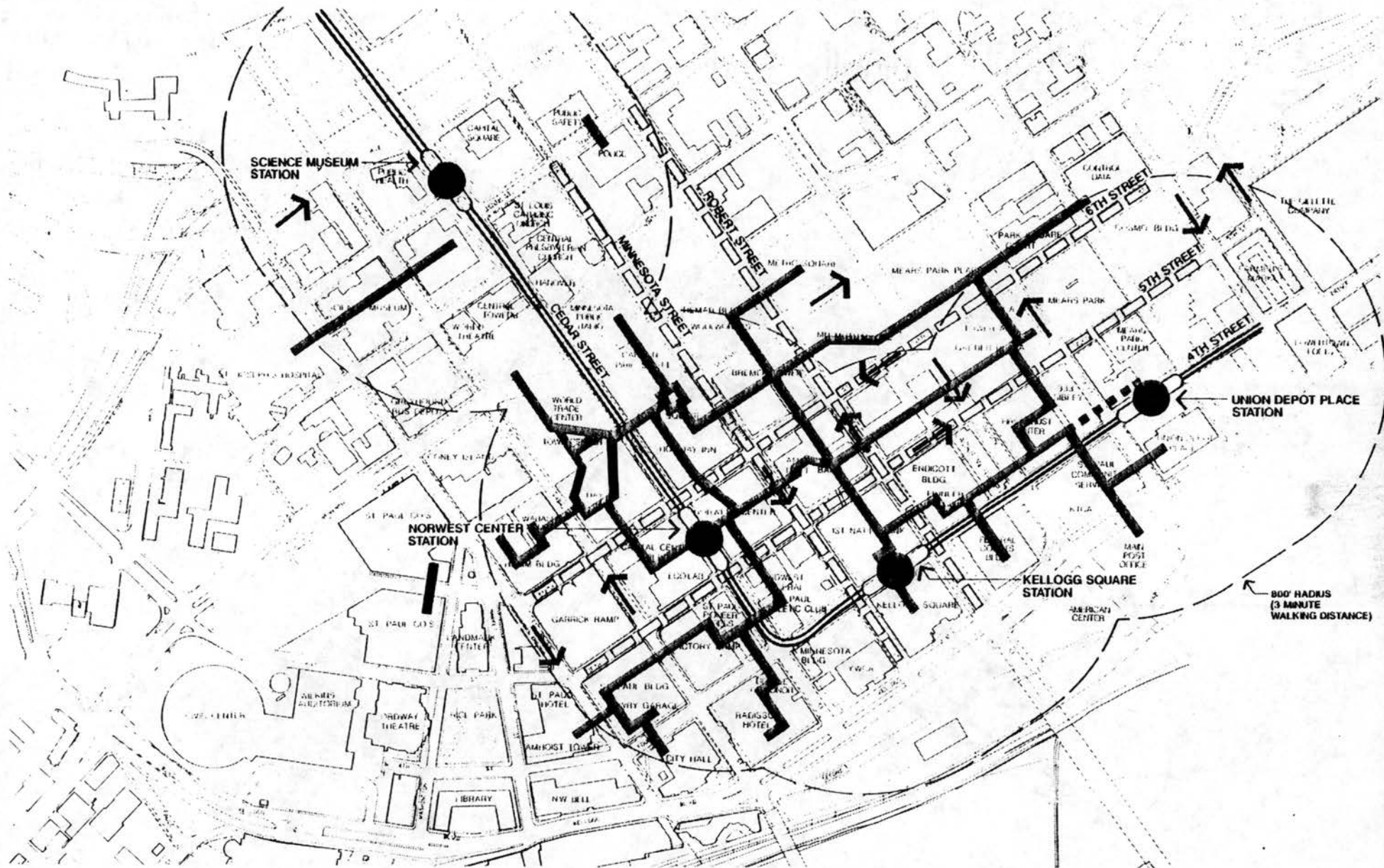


Figure 1

ALTERNATIVE A STATION LOCATION ALTERNATIVES DOWNTOWN ST. PAUL

-  LRT STATION
-  PRIMARY BUS CORRIDOR
-  SKYWAY

 ONE-WAY CIRCULATION

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Ramsey County Regional Railroad Authority Hennepin County Regional Railroad Authority

3/23/92

0' 200' 400'



BRW

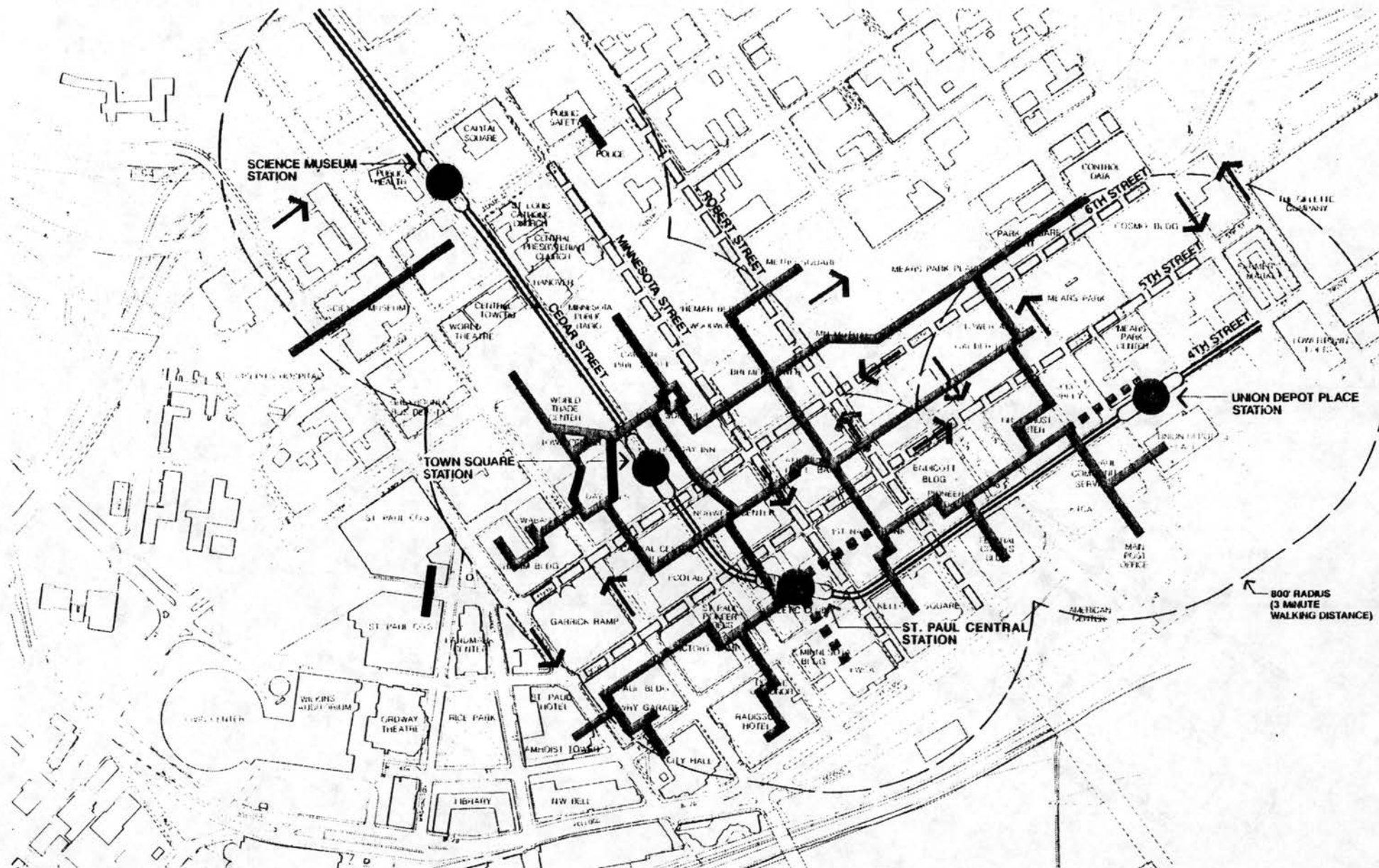
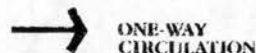


Figure 2

ALTERNATIVE B
SECTION LOCATION ALTERNATIVES
DOWNTOWN ST. PAUL

-  LRT STATION
-  PRIMARY BUS CORRIDOR
-  SKYWAY



ONE-WAY
CIRCULATION

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HICRRA
Metropolitan Council Regional Rail Authority

3/23/92

0' 200' 400'



BRW

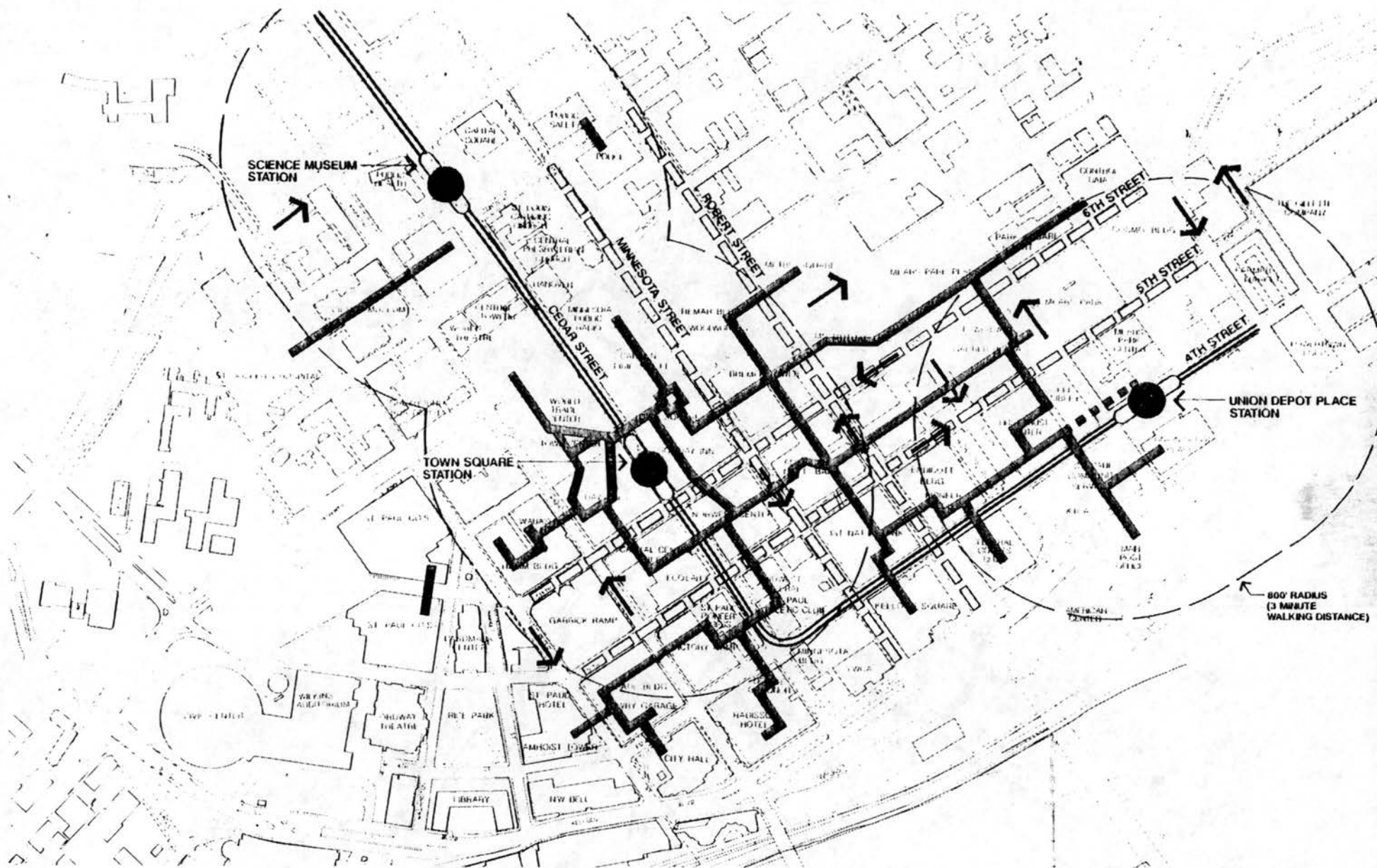


Figure 3

ALTERNATIVE C
STATION LOCATION ALTERNATIVES
DOWNTOWN ST. PAUL

-  LRT STATION
-  PRIMARY BUS CORRIDOR
-  SKYWAY

 ONE-WAY CIRCULATION

MIDWAY CORRIDOR
Light Rail Transit • Preliminary Design Study
IRCTRA/IBCTRA
Ramsey County Regional Railroad Authority Ramsey County Regional Railroad Authority

3/23/92

0' 200' 400'



B R W

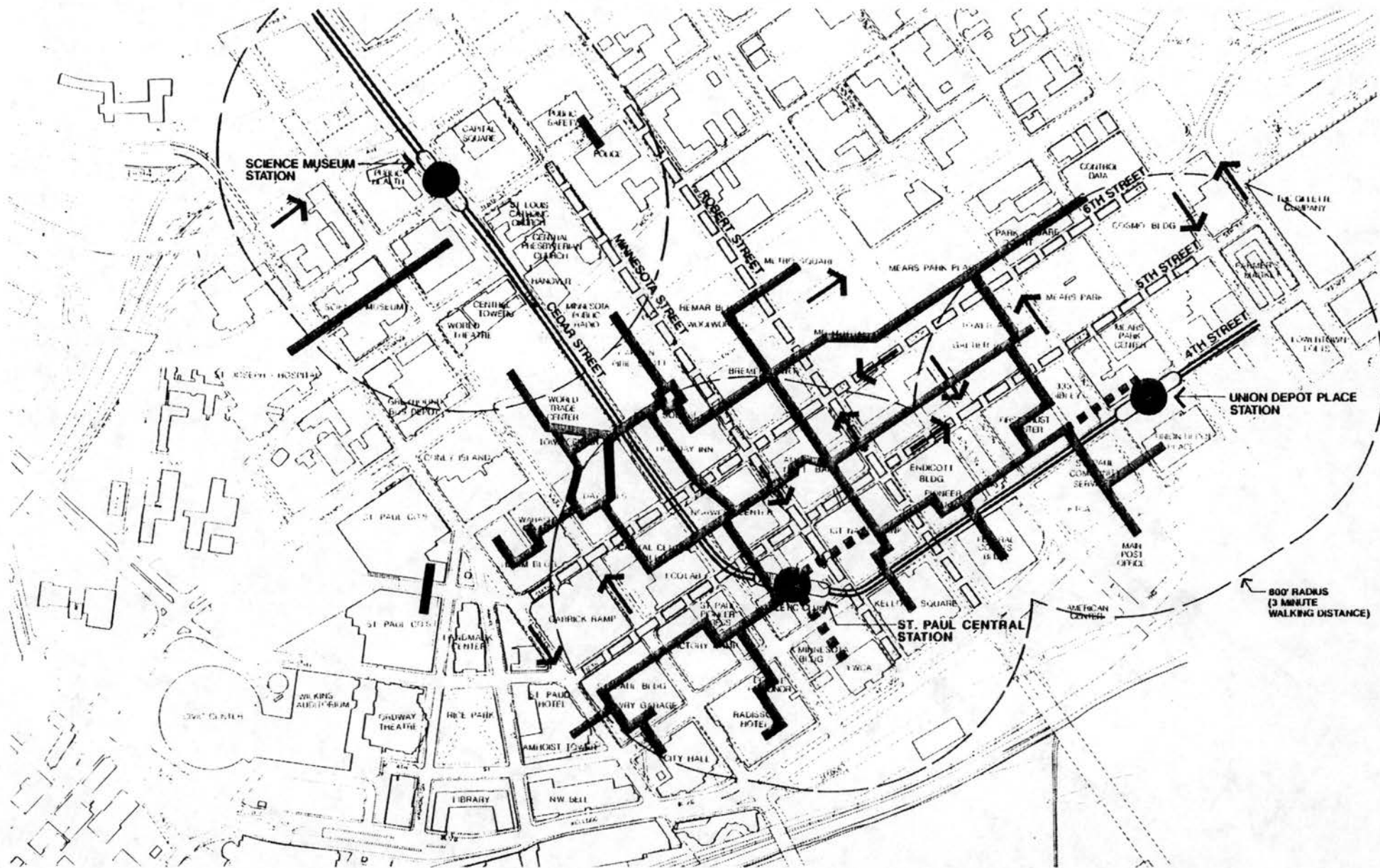


Figure 4

ALTERNATIVE D STATION LOCATION ALTERNATIVES DOWNTOWN ST. PAUL

● LRT STATION

□ PRIMARY BUS CORRIDOR

■ SKYWAY

→ ONE-WAY CIRCULATION

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Rocky County Regional Railroad Authority Minnesota County Regional Railroad Authority

3/23/92

0' 200' 400'



BRW

ALTERNATIVES

Following is a brief description of the station configuration options and the station location alternatives.

A. STATION CONFIGURATION OPTIONS

Cedar Street/10th-11th (Science Museum Station)

A center platform configuration as well as a wide side platform configuration are currently being reevaluated for this station. The key issues for this station are the views of the Capitol, the relationship of the station to the Cedar Street bridge over I-94, the track configuration along Cedar Street, and traffic patterns around the station.

The center platform station configuration (Figure 5) will permit a one-way traffic circulation lane on each side of the station along Cedar Street. It will also accommodate emergency vehicle traffic in both directions on 10th Street.

The wide side platform station configuration (Figure 6) will require that the traffic circulation lanes be in the middle of the street between the tracks and that 10th Street end in a cul-de-sac west of Cedar Street.

Skyway linkages are not being considered for this station.

Cedar Street/6th-7th (Town Square Station)

This station could have either a center platform or a wide side platform configuration.

In the center platform configuration (Figure 7) the station will have a direct linkage to the skyway system. However, the track configuration will significantly impact the vehicular access ramp to the World Trade Center off Cedar Street. The access ramp as well as the planters and steps in front of the World Trade Center on Cedar Street will need to be totally reconstructed.

In the wide side platform configuration (Figure 8) the platforms will be integrated in the adjoining developments and vertical access to the skyway system will be provided through the adjoining buildings. This station configuration will require extensive modifications to and reconstruction of the Dayton's and Town Square building frontages and facades. In addition, the crosswalk at the street level between the World Trade Center and Town Square will have to be rerouted around the ends of the station platforms.

Cedar Street/5th-6th (Norwest Center Station)

This station could have either a center platform or a side platform configuration.

The center platform configuration (Figure 9) will have a direct linkage to the skyway system and it will not require the closing of the auto bank exit from the Norwest Bank.

The side platform configuration (Figure 10) will have access to the skyway system through the adjoining developments. It will require closing the exit from the Norwest Bank auto bank and providing a new exit on 6th Street.

Cedar Street/4th Street Diagonal (St. Paul Central Station)

The St. Paul Central Station is located diagonally in the block bounded by Cedar, Minnesota, 4th, and 5th Streets directly north of the St. Paul Athletic Club building. Because of track alignment requirements and because of the potential to integrate the station platforms with potential future developments, this station should have a side platform configuration (Figure 11).

Locating the station on this site offers the opportunity to redevelop a greatly underutilized block in the heart of the core area and to integrate the station within future developments.

Development of this station will require, as a minimum, the acquisition and demolition of the Midwest Federal building. If, in addition, the First Minnesota building is also acquired and cleared, three-fourths of the block, including the air rights over the LRT station, will be available for development. A further option is to also acquire the St. Paul Athletic Club building and to either demolish it or to incorporate it into the proposed development. In this case the whole block will be available for redevelopment.

Although no immediate major developments are anticipated, that portion of the site which is not needed for the LRT station could be turned, in the interim, into a park or used for temporary parking, and, as the business climate improves, used for a mixed-use, high-density development that incorporates the LRT station and reinforces the core area of downtown.

This station will have a direct linkage to the skyway system and it is recommended that, because of its strategic location in the center of the business district, the skyway system be extended to link the station with the First National Bank and the YWCA blocks. This will place the station at the crossroads of the skyway system and maximize skyway and LRT usage.

4th Street/Minnesota-Robert (Kellogg Square Station)

This station location requires a center platform configuration (Figure 12) and it will have a direct linkage to the existing skyway system.

4th Street/Sibley-Wacouta (Union Depot Place Station)

Both center and side platform configurations are being examined for this station.

The center platform station (Figure 13) could be linked to the skyway system, if the skyway system is extended along the north side of 4th Street to the station area.

The side platform station configuration (Figure 14) will require a wider right-of-way.

Both alternatives will allow Wacouta Street to stay open and will provide access to adjoining properties.

B. STATION LOCATION ALTERNATIVES

Alternative A - 4 Stations (Museum, Norwest, Kellogg, and Union Depot Place)

Alternative A (Figure 1) represents the plan recommended in Technical Memorandum #4, previously recommended by the Downtown LRT Task Force, and adopted by Ramsey County Regional Railroad Authority. This alternative includes four stations in the downtown area - Science Museum Station, Norwest Center

Station, Kellogg Square Station, and Union Depot Place Station. All stations in Alternative A have center platforms.

Alternative B - 4 Stations (Museum, Town Square, St. Paul Central, and Union Depot Place)

Alternative B (Figure 2) includes four stations in the downtown area - Science Museum Station (Center Platform), Town Square Station (Center Platform), St. Paul Central Station (Side Platforms), and Union Depot Place Station (Center Platform).

Alternative C - 3 Stations (Museum, Town Square, and Union Depot Place)

Alternative C (Figure 3) includes three stations - Science Museum Station (Wide Side Platforms), Town Square Station (Wide Side Platforms), and Union Depot Place Station (Center Platform).

Alternative D - 3 Stations (Museum, St. Paul Central, and Union Depot Place)

Alternative D (Figure 4) includes three stations - Science Museum Station (Center Platform), St. Paul Central Station (Side Platforms), and Union Depot Place Station (Center Platforms).

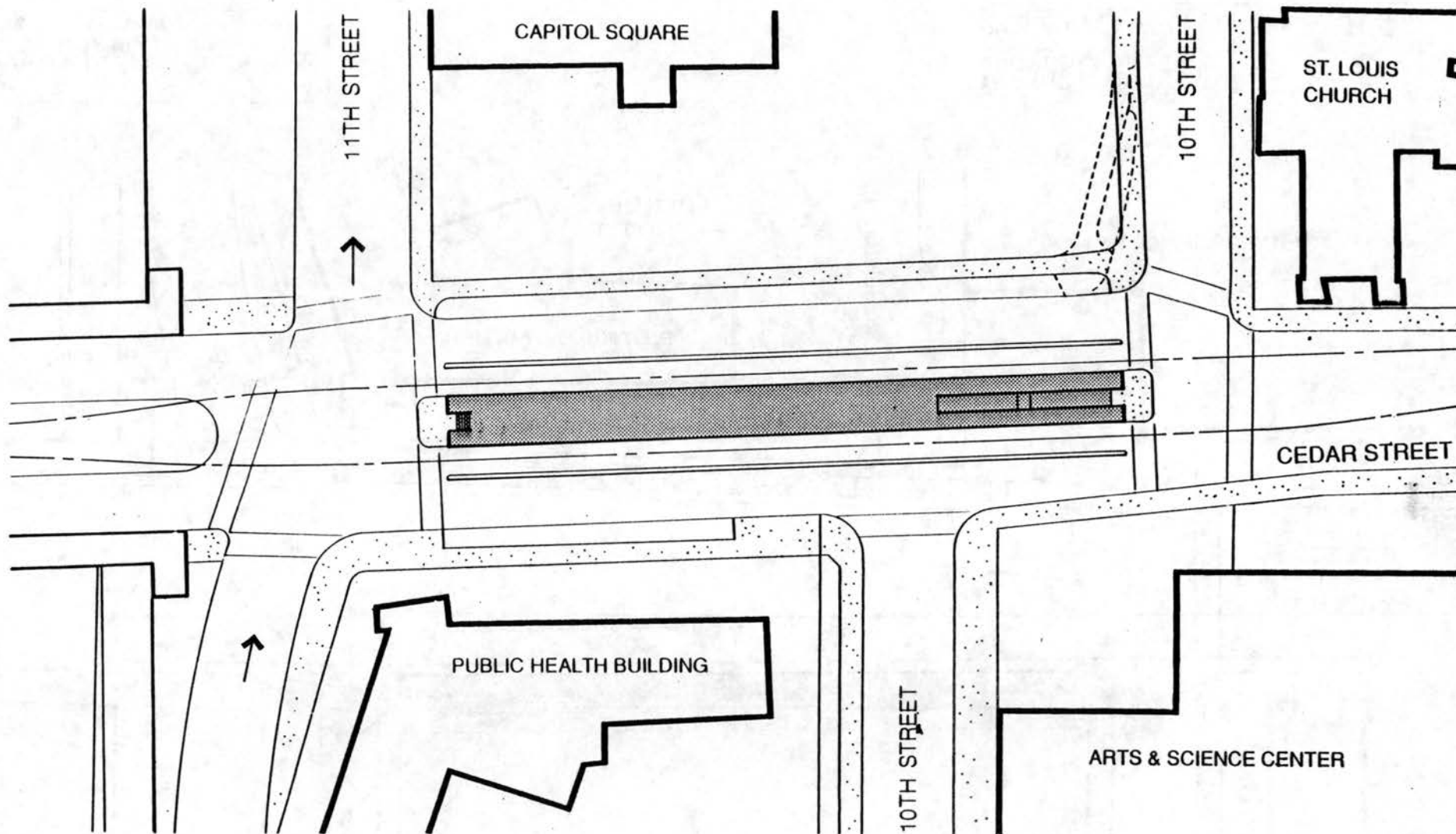


Figure 5
**SCIENCE MUSEUM STATION
 CENTER PLATFORM**
 DOWNTOWN ST. PAUL

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA/HCRRA Regional County Regional Railroad Authority	3/23/92	 RCRRA
0" 20" 40"		

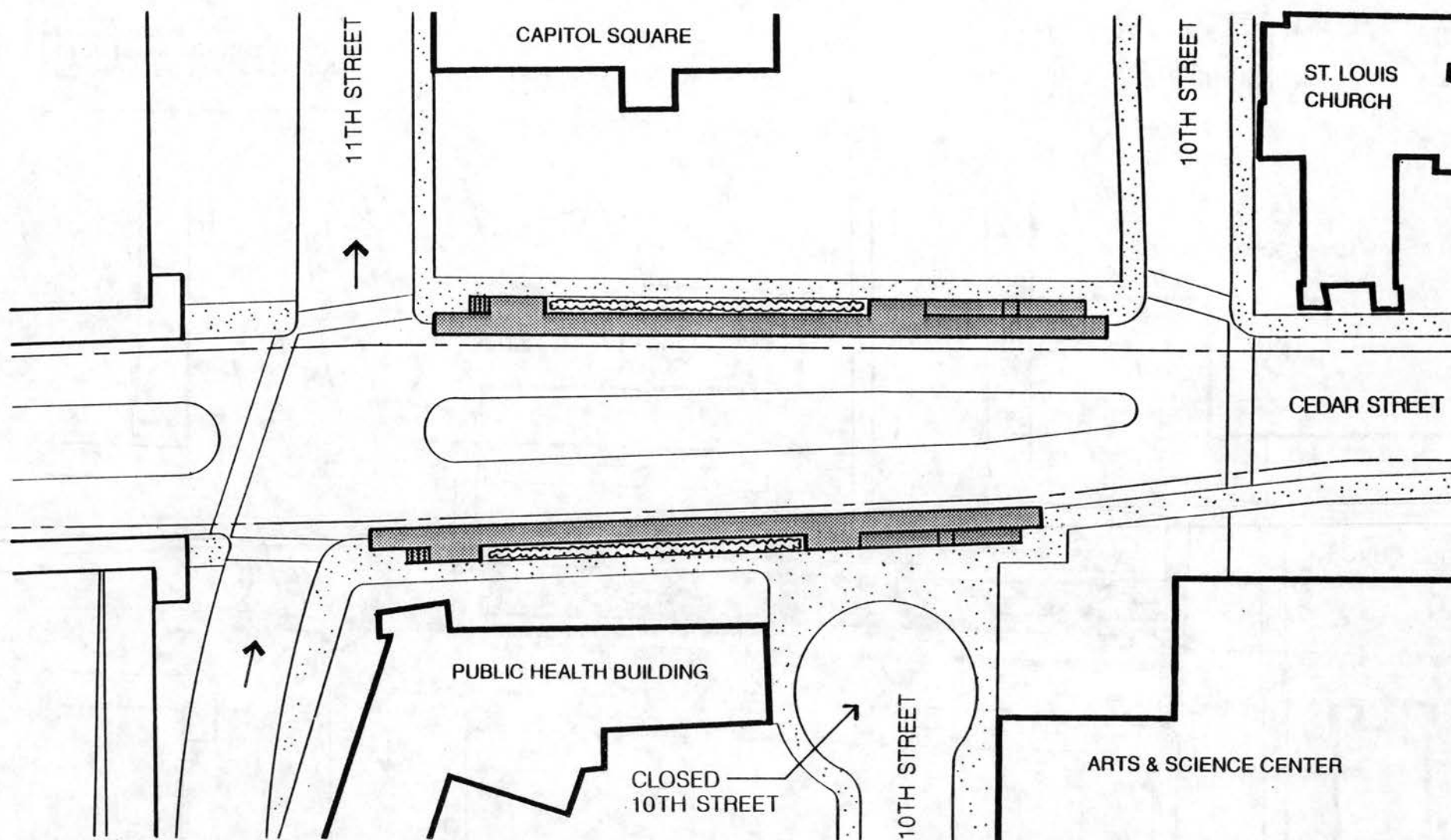


Figure 6
SCIENCE MUSEUM STATION
WIDE SIDE PLATFORMS
 DOWNTOWN ST. PAUL

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA/HICRRA Minneapolis County Regional Railroad Authority Hennepin County Regional Railroad Authority	3/23/02 0' 20' 40' BRW
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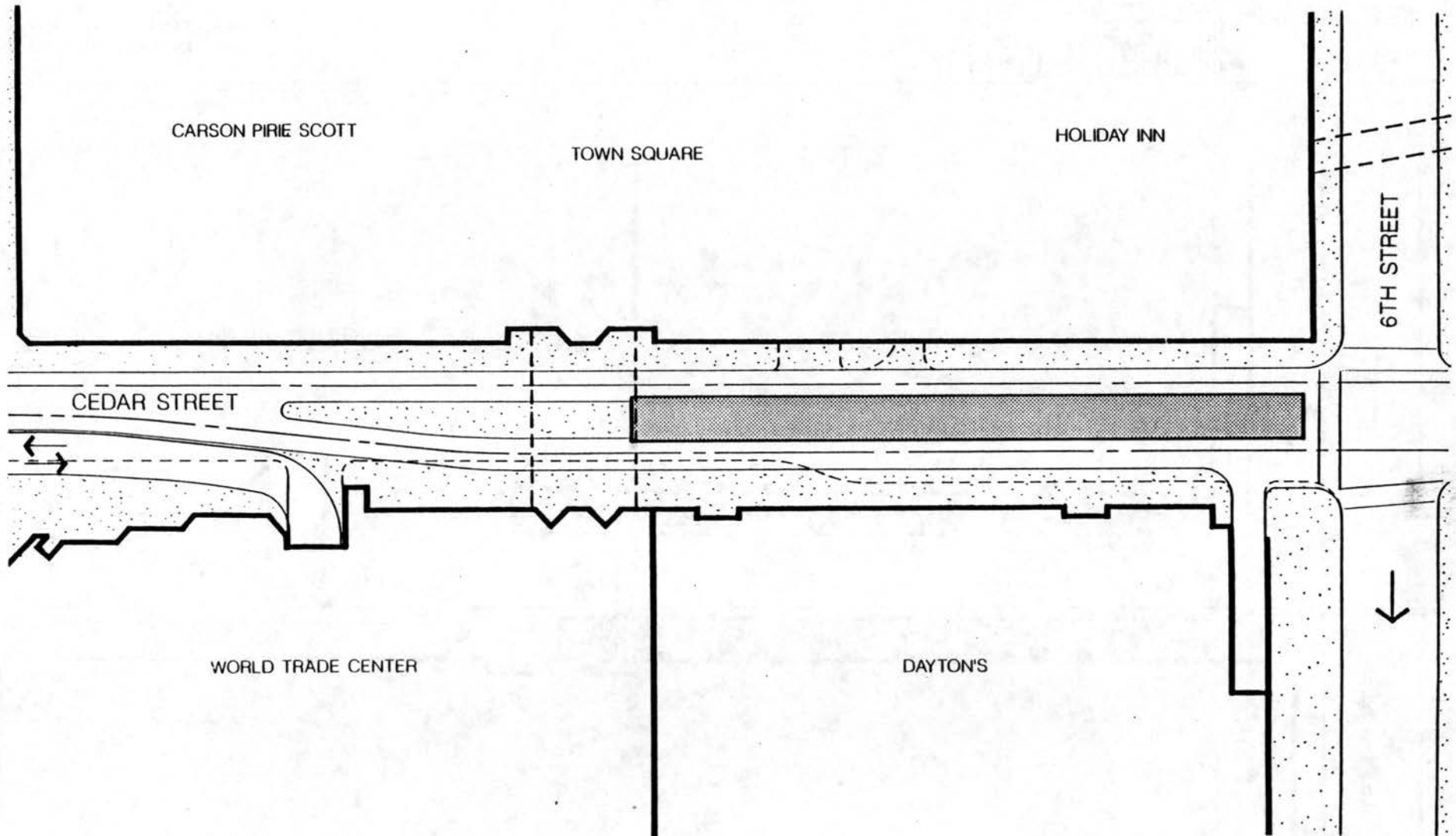


Figure 7

**TOWN SQUARE STATION
CENTER PLATFORM
DOWNTOWN ST. PAUL**

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA/HICRRA Rochester County Regional Railroad Authority / Hamilton County Regional Railroad Authority	3/23/92 0' 20' 40'  
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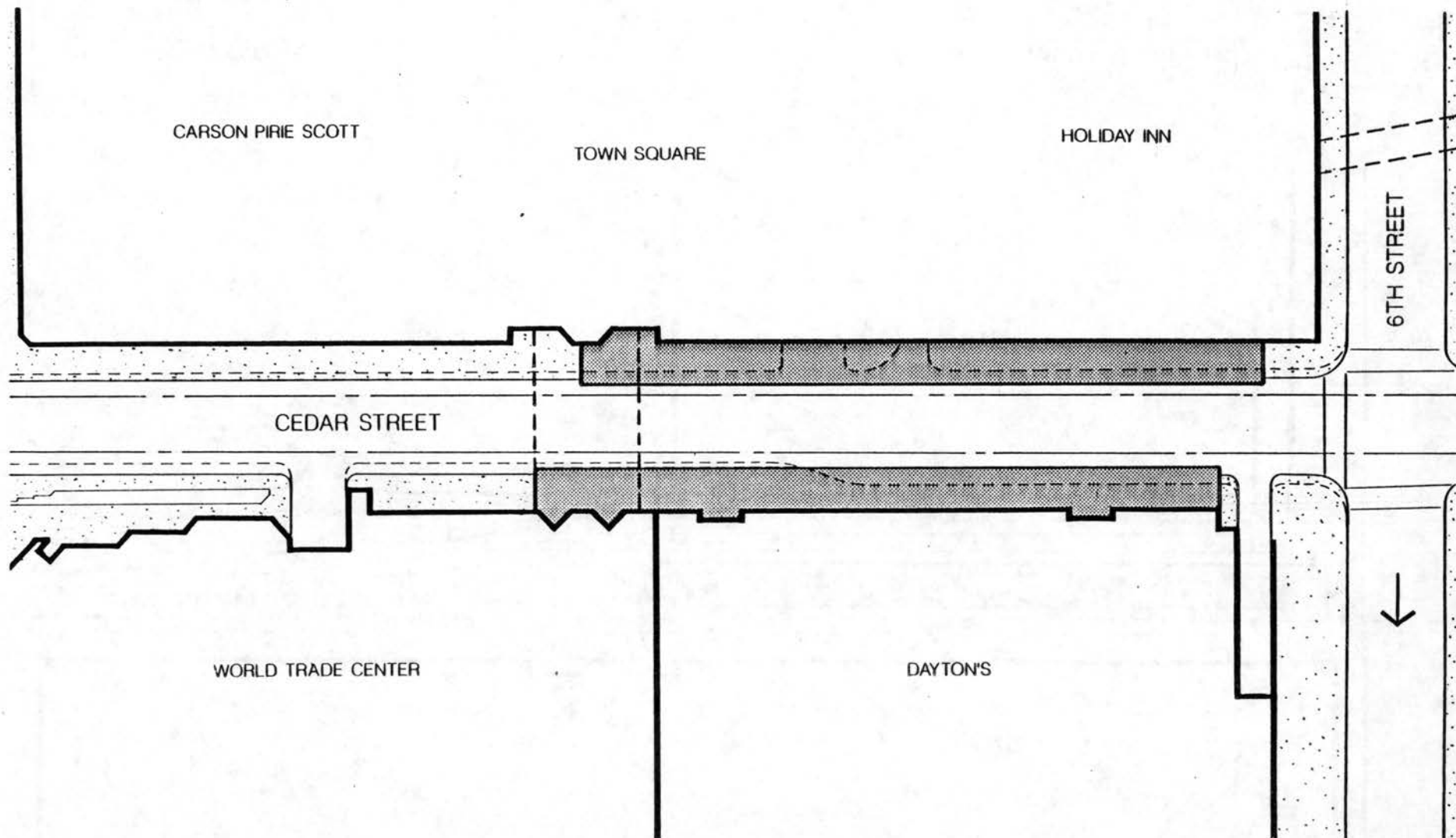


Figure 8

**TOWN SQUARE STATION
WIDE SIDE PLATFORMS
DOWNTOWN ST. PAUL**

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Rochester County Regional Railroad Authority / Hennepin County Regional Railroad Authority

3/23/02

0' 20' 40'



BRW

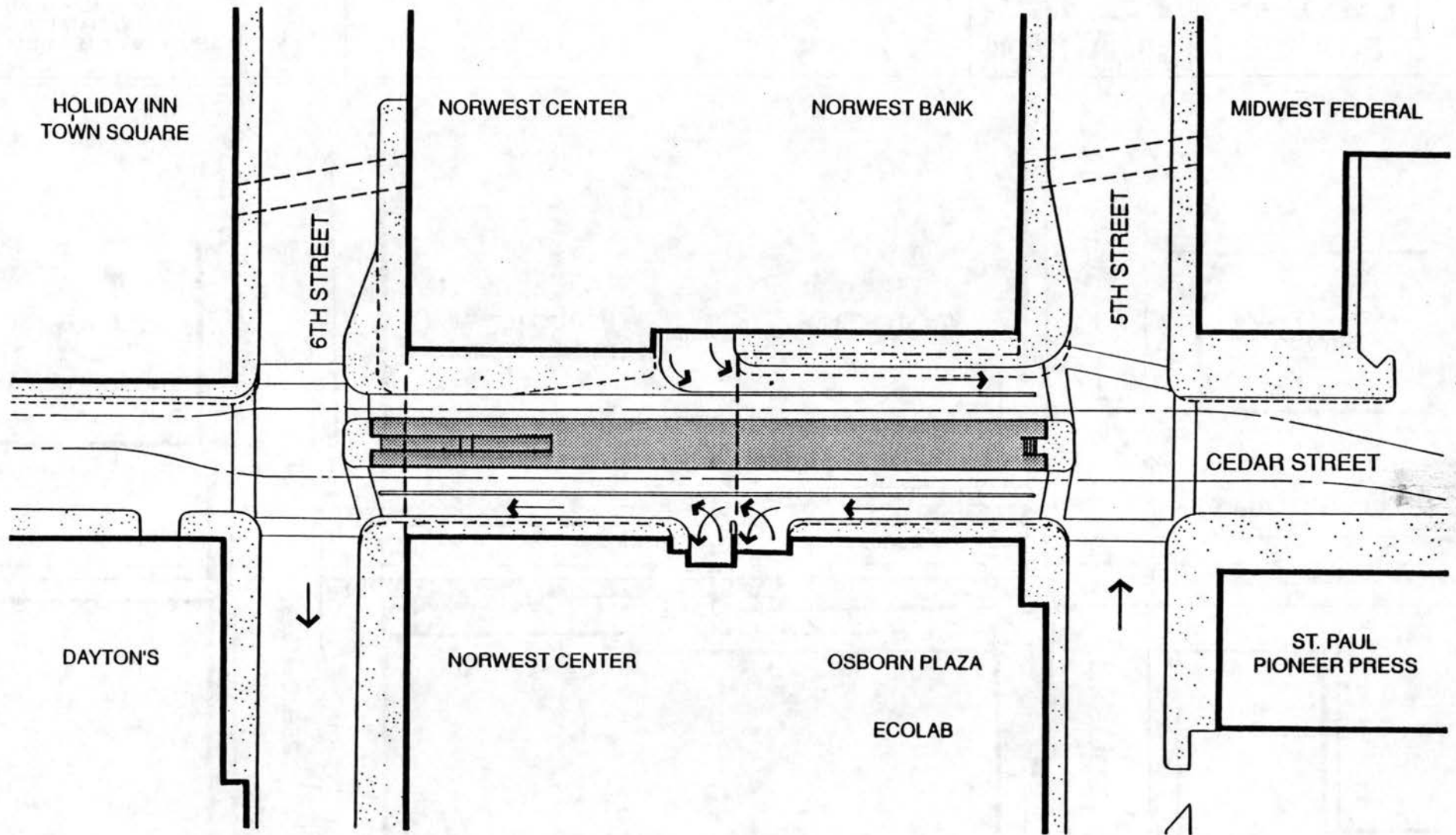


Figure 9
**NORWEST CENTER STATION
 CENTER PLATFORM**
 DOWNTOWN ST. PAUL

MIDWAY CORRIDOR Light Rail Transit • Preliminary Design Study RCRRA/HICRRA Bechtel Group, Inc. / Parsons Brinckerhoff	3/23/92	 BRW

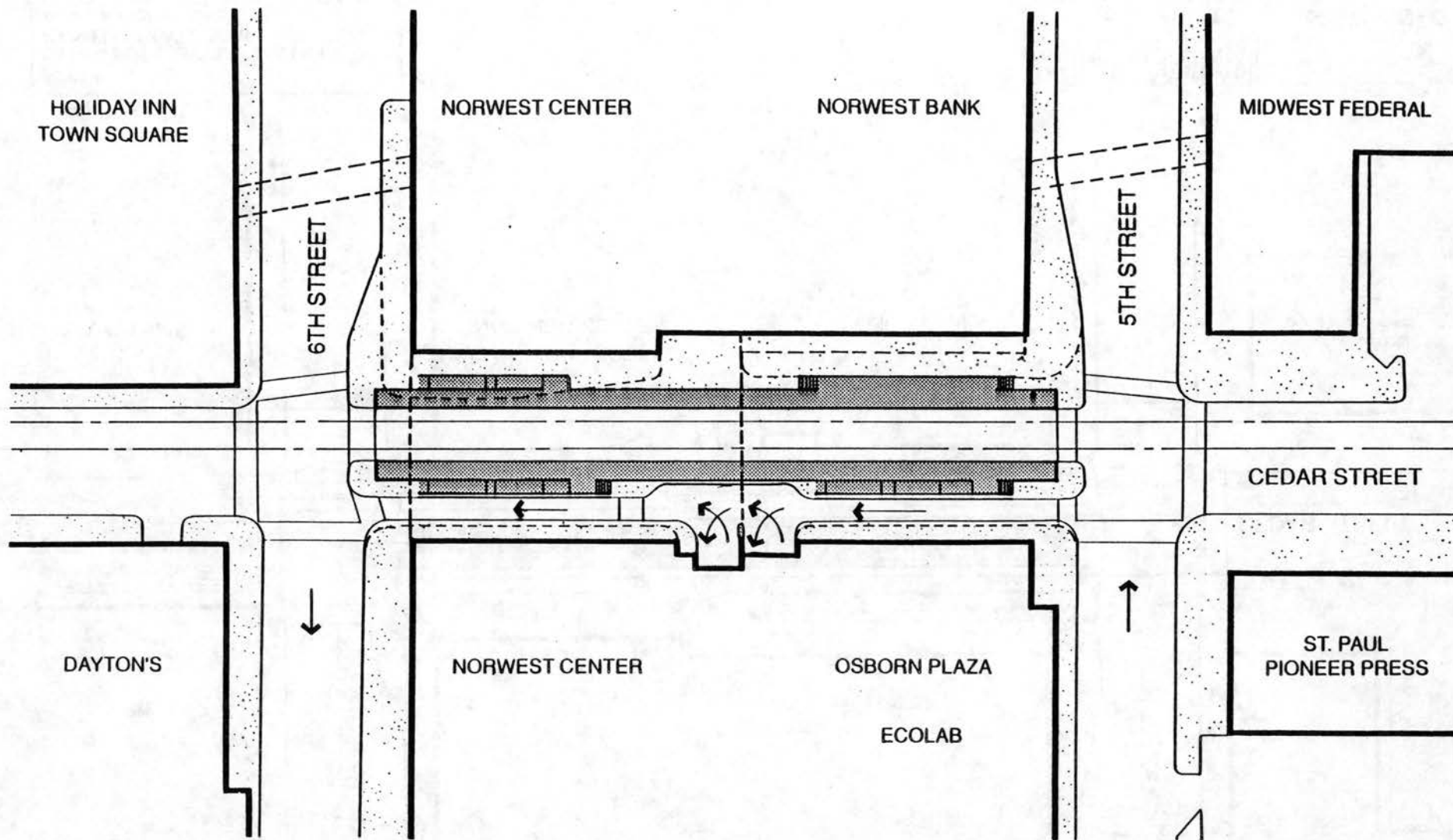


Figure 10
NORWEST CENTER STATION
SIDE PLATFORMS
 DOWNTOWN ST. PAUL

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA / HCRRA Regional Council of Governments / Hennepin County Regional Council of Governments	3/23/92	 BRW

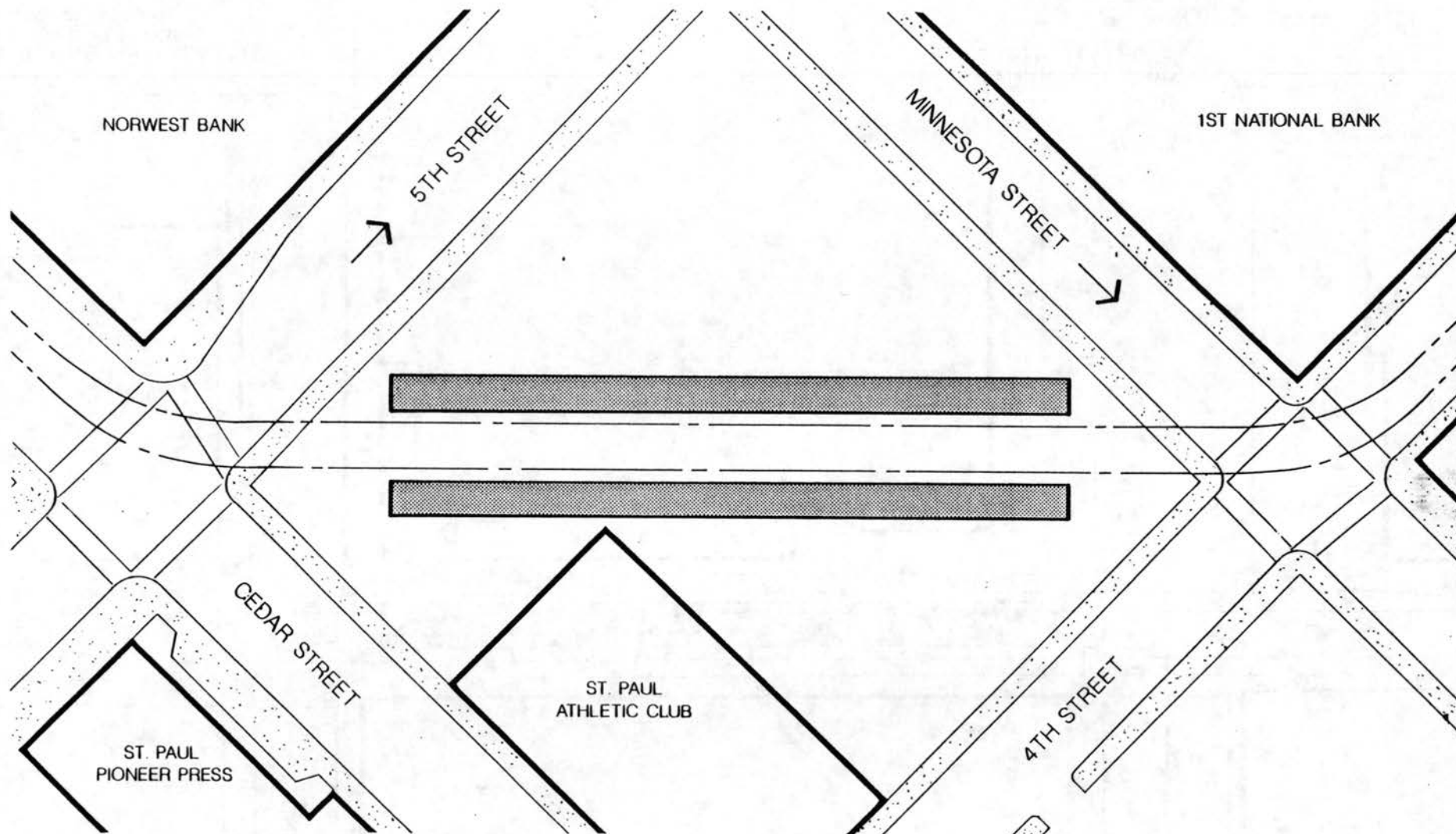


Figure 11

**ST. PAUL CENTRAL STATION
SIDE PLATFORMS
DOWNTOWN ST. PAUL**

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA/HICRRA Metropolitan Council Regional Rail Authority	3/23/92 0' 20' 40'  BRW
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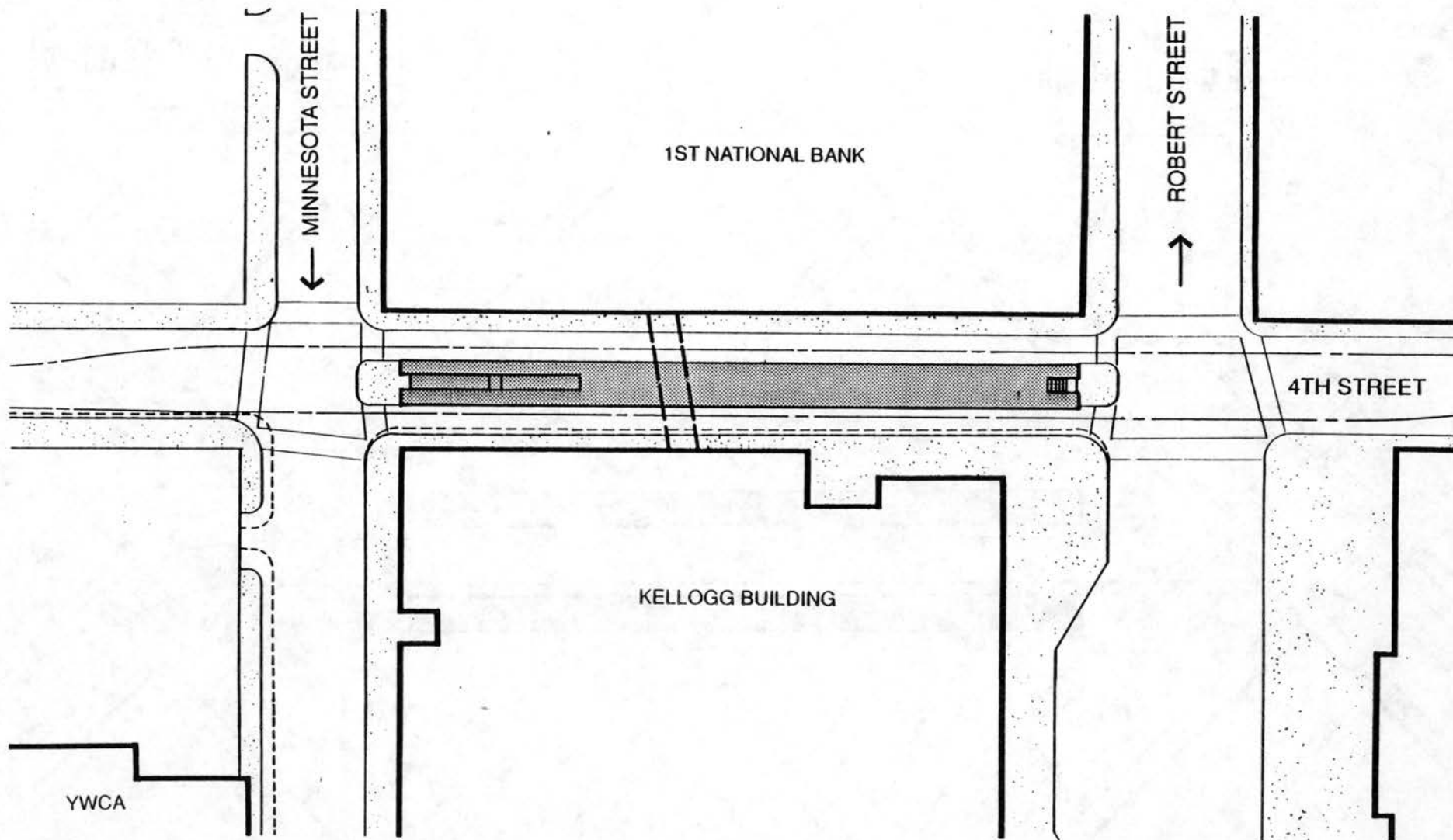


Figure 12

**KELLOGG SQUARE STATION
CENTER PLATFORM
DOWNTOWN ST. PAUL**

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRIRA/HICRIRA
Hawkeye County Regional Railroad Authority / Hennepin County Regional Railroad Authority

3/23/92

0' 20' 40'



BRW

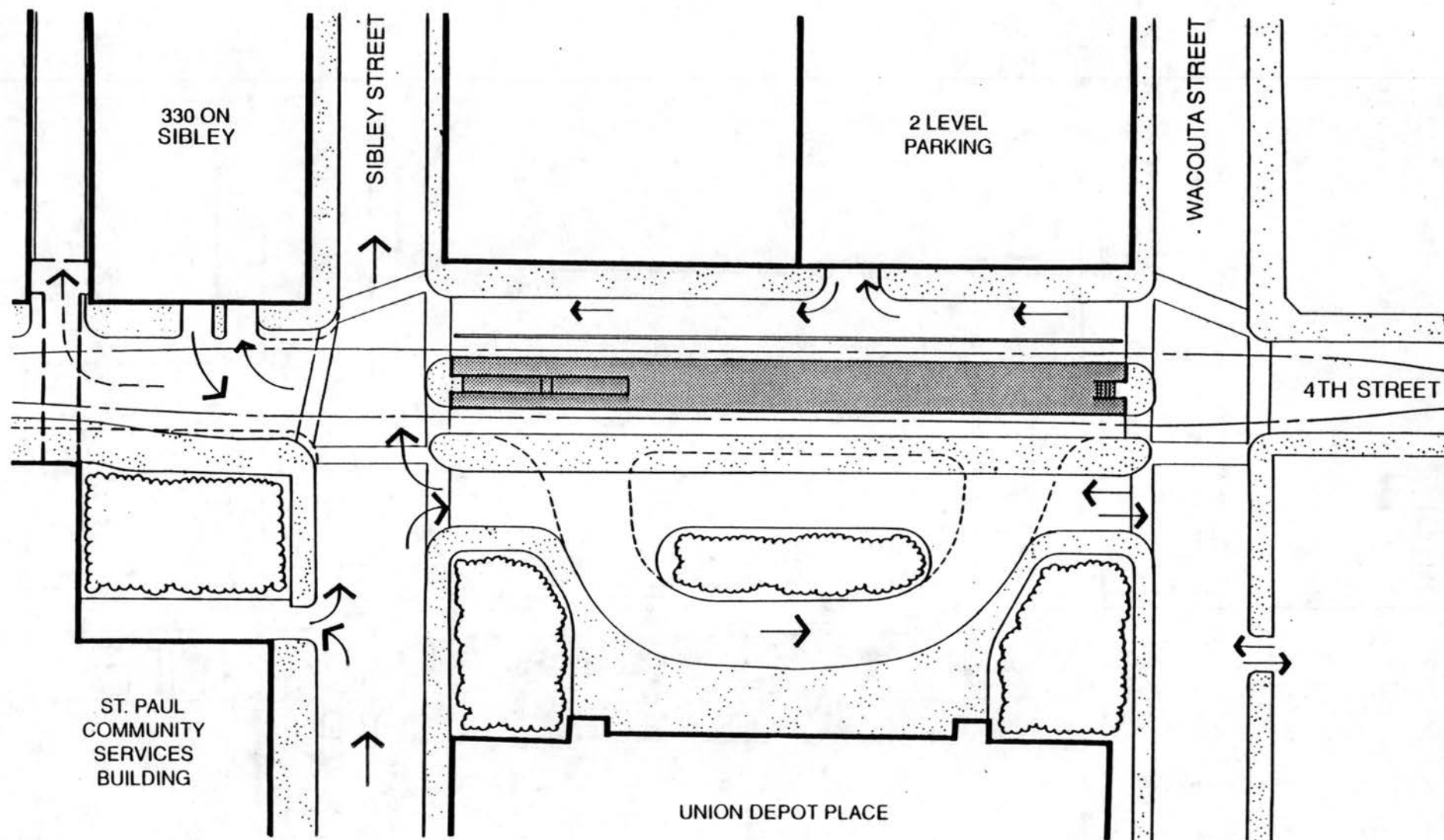
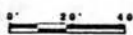


Figure 13
**UNION DEPOT PLACE STATION
 CENTER PLATFORM**
 DOWNTOWN ST. PAUL

MIDWAY CORRIDOR Light Rail Transit - Preliminary Design Study RCRRA/HCRRA Revised City and Regional Rail Authority	3/23/92  

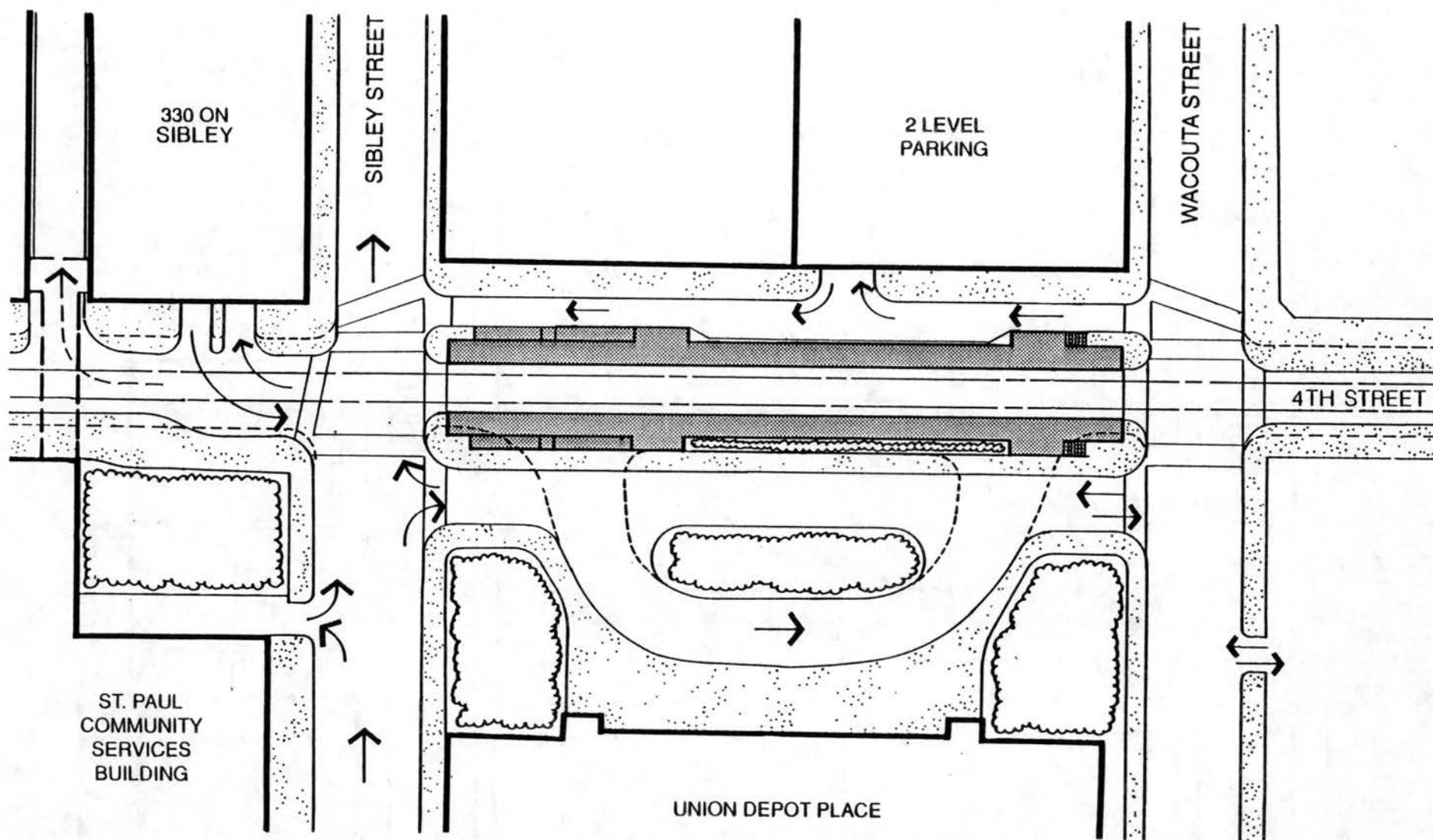


Figure 14

UNION DEPOT PLACE STATION
SIDE PLATFORMS
DOWNTOWN ST. PAUL

MIDWAY CORRIDOR
Light Rail Transit - Preliminary Design Study
RCRRA/HCRRA
Metropolitan Council Regional Planning and Development Agency

3/23/92



0' 20' 40'

URW

EVALUATION OF ALTERNATIVES

This section includes an evaluation of the station configurations and the station location alternatives. Since the station configurations impact the station location alternatives, the station configurations are evaluated first and the recommended station configurations are used in the station location evaluation.

A. STATION CONFIGURATION EVALUATION

A detailed evaluation of some of the stations was included in Technical Memorandum #4 (T.M. #4). Following is a review of that evaluation, where applicable, and discussion of the additional stations:

Cedar Street/10th-11th (Science Museum Station)

This station was evaluated in T.M. #4 and also has been reevaluated as part of a study for the Capitol area which is documented in Technical Memorandum #7, "Capitol Area LRT Track Location and Science Museum Station Configuration Study."

The recommendation in both studies, based upon the need to preserve views of the Capitol, maintain area circulation, and locate the tracks in the median of Cedar Street, is that this station should have a center platform configuration.

The center platform configuration is used in Alternatives A, B and D. Therefore, these three alternatives correlate with the recommended Science Museum Station and track configuration for the Capitol area.

Alternative C includes a wide side platform configuration for the Science Museum Station which does not correlate with the recommended track configuration for the Capitol area.

Cedar Street/6th-7th (Town Square Station)

The center platform configuration will link directly to the skyway system and the station implementation does not depend on a joint-

development project. The center platform station configuration is evaluated in Station Location Alternative B.

The wide side platform configuration was identified as an alternative to the center platform configuration in order to provide a more integrated relationship with the adjoining developments. Implementation of this alternative depends on a joint-development project. The wide side platform station configuration is used for the evaluation of Station Location Alternative C.

Cedar Street/5th-6th (Norwest Center Station)

This station was evaluated in T.M. #4 and, because of its direct linkage to the skyway system and the potential to maintain the existing exit from the Norwest Bank, the center platform configuration is recommended for this station.

Cedar Street/4th Street Diagonal (St. Paul Central Station)

Because of the track configuration and the potential to integrate the station in future developments, a side platform configuration is recommended for this station.

4th Street/Minnesota-Robert (Kellogg Square Station)

This location can accommodate only a center platform station.

4th Street/Sibley-Wacouta (Union Depot Place Station)

This station was evaluated in T.M. #4. An additional issue which impacts the configuration of this station is the need for a future transfer station in the downtown area, preferably at the east end of downtown. If two or more LRT lines are added to the system east of downtown, transfers between the lines will need to occur at a downtown station. A center platform station, because it makes it easier and more convenient to transfer between trains, is the recommended station configuration.

Because of the need for a transfer station and the potential to link into an extension of the skyway system, a center platform configuration is recommended for this station.

B. STATION LOCATION ALTERNATIVES EVALUATION

The four station location alternatives have been evaluated in terms of patronage, skyway linkages, feeder bus access, arterial routes, vehicular circulation and access to properties, fire/life safety access, utilities, engineering/design, development opportunities, property acquisition costs, construction costs, and implementation.

Following is a discussion of the alternatives in terms of the evaluation criteria. A summary of the evaluation is presented in the evaluation matrix at the end of this section.

Patronage

The two key factors which will affect LRT patronage in downtown areas are the number of stations and the location of the stations in relation to the density of the downtown population.

The downtown population is comprised basically of three groups: employees who work downtown; residents who live downtown; and visitors who are downtown for either business, shopping, or entertainment.

A study, "1989 Saint Paul Downtown Survey Report," produced by the St. Paul Department of Planning and Economic Development (PED) identifies and quantifies the first two groups of the downtown population.

The 1989 Survey Report study area limits are I-94 on the north, the Lafayette Freeway on the east, the Mississippi River on the south, and the extension of Kellogg Boulevard on the west. This corresponds approximately to the service area of the downtown stations of the LRT system. The area north of 7th/8th Streets will be served by the Science Museum Station; the area east of Jackson Street will be served by the Union Depot Place Station; and the core area south of 7th/8th Streets and west of Jackson Street will be served by the core area station(s).

The Survey Report indicates that the resident population in the downtown is relatively evenly distributed and, therefore, the Museum, Union Depot Place, and core area station(s) will each serve approximately 1,000 residents.

The employment density, however, is less evenly distributed with most of the employees concentrated in the core area. An analysis of the core area indicates that the center of the core area employee density is located in the Norwest Center block. Therefore, for optimum LRT service, the core area station(s) should be located close to or evenly balanced around this center of employee concentration.

All alternatives have stations at the Science Museum and at Union Depot Place and, therefore, will serve those areas equally. The difference between the alternatives is in the core area.

Alternatives A and B each have two stations located in the most densely populated core area of downtown. These two alternatives, because of easier and more convenient access to the stations, will have the highest patronage.

Alternatives C and D each have one station in the core area, except that the St. Paul Central Station in Alternative D is located closer to the center of the core area whereas the Town Square Station in Alternative C is located closer to the edge of the highest population concentrations. Thus, Alternative D, because of its proximity to more of the population, will have higher patronage than will Alternative C.

Although the alternatives with four stations in the downtown area will provide more extensive coverage than will the alternatives with three stations, it is hard to quantify exactly how big the benefits, in terms of additional LRT patrons, will be. Two factors which affect this evaluation are the location of the stations in relation to the highest population densities and the access provided by the skyway system to the stations.

An analysis of Alternatives B and D shows that:

- The St. Paul Central Station is located close to the center of the core area population.
- The Town Square Station is located at the edge of the downtown core. Its primary service area, which is defined as the area within an 800-foot radius or approximately a three-minute walking distance of the station, substantially overlaps the Science Museum Station's and especially the St. Paul Central Station's service areas (See Figure 2.).

- Downtown St. Paul has a very extensive and comprehensive skyway system which provides a comfortable, all-weather means of access to the LRT station(s).

Therefore, although the four stations in Alternative B (as well as in Alternative A) will provide greater coverage and more convenient access to the LRT system, the incremental gain in patronage, because of the fourth station at Town Square, is expected to be relatively small.

Skyway Linkages

Since the primary pedestrian circulation network in downtown St. Paul is the skyway system, linkage to the skyway system is the key criterion for pedestrian access. An evaluation of the potential to maximize skyway linkages needs to consider the number of potential linkage points as well as the pattern and distribution of the skyway system.

Alternatives A and B each have three potential skyway linkage points. However, because the St. Paul Central Station has more direct skyway access to the four blocks around the Courthouse/City Hall, Alternative B provides more comprehensive and better coverage.

Alternative D, for the same reasons as discussed above, provides better skyway linkages and coverage than Alternative C.

Pedestrian access at the street level is dependent upon the number of stations and their location. Alternatives A and B, because they have more stations, will have better street level access than Alternatives C and D.

Feeder Bus Access

The proposed long-range plan for accommodating the feeder bus routes, developed in previous LRT studies, is to locate the bus routes on 5th and 6th Streets in the east-west direction and on Robert and Minnesota Streets in the north-south direction.

In regard to the long-range plan, Alternative A provides the most direct LRT/bus interface, because all four bus connections are located adjacent to LRT stations. The other three alternatives have the following direct LRT/bus connections: Alternative B has three; Alternative D has two; and Alternative C has only one direct connection with one of the connections two blocks from the station.

Although Robert Street and Minnesota Street have been identified as the long-term primary corridors for north-south bus routes, an evaluation is currently being conducted by St. Paul staff to assess the potential to locate the north-south bus routes on Cedar Street and Minnesota Street. As part of this plan, the edges of the Norwest Center block are to be developed as a transit hub.

This option, to route the north-south buses on Cedar Street and Minnesota Street would be feasible only with Alternative D. Also, the St. Paul Central Station block could be developed as a transit hub, because three of the four bus ways will be located adjacent to this block. However, since the LRT tracks will take up part of the right-of-way, some segments of Cedar Street, such as at the Central Towers and the World Trade Center, will have only one traffic lane available for buses and general traffic. For most of the length of Cedar Street two lanes could be developed to provide pull-off spaces and bus stops. This relatively constricted condition along Cedar Street may cause slower bus operations and congestion. An essential element of this plan will be to minimize general traffic by reducing, wherever feasible, access to adjoining properties and by rerouting through traffic.

If bus traffic volumes increase in the future beyond the capacity that Cedar Street can handle, the alternative exists to implement the long-range plan and reroute the buses to Minnesota Street and Robert Street.

Alternatives A and C have more constricted travel lanes at the Town Square Station and the Norwest Center Station, which will not permit or will limit bus stops or proper bus operations. Alternative B will not permit bus circulation at all on Cedar Street.

Arterial Routes

Since it is assumed that in all four alternatives through traffic will be removed from Cedar Street and 4th Street and since a plan has been developed to create one-way pairs with Minnesota Street/Robert Street and 4th Street/5th Street, arterial routes should not be significantly impacted by LRT development in any of the four alternatives.

The traffic circulation plan which was developed in conjunction with the earlier LRT planning, concluded that the projected traffic volumes could be accommodated with the LRT in place. This plan assumed that all buses and through traffic will be taken off Cedar Street and 4th Street. If buses are continued on Cedar Street, the

total traffic volumes on the other streets will be reduced and the traffic circulation improved.

Vehicular Circulation and Access to Properties

A significant issue in developing the LRT system is to maintain essential local area circulation and existing service and parking access to properties which adjoin the LRT alignment. On the other hand, any access which can be eliminated along the LRT route will help to minimize traffic congestion and conflicts with LRT operations. Service access does not affect LRT operations as much as general traffic does because service access is infrequent and may be regulated.

The primary access points to properties, which are affected by LRT operations, are located along Cedar Street at the following locations: the parking ramp on the west side of Cedar Street north of 8th Street, which has an alternate access off Wabasha Street; the World Trade Center parking ramp; the former Holiday Inn and Town Square, which have alternate access points off Minnesota Street; and the exit from the Norwest auto bank.

Along 4th Street the only primary access point which will be affected by LRT operations is for the parking ramp in the northwest corner of 4th Street and Sibley Street. An alternative might be to relocate the access to Sibley Street.

Alternative D provides the most opportunities for maintaining local area circulation for property access or deliveries and it does not require closing any of the existing access points to adjoining properties. Although not required, it would however be beneficial, for safety reasons, if the access off Cedar Street to the vehicular drop-off area for the former Holiday Inn and to the parking ramp in Town Square could be closed.

Alternative A has somewhat constricted circulation conditions around the Norwest Center Station and it does not permit circulation at the Kellogg Square Station.

Alternatives B and C both restrict circulation on Cedar Street and both require the closing of the access to the drop-off area and parking ramp in Town Square off Cedar Street. In addition, Alternative B will require the construction of an access drive to the World Trade Center parking ramp.

Fire/Life Safety Access

The critical issue for fire/life safety access is to provide as unrestricted access as possible for emergency vehicles and personnel.

More specifically, St. Paul fire and police department representatives have expressed the following concerns:

- The ability to move about quickly in their vehicles.
- The ability to get into buildings from their vehicles very quickly with a minimum of steps.
- The ability to raise their ladders, both manually and mechanically quickly and easily.
- The ability by the fire department to drive vehicles along the entire length of the Downtown alignment (18' minimum width).
- All required fire hydrants, hose connections, etc. must be maintained.
- All required emergency egress from buildings must be maintained.

In regard to stations, the following issues were raised:

- There would be no objections to closing 10th Street west of Cedar Street, as long as there is an alternative route such as Exchange Street. This alternative needs to be evaluated in terms of turning radii and the potential for reconstruction of Exchange Street.
- In street rights-of-way, center platform stations are preferable over side platform stations, since center platforms provide more space for access to adjoining buildings. Overhead wires and the ability to maneuver equipment are key concerns. The Kellogg Square and the Town Square Stations would present the most obstacles.

Alternative D maintains the most unrestricted fire/life safety access; Alternatives B and C provide some restrictions; and Alternative A creates the most restrictions.

Utilities

The biggest impact on the utility system will be where the LRT tracks or LRT stations are located directly over existing utilities. Alternatives which have fewer stations or where the LRT tracks are located to one side or the other side of the street will have less of an impact or may at least provide room to accommodate the utilities without having to relocate them to another street.

Alternative D has the highest potential to minimize the impact on the existing utilities since it has the fewest stations located in the Cedar Street and 4th Street rights-of-way and the LRT tracks can be located, for most of the LRT alignment, to one side of the streets, along the curbs.

Following is a list of the primary benefits, in regard to utilities, of Alternative D:

- It may provide sufficient space within the 4th Street right-of-way to accommodate the 30-inch water main. Although the water main may have to be reconstructed in 4th Street, Alternative D would not require the relocation of the water main to 5th Street and thus it would save the costs of relocation as well as restoration of 5th Street. This is contingent on St. Paul Water Utility authorizing connections of services to the 30-inch water main.
- It deletes all utility work and reconstruction, including the reconstruction of the 30-inch water main, in 4th Street between Minnesota and Cedar Streets and in Cedar Street between 4th and 5th Streets.
- It minimizes structural slab construction over district energy system. Also, it may permit the option of relocating some of the district energy facilities, if justified by cost savings.
- It minimizes gas main relocation requirements in Cedar Street.

In general, the key benefit of Alternative D is that it provides right-of-way for utilities in Cedar Street and 4th Street, thus minimizing or eliminating the need for a structural slab over the utilities or the need to move the utilities to another street.

Alternatives B and C are next in terms of minimizing impacts on utilities, since they each have three stations in the street rights-of-way. Alternative A has the most impact because it has four stations located in the street rights-of-way.

Engineering/Design

During the preliminary and concept design phases, a number of engineering and design issues have been identified.

One issue concerns the geometric layout and configuration of the LRT tracks and supporting infrastructure, such as support poles, support wires, and the trolley wire. The more complex the track layout and configuration, the more support infrastructure is needed and the more apparent it will become. In addition, the sharper the curves the more noise the wheels will make and the more wear there will be on the tracks.

Alternatives A and C, which have the most curves in the tracks including the very complex and sharp curve at Cedar Street and 4th Street, will have the most extensive and thus the most apparent infrastructure. Alternative B has less infrastructure and Alternative D is the least complex.

Another issue concerns the appearance of the stations and their impact on the urban fabric. Although the stations can be designed to be a complement to the street, the less intrusive they are the higher the potential to reduce conflicts and negative impacts.

Alternative A has all four stations located in the street and therefore will have the most impact. Alternatives B and C have three stations located in the street while Alternative D has only two and therefore will have the least impact.

Development Opportunities

Development opportunities are created or enhanced when LRT stations, with their higher pedestrian traffic volumes and direct access to the regional transportation system, are located in close proximity to or integrated within developments. This creates a synergism that, on the one hand, benefits the commercial uses in the developments by supplying more patrons and, on the other hand, provides commercial opportunities and conveniences for the LRT users.

Although locating LRT stations close to commercial uses, such as will be the case with center platform stations which have direct links to the skyway system, will create some redevelopment opportunities, direct linkages or integration of stations within developments are the most beneficial in creating development opportunities. The mere presence of a station by itself, however, may not be sufficient to generate redevelopment activities and support and cooperation by all concerned agencies and parties will be necessary to promote attractive, coordinated developments.

Alternatives B and D have the highest potential to enhance development opportunities, since they include the St. Paul Central Station which could be a major stimulus for redevelopment in the core area.

Alternative C, because of the wide side platform configuration which would be integrated in the adjoining buildings at the Town Square Station, could enhance the utilization and commercial potential of the adjoining developments.

Alternative A, which has center platform stations in the street right-of-way with skyway linkages, has a lower potential in comparison to the other alternatives to enhance development opportunities, although it may contribute to increased commercial activity along the connecting skyways.

Property Acquisition Costs

Alternatives B and D will require the most property acquisition. These alternatives include the St. Paul Central Station which bisects the Athletic Club block. Development of this station will require, as a minimum, the acquisition of the Midwest Federal property as well as portions of the First Minnesota and Norwest Bank parking lots. However, although there will be a capital cost for acquisition of these properties, it is safe to assume that, once the station is developed, the property value of the parcel will increase and the initial cost could be recovered through a sale of the remaining property as well as the air rights over the station for development.

Alternative C will require some property acquisition from Dayton's and Town Square. Alternative A does not require property acquisition.

The Evaluation Matrix lists the estimated property acquisition cost for the St. Paul Central Station in Alternatives B and D. This estimate assumes acquisition of most of the block except for the St. Paul Athletic Club property.

A property acquisition cost estimate has not been established for Alternative C because the sizes of the properties required from Dayton's and Town Square have not been determined yet.

Construction Costs

A preliminary construction cost estimate has been prepared to evaluate the alternatives. Items which were considered in this capital cost comparison include: station construction costs including all required vertical circulation elements and mezzanines; restoration of existing skyway linkages and the construction of a new link to 1st National Bank; the required reconstruction of the Pioneer Press entrance in Alternatives A and C; the construction costs of the complex turn at Cedar Street and 4th Street; and utility improvements. No cost estimate has been included for the reconstruction or interior construction at Dayton's and Town Square.

The resultant comparison of the construction costs for the four alternatives indicates that Alternative C has the highest potential and Alternative B has the lowest potential to minimize construction costs. The costs shown in the evaluation matrix indicate the difference in construction costs between the alternatives.

Implementation

Two of the main factors which will impact implementation will be the need to coordinate LRT station construction with property owners and the level of complexity during construction in regard to maintaining required traffic and access to properties and minimizing construction activities.

Alternative C will require the most coordination with adjacent property owners because of the impacts on Dayton's, Town Square, and the Pioneer Press. Alternative A will require coordination with the Pioneer Press. Alternatives B and D do not impact private properties, except that they will require the acquisition of the site for the St. Paul Central Station.

In terms of construction complexities, the key issues will be how extensive an area will be impacted and how severe will some of the impacts be.

Alternative A will be impacting the largest area because it has the most stations in the street rights-of-way and it will impact Cedar Street, 4th Street, and 5th Street as well as some other streets for utility relocation. Alternative C will be next in terms of impacts.

Alternative D will have the least impacts because it has only two stations in the street rights-of-way; it does not involve the two blocks next to the Cedar Street and 4th Street intersection, and it may not involve any other streets for utility relocation.

An additional factor which has to be considered in implementation is the need to plan for future additions to or modifications of the LRT system.

One such addition which needs to be planned for is the potential future extension of the LRT system to the easterly suburbs. The terminus at Union Depot Place should be designed to permit the future extension of the tracks without major disruptions to the LRT system already in place.

Another requirement for modifications would be the need to add a station in an existing alignment. The demand for an additional station could result from changing development patterns or because a station was omitted with the understanding that it would be added later, if needed.

In most cases, stations can be added at a later date provided there is sufficient right-of-way, there are cross-overs available on both sides of the proposed station for diverting trains to one track, and there are no other critical constraints. Adding a station later will be more expensive and will cause some temporary disruption to the LRT operations.

Any one of the downtown stations could be omitted and added at a later date, except that, because of track geometrics, if the LRT alignment is located diagonally across the St. Paul Athletic Club block, stations cannot be located at the Norwest Center or the Kellogg Square sites.

ST. PAUL CBD LRT STATION LOCATION STUDY
MARCH 23, 1992

TABLE 1 - EVALUATION MATRIX

ITEM	EVALUATION CRITERIA	ALTERNATIVE			
		A 4 Stations/ Museum, Norwest, Kellogg, and Union Depot	B 4 Stations/ Museum, Town Square St. Paul Central, and Union Depot	C 3 Stations/ Museum, Town Square (Side Platforms), and Union Depot	D 3 Stations/ Museum, St. Paul Central, and Union Depot
1.	Patronage (Potential to Maximize Patronage)	Very High • 4 Stations	Very High • 4 Stations	Moderate • 3 Stations	High • 3 Stations
2.	Skyway Linkages (Potential to Maximize Links to Skyways)	High • 2 Access Points	Very High • 2 Access Points-Centered in Core Area	Low • 1 Access Point	Moderate • 1 Access Point-Centered in Core Area
3.	Feeder Bus Access (Potential to Provide Most Direct Access from Feeder Buses)	Very High • 4 Direct Links	High • 3 Direct Links	Low • 1 Direct Link	Moderate • 2 Direct Links • 3 Direct Links if Buses on Cedar/Minnesota
4.	Arterial Routes	(Impacts are same for all Alternatives)			
5.	Vehicular Circulation and Access to Properties (Potential to Maintain Circulation and Existing Access Points)	High • Ability to Maintain all Access Points • Some Conflicts	Moderate • Close Town Square Access • Reconstruct World Trade Center Access	Moderate • Close Town Square Access • Conflict at World Trade Center Access	Very High • Ability to Maintain all Access Points
6.	Fire/Life Safety Access (Potential to Maintain Access for Fire/Life Safety)	Low • Severe Restrictions at Norwest and Kellogg Square	Moderate • Severe Restrictions in Town Square Block	Moderate • Severe Restrictions in Town Square Block	High • Minimum Restrictions
7.	Utilities (Potential to Minimize Impact on Utilities)	Low • Impact on Utilities in Cedar and 4th Streets	Moderate • Impact on Utilities in Cedar Street	Moderate • Impact on Utilities in Cedar Street	High • Provides Rights-of-Way for Utilities
8.	Engineering/Design (Potential to Minimize Engineering and Design Impacts)	Low • Sharp Curve • 4 Stations in Street	High • 3 Stations in Street	Moderate • Sharp Curve • 3 Stations in Street	Very High • 2 Stations in Street
9.	Development Opportunities (Potential to Enhance Development Opportunities)	Moderate • Along Skyways	Very High • Central Station Block	High • Town Square	Very High • Central Station Block
10.	Property Acquisition Costs	---	\$3,000,000	(To Be Determined)	\$3,000,000
11.	Construction Costs (Differences Between Alternatives)	+ \$3,000,000	+ \$5,400,000	---	+ \$2,800,000
12.	Implementation (Potential to Minimize Implementation Conflicts)	Low • Some Joint Development Coordination • Largest Project Area	Moderate • Minimal Joint Development Coordination • Medium Project Area	Low • Most Joint Development Coordination • Medium Project Area	High • Minimal Joint Development Coordination • Smallest Project Area

SUMMARY/RECOMMENDATIONS

A. SUMMARY

Following is a summary of the key findings regarding the station location alternatives:

1. The alternatives with the most stations closest to the center of the downtown population and with the most skyway linkages will have the highest patronage.
 - Alternatives A and B will have potentially the highest patronage.
 - Alternative C will have potentially the lowest patronage.

The need for frequent station spacing to serve the downtown population may be less critical in St. Paul than in other cities, because St. Paul has an excellent skyway system which provides comfortable, all-season access to the stations.

2. Alternatives A, B, and C all have relatively direct transit/bus interface.
3. Only Alternative D offers a reasonable option to route buses on Cedar Street.
4. Alternative D has the most potential to minimize negative impacts on property access, fire/life safety access, utility reconstruction, and engineering/design aspects.

Alternatives B and C have potentially severe conflicts or complications at the World Trade Center and Town Square.

5. Alternatives B and D present the greatest development opportunities.

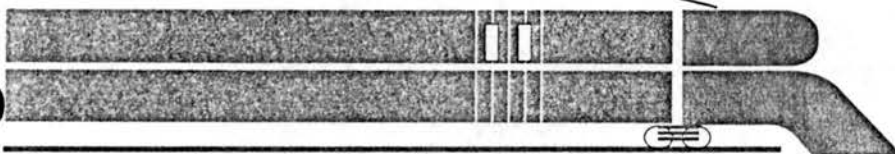
6. Alternatives B and D will require property acquisition of part of the St. Paul Athletic Club block, but there may be an opportunity to recover this cost by reselling the land for redevelopment. Alternative C will require some property acquisition from Dayton's and Town Square.
7. Alternative C has the greatest potential to minimize construction costs. Alternative D has the next highest potential.
8. Alternative D has the fewest conflicts for implementation.
9. Alternative C includes a wide side platform configuration for the Science Museum Station which does not correlate with the recommended plan for the Capitol area.
10. An option exists in Alternative D to construct it with three stations and to add a fourth station at Town Square later, if so deemed necessary.

B. RECOMMENDATIONS

Based upon the evaluation and the summary of key findings, it is recommended that:

1. Alternative D should be selected as the preferred plan for LRT in downtown St. Paul.
2. The stations should be designed with the following platform configurations:
 - Science Museum Station - center platform
 - St. Paul Central Station - side platforms
 - Union Depot Place Station - center platform

file



Ramsey County Regional Railroad Authority

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

** REVISED

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, APRIL 28, 1992

** 8:00 A.M. - LARGE CONFERENCE ROOM - 316

**PLEASE NOTE CHANGE IN TIME.

Chairman's Comments

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 24, 1992.
2. Update on Legislation - Discussion Only.
3. * Quarterly Report of Payments for RCRRA January through March 1992.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

March 24, 1992

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, March 24, 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
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Donald Salverda

MEMBERS ABSENT:

Commissioner Duane McCarty

Also Present:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning, James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Ben Sebesta, Stephanie Eiler, Jill Goski, Don Sobania, Karen Tero, Terry Schutten, Sherry Munyon

1. Minutes - A. January 28, 1992 Meeting reconvened on February 4, 1992,
B. January 28, 1992 meeting reconvened on February 25, 1992.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Board Meeting of the Regional Railroad Authority held on February 4th (reconvening of January 28, 1992 meeting, and one held on February 25, 1992 which was a reconvening of the January 28, 1992 Meeting, as written.

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

Chairman Finley suggested that Items 2 Update on Legislation, and 3 Governance of Light Rail Transit - discussion only, be discussed together. and Discussion of S.F. 2145, Item 4.

Chairman Finley said, as you know, as most of the Board Members are aware of the agreement that was reached between the Counties Joint Powers Board and Metropolitan Council, and Mn/DOT regarding governance. The agreement was struck in which the counties essentially do the Alternative EIS, with the RTB, and then the Highway Department and our counties would be doing the engineering, and then there would be all of the counties involved in the Maxmanagement Corridor along with the other regional agencies and the DOT. The agreement was reached, a bill was drafted along those lines, there was one change in the bill which was passed, this change was rather than doing the Alternative Analysis, with RTB as co-leads, it was with DOT. Other than that he believes the legislation regarding

governance is along the lines that everyone agreed upon. The abolition of the RTB was dealt with separately and lost in Committee, which had brought about change in the governance bill as they were not going to be in existence. There have been meetings to try and give the county the lesser role than what was agreed upon, so that you would not have approval authority over the engineering and design and construction which we presently have in the corridors within Ramsey County, we do not have approval authority even as a member of the Management committee of the corridors not within our county, but we do have review of them. It has been a compromise that took a tremendous amount of hours on the part of all of the people, Liz Anderson played a very important role in getting Metropolitan Council off the dime, RTB, Mike Ehrlichmann had been cooperative all the way through and Mn/DOT had been cooperative all the way through. The real stumbling block had been Metropolitan Council as far as giving, a lot of work was done by the staff, and Commissioners Ahrens, Hunt, Chairman Finley said he was also involved in several of the meetings, so it has now passed two Committees in the House and Senate.

Chairman Finley discussed the bonding bill which we did not vote on, if you recall Mr. Ehrlichman had been here with Sherry Munyon. This bill has been introduced, and it has been modified. Sherry Muunyon is here today to talk about it, maybe she can update it.

Sherry Munyon addressed the Board, the bill that appeared before this Board the last time when the RTB was here was a request from the Legislature for permission to issue bonds up to \$320 million. Through a Committee process this request was revised and have now asked for the minimum local match to obtain Federal funding, the bond request before us is for \$92 million. We have to attain a 20% of their local share for the cost of that project in order for us to proceed through the Federal Funding Congressional Session.

Chairman Finley understands this would be for the Central Corridor, and Ms. Munyon said that was correct. The legislation has moved all the way through the Finance Committee on the Senate Side.

Commissioner Schaber asked what this line would cost. Ms. Munyon said the cost of the Central Corridor is projected at \$470 million.

Chairman Finley added that this amount includes the two downtowns, the line with no tunnels. It had been up over \$800 million originally.

Commissioner Schaber said this bill says that it is going to be paid for by property taxes.

Chairman Finley said the bill, in dicussion with the Congressmen in Washington, is the fact that they have a little problem when there has been no dedication of funds, whether it be a dedicated gas tax, dedicated sales tax on gas, property tax, or whatever, there is no local match for them to be able to talk to their colleagues and say that Minnesota has decided that they want light rail, have made an agreement on the governance, and here is what their local match is, and they have dedicated something for a local match. These are the things they really wanted was a dedicated local match, and a governance and a line. He believes that is what they are looking for.

Commissioner Schaber understands that they have to have dedication for local dollars, but he is not in favor of those being property tax dollars. He asked if the seven county metro area would be paying. Chairman Finley said that is the case, as this bonding applies specifically to the Central Corridor.

Commissioner Schaber asked if there was any other dedicated source than property taxes. From the practical standpoint in the legislative mode, he would say probably none, he would say no at this stage of the proceedings, and it is similar to what happened last year when we went up with the 1/2 cent sales tax, they used the 1/2 cent sales tax. They put it through that the counties do it for general revenue, and then they kept the revenue, but the idea was that they did not vote for the tax increase. That is why the bonding bill gives them a feeling that they did not vote for the bonds, they just voted to let us vote for the bonds, then they are not creating the tax. He is sure that it has a better chance than something they would have to impose. Plus, the fact that the imposition of another tax has a more difficult time, because it would most likely be statewide.

Commissioner Norgard said this Board is a key to Washington and Dakota County; if you have a long range vision that light rail is important, then you have to vote for it, you cannot worry about where this money comes from, it is going to come from some place anyway.

Commissioner Hunt agrees with Commissioner Norgard, to follow up a little bit, if we are not in a position to support this bill, it would be a tremendously big monkeywrench that would be thrown into the process of light rail.

Chairman Finley agrees, he thinks that we are key to it. As you remember last time when some of us have voted to support this legislation in other forms, he has as a member of the Joint Light Rail Advisory Committee, and the Joint Powers Board.

Commissioner Hunt thinks at one point this Board did affirm a position that was taken by the RTB quite some time ago, and Ms. DeSpiegelaere confirmed the areas, we did give support at the bottom of our priority list.

Commissioner Ahrens said the Federal Government has money available now, and we have an agreement that has been struck in terms of governance, We have some Legislators out there who are saying to Washington County and to us that they are not going to vote for this unless they know we are supportive of it. It seems to her that these things are all coming together, and it may not be a perfect world, but we have an opportunity now to dedicate the money, and hopefully get the Federal dollars to help build this line. All of the other cities who did build lines had big Federal dollars pouring in to help them do it. She thinks we need to get in line to support this. If we don't do this, there may be a big monkeywrench, and probably nothing will happen, and we will be holding meetings for the next year. for what purpose she does not know.

Commissioner Ahrens said she would move Item 4, and Commissioner Hunt seconded the motion.

Chairman Finley asked if this resolution is going to be sufficient support. The Committee discussed the proposed resolution, and the suggestion was made that we list a third one under the resolved, to support a metro-wide bond issue in the amount of \$92 million as the dedicated source for local funds.

Commissioner Salverda asked what the experts feel about the 80%, they feel that 80% is not very good, but maybe if it is 30% it would be better. If we had that, so that it might be federal 30%, state 50%, according to Chairman Finley, with 20% property tax.

Sherry Munyon commented that the negotiations at the Federal level have been improving, and it is very likely that we may be able to get higher than 30% participation, this might be more in the area of 40 to 50%, as this seems to be the attitude now.

Chairman Finley said what we are going to be looking for is money coming back under the surface transportation act, because of lack of local dedicated funds to be able to provide the match, and some of these projects which were being considered at the time of the Surface Transportation Act are not going to be able to be funded, as there may not be a dedicated fund, or the governance issues will not be put together whatever. So, the money will be going back into the pot. This is what he talked about to Senator Durenberger when he was at NaCO.

Commissioner Schaber would like to support this, but he cannot do so when there are other options to be pursued.

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

WHEREAS, Ramsey County Regional Railroad Authority supports the maximization of federal funds for light rail transit under the new Intermodal Surface Transportation Efficiency Act; and

WHEREAS, Funds are needed to match a potential 80% federal grant for light rail transit construction in the Central Corridor; 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 of revenue for transit, with property taxes as the source of last resort.
- o A metro-wide bond issue in the amount of \$92 million for construction of LRT in the Central Corridor.

Roll Call: Ayes - 5, Nays - 1 (Schaber)
Motion carried.

Commissioner Salverda has been very, very much against the property tax also, but giving up a minimum amount to stay in the game, things are coming together, so he will support this. Chairman Finley appreciates Commissioner Salverda's support, as he knows that he has been opposed to property tax as a source all along.

Chairman Finley asked if there is anything further regarding governance or legislation that we should deal with. Ms. DeSpiegelaere said we have not taken any formal action of governance. Chairman Finley feels that the compromise position which has been worked out we should take some action, we would not be specific as to to the bill, as the bill was changed a little bit from what was agreed upon. Ms. DeSpiegelaere pointed out in the documentation that the summary is shown.

Chairman Finley said we should have a motion to support this, as it is consistent, what the legislative process does is beyond our control, but we should. This was agreed upon by the six counties, Mn/DOT, RTB and Met Council.

Commissioner Ahrens suggested that we recommend the compromise position on governance, which is page 2. Commissioner Hunt seconded this motion.

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

Chairman Finley informed the Board regarding Item 5, we found as we did last session, spending a tremendous amount of time at the Legislature as individuals, as well as Ms. DeSpiegelaere was up there almost full time.

Commissioner Hunt had suggested that possibly we ask Wy Spano if he could not fill in, and keep apprised with the other lobbyist who have been hired by the different agencies. We spoke to Mr. Spano, and he has agreed to do it until the end of the session. Chairman Finley thinks this is reasonable.

There were so many things happening not last week, but the week before, he asked Ms. DeSpiegelaere to put him on board right away, with the contract to come in later for ratification. Both Commissioner Hunt and he thought it was imperative that this be started.

Commissioner Hunt commented that this is half the amount we paid him last time.

*R92-11
This is
a resolution
top*

*See amended
minutes for
numbering*

5. 1) Approve contract with Government Relations Group (GRG) for legislative services in 1992 for an amount not to exceed \$5,000; and 2) Authorize the Chairman of the RCRRA to execute the contract with GRG.

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

WHEREAS, Ramsey County Regional Railroad Authority has matters relating to its activities that require legislative coordination and representation; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Government Relations Group for legislative services for an amount not to exceed \$5000 through the end of the 1992 legislative session; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Government Relations Group.

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

6. Approve resolution authorizing payment of RCRRA share of Joint Powers Board administrative cost for 1992 in the amount of \$33,600.00.

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

WHEREAS, Ramsey County Regional Railroad Authority on December 10, 1991, approved the Draft Joint Powers Agreement as submitted to the Joint Light Rail Transit Advisory Committee; and

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board on February 5, 1992, approved the 1992 budget for administration of \$116,835.00; and

WHEREAS, Ramsey County Regional Railroad Authority's share of this budget is \$33,660.00; and

WHEREAS, Anoka County Regional Railroad Authority is the administrator of the Joint Powers Board and has invoiced Ramsey County Regional Railroad Authority for these funds; Now, Therefore, Be It

RESOLVED, That payment to Anoka County Regional Railroad Authority in the amount of \$33,660.00 for Ramsey County Regional Railroad Authority's share of administrative costs for the Metropolitan Light Rail Transit Joint Powers Board for 1992 is hereby approved.

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

7. Ratify Partial Payment No. 4 to BRW, Inc. in the amount of \$104,832.96 for Midway Corridor Phase II Preliminary Engineering.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Norgard

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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 December 31, 1991; and

R91-13
WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA/HCRRA 91-001, the Ramsey County Regional Railroad Authority authorized (Resolution R91-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 64662, Partial Payment No. 4, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1991; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$104,832.96 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1991, is hereby ratified.

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

Ms. DeSpiegelaere discussed the editorial which was triggered by the State Auditor's Report, the recommendation was that construction should not be funded for LRT in the Central Corridor until a satisfactory Alternative Analysis to consider other types of transit in addition to LRT had been prepared. The second part was that the Legislature should change the governance for LRT to provide for more regional control before continuing.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 4/20/92
Authorized Signature Date

Board Action Requested

Update on Legislation

DISCUSSION ONLY

Request Justification

- See attached: 1) Memorandum from K. DeSpiegelaere
2) Information on LRT work tasks, approvals, and responsibilities
3) Copy of governance law (SF 2510, HF 2510)

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

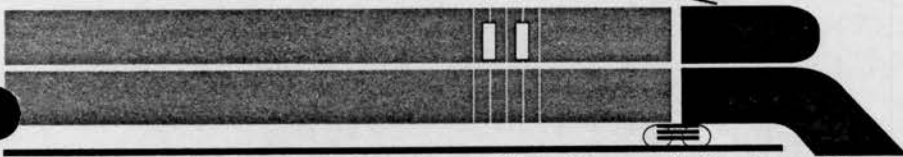
April 28, 1992

Board Date

Signature

Date

4/22/92



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

SUBJECT: 1992 Legislation Affecting LRT

DATE: April 20, 1992

Results of the 1992 legislative session for Ramsey County Regional Railroad Authority (RCRRA) are:

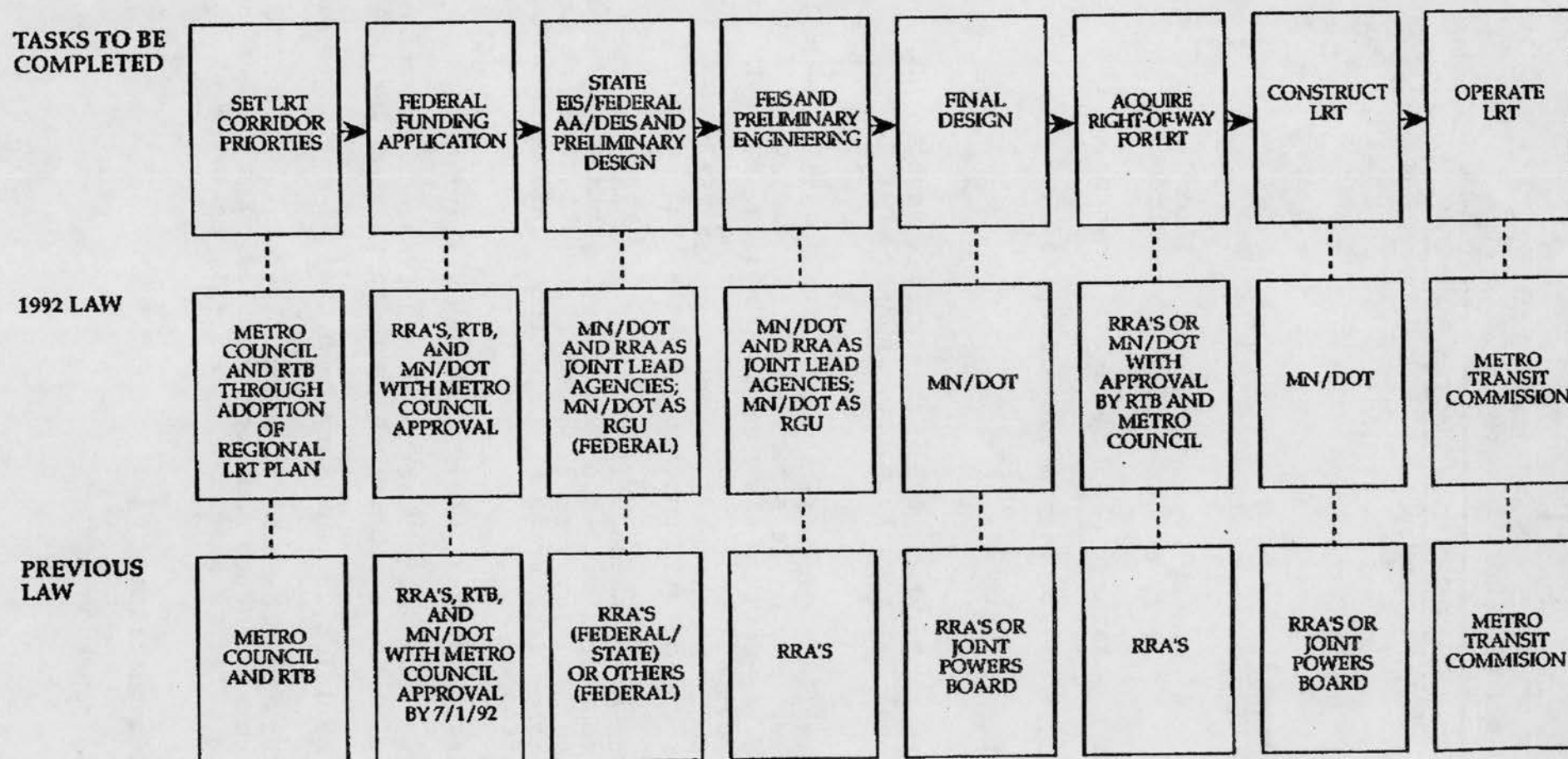
- o Tax levy capability of RCRRA is still being assessed. The levy may be at a maximum of two mills, or there may no longer be a maximum levy. Information on this subject will be provided to you at your meeting. In 1991, the Legislature specified the maximum 1992 levy at 75% of the 1991 levy. That provision will not apply to the 1993 levy.
- o The governance bill includes regional railroad authorities as preparers with the Minnesota Department of Transportation of the initial work products (0 to 30% level of engineering) for light rail transit. Additional information about the law is attached.
- o State funding for LRT was not provided.
- o The LRT Joint Powers Board has been restructured although it still has a significant role to play in the LRT process.
- o The Joint LRT Advisory Committee is no longer in existence.
- o Efforts to divert metro regional rail authority funds to operate Metro Mobility occurred on the final evening of the legislative session. Those efforts failed.

Recommendation:

For discussion.

KD/blk

LIGHT RAIL TRANSIT IMPLEMENTATION TASKS AND RESPONSIBILITIES



LIGHT RAIL TRANSIT IMPLEMENTATION WORK TASKS, ROLES, AND APPROVALS

WORK TASKS	PREVIOUS LAW	1992 LAW
1) Set LRT corridor priorities	Metro Council and Regional Transit Board	Metro Council and Regional Transit Board through adoption of regional LRT plan
2) Prepare federal funding application	Regional rail authorities, RTB, and Mn/DOT with approval by Metro Council must complete application for federal funds for LRT by 7/1/92	Affected regional rail authorities, RTB, and Mn/DOT with approval by Metro Council
3) A. Federal Process Prepare Alternative Analysis/ Draft Environmental Statement (AA/DEIS)/preliminary design	RRA or others	Mn/DOT and RRA where LRT is located as joint preparers; Mn/DOT as RGU (respon- sible governmental unit)
B. Non-federal Process Prepare Draft Environmental Impact Statement/Preliminary Design	RRA's	RRA's and Mn/DOT
4) Prepare Final Environmental Impact Statement/Preliminary Engineering	RRA's	Mn/DOT and RRA where LRT located as joint preparers; Mn/DOT as RGU (responsible governmental unit)
5) Prepare Final design	RRA's or Joint Powers Board	Mn/DOT

WORK TASKS**PREVIOUS LAW****1992 LAW**

6) Construct LRT

RRA's or Joint Powers Board

Mn/DOT

7) Operate LRT

Metropolitan Transit Commission

Metropolitan Transit Commission

8) Acquire right of way for LRT

RRA's

RRA's or Mn/DOT with approval by RTB
and Metro Council

Affected regional railroad authorities

(NOTE: This is Ramsey County/Hennepin County
RRA's for Central Corridor

- o Prepare, with Mn/DOT, Alternatives Analysis/Draft Environmental Impact Statement; Preliminary Design; Final Environmental Impact Statement; Preliminary Engineering
- o Approve preliminary design; preliminary engineering; and final design plans
- o Review major contract changes during construction
- o Members of corridor management committee and joint powers board
- o Purchase right of way
- o Prepare, with others, federal funding applications

Mn/DOT

- o Prepares with others, and is RGU for Alternatives Analysis/Draft Environmental Impact Statement; Preliminary Design; Final Environmental Impact Statement; Preliminary Engineering
- o Prepares final design
- o Constructs LRT
- o Purchases right of way
- o Prepares, with others, federal funding application
- o Participant on corridor management committee

ROLES

1992 LAW

Joint Powers Board

Composition

Role

- o Seven regional railroad authorities
- o Reviews and approves LRT systems standards
- o Reviews and approves community involvement and marketing program
- o Reviews method of implementation
- o Members are on corridor management committee

Corridor Management Committee

Composition

Role

Seven Joint Powers Board members
Mn/DOT
RTB
Metro Council
MTC
Cities where LRT line is located

Advise Mn/DOT and RRA's on issues relating to alternatives analysis, environmental review, preliminary design, preliminary engineering, final design, implementation method, and construction of LRT.

Metro counties outside LRT corridor

- o Members of corridor management committee
- o Members of joint powers board

Affected cities

(NOTE: This is St. Paul/Minneapolis for Central Corridor)

- o Approve preliminary and final design plans
- o Members of corridor management committee

ROLES

Metropolitan Transit Commission

Metropolitan Council

Regional Transit Board

1992 LAW

- o Operates LRT
- o Member of corridor management committee
- o Sets LRT corridor priorities
- o Approves design of alternatives analysis and completed alternatives analysis
- o Approves preliminary and final design plans
- o Mediates disputes
- o Approves federal funding applications
- o Approves land acquisition for LRT
- o Member of corridor management committee
- o Sets LRT corridor priorities
- o Prepares, with others, federal funding applications
- o Member of corridor management committee (Chair of RTB chairs the committee)
- o Reviews preliminary design plans
- o Approves final design plans
- o Approves land acquisition for LRT

APPROVALS

1992 LAW

Federal funding application

Metro Council approves

Alternatives analysis/Draft Environmental
Impact Statement

Metro Council approves; Corridor Management Committee reviews

Preliminary design plans

Affected RRA's, affected cities, Metro Council approve; RTB
reviews; Corridor Management Committee reviews

Preliminary engineering plans

RRA's approve; Corridor Management Committee reviews

Final design plans

Affected RRA's, affected cities, Metro Council, RTB approve;
Corridor Management Committee reviews

Right of way acquisition

RTB/Metro Council approve

Major contract changes during construction

Affected RRA's review

Method of implementation

Joint Powers Board reviews

Community involvement and marketing program

Joint Powers Board approves

Systems standards

Joint Powers Board approves

KD/blk
4/20/92

Version as sent to Governor

1 A bill for an act

2 relating to transportation; providing procedures for
3 design, approval, and construction of light rail
4 transit; establishing corridor management committee;
5 providing for resolution of disputes; changing
6 membership and responsibilities of the light rail
7 transit joint powers board; amending Minnesota
8 Statutes 1990, sections 174.32, subdivision 2;
9 473.167, subdivision 1; 473.399, subdivision 1;
10 473.3993; 473.3994, subdivisions 2, 3, 4, 5, 7, and by
11 adding subdivisions; 473.3996; 473.4051; Minnesota
12 Statutes 1991 Supplement, sections 473.3997; and
13 473.3998; proposing coding for new law in Minnesota
14 Statutes, chapter 174; repealing Minnesota Statutes
15 1990, sections 473.399, subdivisions 2 and 3;
16 473.3991; 473.3994, subdivision 6; and Laws 1991,
17 chapter 291, article 4, section 20.

18 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

19 Section 1. Minnesota Statutes 1990, section 174.32,
20 subdivision 2, is amended to read:

21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] {a} The
22 transit assistance fund receives money distributed under section
23 297B.09. Eighty percent of the receipts of the fund must be
24 placed into a metropolitan account for distribution to
25 recipients located in the metropolitan area and 20 percent into
26 a separate account for distribution to recipients located
27 outside of the metropolitan area. Except as otherwise provided
28 in this subdivision, the regional transit board created by
29 section 473.373 is responsible for distributing assistance from
30 the metropolitan account, and the commissioner is responsible
31 for distributing assistance from the other account. Money

1 placed-in-the-metropolitan-account-is-available-for-distribution
2 to-regional-railroad-authorities-established-under-chapter-398A
3 in-the-metropolitan-area-by-the-commissioner-of-transportation
4 as-provided-in-paragraph-(b)-

5 (b)-The-commissioner-shall-request-applications-from-all
6 eligible-regional-railroad-authorities--The-commissioner-shall
7 establish-a-reasonable-deadline-for-submittal-of-applications-
8 The-commissioner-may-not-distribute-more-than-60-percent-of-the
9 available-funds-to-a-single-recipient--Before-distributing
10 money-to-any-regional-railroad-authority-the-commissioner-shall
11 submit-the-applications-to-the-regional-transit-board-for
12 approval--The-commissioner-may-distribute-funds-only-with-the
13 approval-of-the-board--Before-approving-any-application-for
14 funds-for-construction-the-board-shall-report-to-the
15 legislature-on-the-use-and-planned-distribution-of-construction
16 funds-

17 Sec. 2. [174.35] [LIGHT RAIL TRANSIT.]

18 The commissioner of transportation may exercise the powers
19 granted in this chapter and chapter 473, as necessary, to plan,
20 design, acquire, construct, and equip light rail transit
21 facilities in the metropolitan area as defined in section
22 473.121, subdivision 2.

23 Sec. 3. Minnesota Statutes 1990, section 473.167,
24 subdivision 1, is amended to read:

25 Subdivision 1. [CONTROLLED ACCESS HIGHWAYS; AND TRANSIT
26 FIXED-GUIDEWAYS; COUNCIL APPROVAL.] Before acquiring land for or
27 constructing a controlled access highway or transit
28 fixed-guideway in the area, the state transportation department
29 or local government unit proposing the acquisition or
30 construction shall submit to the council a statement describing
31 the proposed project. The statement must be in the form and
32 detail required by the council. Immediately upon receipt of the
33 statement, the council shall transmit a copy to the regional
34 transit board, which shall review and evaluate the project in
35 relationship to the board's implementation plan and report its
36 recommendations and comments to the council. The council shall

1 also review the statement to ascertain its consistency with its
2 policy plan and the development guide. No project may be
3 undertaken unless the council determines that it is consistent
4 with the policy plan and implementation plan. This approval is
5 in addition to the requirements of any other statute, ordinance
6 or rule.

7 Sec. 4. Minnesota Statutes 1990, section 473.399,
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERAL REQUIREMENTS.] (a) The transit
10 board shall adopt a regional light rail transit plan, as
11 ~~provided-in-this-section~~ part of the implementation plan
12 pursuant to section 473.161, to ensure that light rail transit
13 facilities in the metropolitan area will be acquired, developed,
14 owned, and capable of operation in an efficient, cost-effective,
15 and coordinated manner as an integrated and unified system on a
16 multicounty basis in coordination with buses and other
17 transportation modes and facilities. To the extent practicable,
18 the board shall incorporate into its plan appropriate elements
19 of the plans of regional railroad authorities in order to avoid
20 duplication of effort.

21 (b) The regional plan required by this section must be
22 adopted by the board before ~~any-regional-railroad-authority~~ the
23 commissioner of transportation may begin construction of light
24 rail transit facilities and before ~~any-authority-is-eligible-for~~
25 ~~state-financial-assistance~~ the commissioner may expend funds
26 appropriated or obtained through bonding for constructing light
27 rail transit facilities. Following adoption of the regional
28 plan, each regional railroad authority ~~or-other-developer-of~~
29 ~~light-rail-transit-in-the-metropolitan-area~~ and the commissioner
30 of transportation shall act in conformity with the plan. Each
31 ~~authority-or-proposer~~ The commissioner shall prepare or amend
32 ~~its-comprehensive-plan-and-preliminary-and~~ the final design
33 plans as necessary to make the plans consistent with the
34 regional plan.

35 (c) Throughout the development and implementation of the
36 plan, the board shall contract for or otherwise obtain

1 engineering services to assure that the plan adequately
2 addresses the technical aspects of light rail transit.

3 Sec. 5. Minnesota Statutes 1990, section 473.3993, is
4 amended to read:

5 473.3993 [LIGHT RAIL TRANSIT FACILITY PLANS; DEFINITIONS.]

6 Subdivision 1. [APPLICATION.] The definitions in this
7 section apply to sections 473.3994 and 473.3996.

8 Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design
9 plan" means a light rail transit plan that identifies:

10 (1) preliminary plans for the physical design of
11 facilities, including location, length, and termini of routes;
12 general dimension, elevation, alignment, and character of routes
13 and crossings; whether the track is elevated, on the surface, or
14 below ground; approximate station locations; and related park
15 and ride, parking, and other transportation facilities; and a
16 plan for handicapped access; and

17 (2) preliminary plans for intermodal coordination with bus
18 operations and routes; ridership; capital costs; operating costs
19 and revenues, and sources of funds for operating subsidies;
20 funding for final design, construction, and operation; and an
21 implementation method.

22 The preliminary design plan includes the preliminary or
23 draft environmental impact statement for the light rail transit
24 facilities proposed.

25 Subd. 2a. [PRELIMINARY ENGINEERING PLAN.] "Preliminary
26 engineering plan" means a light rail transit plan that includes
27 the items in the preliminary design plan for the facilities
28 proposed for construction, but with greater detail and
29 specificity to satisfy final environmental impact statement
30 requirements.

31 Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a
32 light rail transit plan that includes the items in the
33 preliminary design plan and the preliminary engineering plan for
34 the facilities proposed for construction, but with greater
35 detail and specificity needed for construction. The final
36 design plan must include, at a minimum:

1 (1) final plans for the physical design of facilities,
2 including the right-of-way definition; environmental impacts and
3 mitigation measures; intermodal coordination with bus operations
4 and routes; and civil engineering plans for vehicles, track,
5 stations, parking, and access, including handicapped access; and

6 (2) final plans for civil engineering for electrification,
7 communication, and other similar facilities; operational rules,
8 procedures, and strategies; capital costs; ridership; operating
9 costs and revenues, and sources of funds for operating
10 subsidies; financing for construction and operation; an
11 implementation method; and other similar matters.

12 The final design plan must be stated with sufficient
13 particularity and detail to allow the proposer to begin the
14 acquisition and construction of operable facilities. If a
15 turn-key implementation method is proposed, instead of civil
16 engineering plans the final design plan must state detailed
17 design criteria and performance standards for the facilities.

18 Sec. 6. Minnesota Statutes 1990, section 473.3994,
19 subdivision 2, is amended to read:

20 Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.]
21 Before ~~preparing~~ final design plans are prepared for a light
22 rail transit facility, the ~~political-subdivision-proposing-the~~
23 ~~facility~~ commissioner of transportation and the regional
24 railroad authority or authorities in whose jurisdiction the line
25 or lines are located must hold a public hearing on the physical
26 design component of the preliminary design plans. The proposer
27 commissioner of transportation and the regional railroad
28 authority or authorities in whose jurisdiction the line or lines
29 are located must provide appropriate public notice of the
30 hearing and publicity to ensure that affected parties have an
31 opportunity to present their views at the hearing. The
32 commissioner shall summarize the proceedings and testimony, and
33 maintain the record of a hearing held under this section,
34 including any written statements submitted.

35 Sec. 7. Minnesota Statutes 1990, section 473.3994,
36 subdivision 3, is amended to read:

1 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
2 least 30 days before the hearing under subdivision 2, the
3 proposer commissioner of transportation and the regional
4 railroad authority or authorities in whose jurisdiction the line
5 or lines are located shall submit the physical design component
6 of the preliminary design plans to the governing body of each
7 statutory and home rule charter city, county, and town in which
8 the route is proposed to be located. The city, county, or town
9 shall hold a public hearing, except that a county board need not
10 hold a hearing if the county board membership is identical to
11 the membership of the regional railroad authority submitting the
12 plan for review. Within 45 days after the hearing under
13 subdivision 2, the city, county, or town shall review and
14 approve or disapprove the plans for the route to be located in
15 the city, county, or town. A local unit of government that
16 disapproves the plans shall describe specific amendments to the
17 plans that, if adopted, would cause the local unit to withdraw
18 its disapproval. Failure to approve or disapprove the plans in
19 writing within 45 days after the hearing is deemed to be
20 approval, unless an extension of time is agreed to by the city,
21 county, or town and, the proposer commissioner of
22 transportation, and the regional railroad authority or
23 authorities in whose jurisdiction the line or lines are located.

24 Sec. 8. Minnesota Statutes 1990, section 473.3994,
25 subdivision 4, is amended to read:

26 Subd. 4. [PRELIMINARY DESIGN PLANS; ~~REGIONAL-TRANSIT-BOARD~~
27 METROPOLITAN COUNCIL REFERRAL.] If the governing body of one or
28 more cities, counties, or towns disapproves the preliminary
29 design plans within the period allowed under subdivision 3,
30 the proposer commissioner of transportation and the regional
31 railroad authority or authorities in whose jurisdiction the line
32 or lines are located may refer the plans, along with any
33 comments of local jurisdictions, to the ~~regional-transit~~
34 board metropolitan council. The ~~board council~~ shall hold a
35 hearing on the plans, giving the proposer commissioner of
36 transportation and the regional railroad authority or

1 authorities in whose jurisdiction the line or lines are located,
2 any disapproving local governmental units, and other persons an
3 opportunity to present their views on the plans. The board
4 council may conduct independent study as it deems desirable and
5 may mediate and attempt to resolve disagreements about the
6 plans. Within 90 days after the referral, the board council
7 shall review the plans submitted by the proposer commissioner of
8 transportation and the regional railroad authority or
9 authorities in whose jurisdiction the line or lines are located
10 and may-recommend-amended-plans the council shall decide what
11 amendments to the plans, if any, must be made to accommodate the
12 objections presented by the disapproving local governmental
13 units. The commissioner and the regional railroad authority
14 shall make the amendments to the plans before continuing the
15 planning and designing process.

16 Sec. 9. Minnesota Statutes 1990, section 473.3994,
17 subdivision 5, is amended to read:

18 Subd. 5. [FINAL DESIGN PLANS.] (a) Before beginning
19 construction, the proposer commissioner shall submit the
20 physical design component of final design plans to the governing
21 body of each statutory and home rule city, county, and town in
22 which the route is proposed to be located. Within 60 days after
23 the submission of the plans, the city, county, or town shall
24 review and approve or disapprove the plans for the route located
25 in the city, county, or town. A local unit of government that
26 disapproves the plans shall describe specific amendments to the
27 plans that, if adopted, would cause the local unit to withdraw
28 its disapproval. Failure to approve or disapprove the plans in
29 writing within the time period is deemed to be approval, unless
30 an extension is agreed to by the city, county, or town and the
31 proposer commissioner.

32 (b) If the governing body of one or more cities, counties,
33 or towns disapproves the plans within the period allowed under
34 paragraph (a), the proposer commissioner may refer the plans,
35 along with any comments of local jurisdictions, to the regional
36 transit-board metropolitan council. The board council shall

1 review the final design plans under the same procedure and with
2 the same effect as provided in subdivision 4 for preliminary
3 design plans.

4 Sec. 10. Minnesota Statutes 1990, section 473.3994,
5 subdivision 7, is amended to read:

6 Subd. 7. [COUNCIL REVIEW.] Before proceeding with
7 construction of a light rail transit facility, ~~a regional rail~~
8 ~~authority established under chapter 398A~~ the commissioner must
9 submit preliminary and final design plans to the metropolitan
10 council. The council must review the plans for consistency with
11 the council's development guide and ~~comment on~~ approve the plans.

12 Sec. 11. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 10. [CORRIDOR MANAGEMENT COMMITTEE.] A corridor
15 management committee shall be established to advise the
16 commissioner of transportation in the design and construction of
17 light rail transit in each corridor to be constructed. The
18 corridor management committee shall consist of the members of
19 the light rail transit joint powers board established pursuant
20 to section 473.3998 and one representative from each city in
21 which the corridor is located. Additionally, the commissioner
22 of transportation, the chair of the metropolitan council, the
23 chair of the regional transit board, and the chair of the
24 metropolitan transit commission shall each appoint a member to
25 the committee. For the corridor between Minneapolis and St.
26 Paul, the University of Minnesota shall appoint one member to
27 the committee. The member representing the regional transit
28 board shall chair the committee.

29 The corridor management committee shall advise the
30 commissioner of transportation and the regional railroad
31 authority or authorities in whose jurisdiction the line or lines
32 are located on issues relating to the alternatives analysis,
33 environmental review, preliminary design, preliminary
34 engineering, final design, implementation method, and
35 construction of light rail transit.

36 Sec. 12. Minnesota Statutes 1990, section 473.3994, is

1 amended by adding a subdivision to read:

2 Subd. 11. [REGIONAL RAILROAD AUTHORITY REVIEW.] The
3 commissioner must submit to each regional rail authority in
4 which the corridor is located, for review and approval, the
5 following:

6 (1) preliminary design and preliminary engineering plans;
7 and
8 (2) final design plans.

9 The commissioner must submit major contract changes during
10 construction to each regional rail authority in which the
11 corridor is located for review and comment.

12 Sec. 13. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 12. [ALTERNATIVES ANALYSIS; ENVIRONMENTAL REVIEW.]
15 For light rail transit lines to be constructed in the
16 metropolitan area, the regional railroad authority or
17 authorities in whose jurisdiction a line or lines are to be
18 constructed and the commissioner of transportation shall jointly
19 prepare an alternatives analysis, the environmental review
20 documents required, and the preliminary engineering plan. The
21 council must approve the design for the alternatives analysis
22 and the completed alternatives analysis. The department of
23 transportation shall be the responsible governmental unit.

24 Sec. 14. Minnesota Statutes 1990, section 473.3994, is
25 amended by adding a subdivision to read:

26 Subd. 13. [DISPUTE RESOLUTION.] In the event of a dispute
27 between any of the parties arising from the parties' respective
28 authority and responsibility under this section or section
29 473.3998, the dispute shall be submitted to the metropolitan
30 council for final resolution by any party to the dispute. The
31 metropolitan council shall establish by July 1, 1992, a process
32 to ensure a prompt and speedy resolution of the dispute. This
33 process shall allow the parties to provide evidence and
34 testimony in support of their positions.

35 Sec. 15. Minnesota Statutes 1990, section 473.3996, is
36 amended to read:

1 473.3996 [LIGHT RAIL TRANSIT FACILITY DESIGN PLANS; REVIEW
2 BY BOARD.]

3 Subdivision 1. [PRELIMINARY DESIGN PLANS.] Before
4 submitting the physical design component of final design plans
5 of a light rail transit facility for local review under section
6 473.3994, subdivision 5, the proposer commissioner of
7 transportation and the regional railroad authority or
8 authorities in whose jurisdiction the line or lines are located
9 shall submit preliminary design plans to the regional transit
10 board for review. The board shall review the preliminary design
11 plans to determine the compatibility of the plans with other
12 light rail transit plans and facilities in the metropolitan
13 area, the adequacy of the plans for handicapped accessibility,
14 and the conformity of the plans with the regional light rail
15 transit plan prepared under section 473.399. The board may
16 comment on any aspect of the plans. The board has 90 days to
17 complete its review, unless an extension of time is agreed to by
18 the proposer commissioner of transportation and the regional
19 railroad authority or authorities in whose jurisdiction the line
20 or lines are located. If the board determines that the plans do
21 not satisfy the standards stated in this subdivision, the board
22 shall recommend modifications in the plans that are necessary in
23 order to satisfy the board. After adopting or amending the
24 regional plan required by section 473.399, the board may again
25 review any previously reviewed preliminary design plans and
26 recommend modifications that are necessary to satisfy the board.

27 Subd. 2. [FINAL DESIGN PLANS.] Before acquiring or
28 constructing light rail transit facilities, other than land for
29 right of way, the proposer commissioner of transportation shall
30 submit final design plans to the regional transit board for
31 review. The board shall review the final design plans under the
32 same schedule and according to the same standards as provided
33 for its review of preliminary design plans. The board shall
34 either approve the plans, or if it determines that the plans do
35 not satisfy the standards, disapprove the plans, in whole or in
36 part, and recommend modifications in the plans that are

1 necessary to secure approval. ~~A-proposer~~ The commissioner may
2 not proceed with acquisition or construction of a light rail
3 transit facility, other than land for right of way, unless the
4 final design plans for the facility have been approved by the
5 board. Following approval of final design plans by the board,
6 ~~if a-regional-railroad-authority~~ the commissioner wishes to
7 select a bid or a response to a request for proposal that is
8 more than ten percent higher than the capital costs indicated in
9 the final design plans for the facility, the ~~authority~~
10 commissioner may not proceed with construction until ~~it~~ the
11 commissioner has resubmitted the final design plans to the
12 transit board for further review and approval or disapproval.
13 The board has ten working days to review and approve or
14 disapprove and recommend modification, unless an extension of
15 time is agreed to by the ~~authority~~ commissioner.

16 Sec. 16. Minnesota Statutes 1991 Supplement, section
17 473.3997, is amended to read:

18 473.3997 [FEDERAL FUNDING; LIGHT RAIL TRANSIT.]

19 ~~By July 17, 1992,~~ (a) The regional transit board, the
20 ~~regional-rail-authorities,~~ and the commissioner of
21 transportation, and the affected regional rail authorities shall
22 jointly prepare any a joint application for federal assistance
23 for light rail transit facilities in the metropolitan area. The
24 application must be reviewed and approved by the metropolitan
25 council before it is submitted by the board and the
26 commissioner. In reviewing the application the council must
27 consider the information submitted to it under section 473.3994,
28 subdivision 9. The board, ~~the-rail-authorities,~~ and the
29 commissioner must consult with the council in preparing the
30 application. ~~The-application-may-provide-for-metropolitan~~
31 ~~regional-railroad-authorities-to-design-or-construct-light-rail~~
32 ~~transit-facilities-under-contract-with-the-commissioner.~~

33 (b) Until the application described in paragraph (a) is
34 submitted, no political subdivision in the metropolitan area may
35 on its own apply for federal assistance for light rail transit
36 planning or construction.

1 Sec. 17. Minnesota Statutes 1991 Supplement, section
2 473.3998, is amended to read:

3 473.3998 [LIGHT RAIL TRANSIT JOINT POWERS BOARD.]

4 A light rail transit joint powers board shall be formed
5 under section 471.59 ~~to implement light rail transit final~~
6 ~~design and construction of the corridors funded solely with~~
7 ~~federal and county funds. The board shall consist of~~
8 a consisting of one voting member from the ~~metropolitan transit~~
9 ~~commission, the department of transportation, the regional~~
10 ~~transit board, the metropolitan council, and the regional rail~~
11 ~~authorities of Hennepin, Ramsey, Anoka, Washington, Dakota,~~
12 ~~Scott, and Carver counties, plus an additional voting member~~
13 ~~from a county regional rail authority with a corridor in which~~
14 ~~final design has begun.~~

15 The board shall review and approve light rail transit
16 system standards to be used by the commissioner in designing and
17 building a light rail transit facility and shall review and
18 approve the plan for community involvement and the marketing
19 program. The board shall advise the corridor management
20 committee established pursuant to section 473.3994, subdivision
21 10, and the commissioner on the method of implementation. All
22 members of the board shall be members of the corridor management
23 committee established pursuant to section 473.3994, subdivision
24 10.

25 Sec. 18. Minnesota Statutes 1990, section 473.4051, is
26 amended to read:

27 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

28 The transit commission shall operate ~~regional railroad~~
29 ~~authority~~ light rail transit facilities and services upon
30 completion of construction of the facilities and the
31 commencement of revenue service using the facilities. The
32 ~~regional railroad authority~~ commissioner of transportation and
33 the commission may not allow the commencement of revenue service
34 until after an appropriate period of acceptance testing to
35 ensure satisfactory performance. In assuming the operation of
36 the system, the transit commission must comply with section

1 473.415. The commission shall coordinate operation of the light
2 rail transit system with bus service to avoid duplication of
3 service on a route served by light rail transit and to ensure
4 the widest possible access to light rail transit lines in both
5 suburban and urban areas by means of a feeder bus system. If
6 ~~the regional plan prepared by the transit board under section~~
7 ~~473.399 calls for construction and operation of light rail~~
8 ~~transit facilities in a jurisdiction whose governing body has~~
9 ~~chosen not to organize and proceed under chapter 398A, the board~~
10 ~~may authorize the transit commission to implement the plan in~~
11 ~~that area.~~

12 Sec. 19. [REPEALER.]

13 Minnesota Statutes 1990, sections 473.399, subdivisions 2
14 and 3; 473.3991; and 473.3994, subdivision 6, are repealed.

15 Laws 1991, chapter 291, article 4, section 20, is repealed.

16 Sec. 20. [APPLICATION.]

17 This act applies in the counties of Anoka, Carver, Dakota,
18 Hennepin, Ramsey, Scott, and Washington.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Quarterly report of payments for RCRRA.
<u>K. Redpigeon</u> <u>4/20/92</u> Authorized Signature Date		January through March, 1992
		<u>ACTION IS REQUESTED</u>

Request Justification

- See attached: 1) Proposed resolution
- 2) Memorandum from J. Van Houdt dated April 14, 1992

Budgeting and Accounting <u>Ed Bantley</u> <u>4/22/92</u>	Date / Time Received By
County Attorney <u>Don Macmillan</u>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
April 28, 1992	<u>F. L. Henderson</u>	<u>4/22/92</u>
Board Date	Signature	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 January 1, 1992, through March 31, 1992, 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

M E M O R A N D U M

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: January-March, 1992
DATE: April 14, 1992

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	\$ 94,819.79
59103	Phase I - Preliminary Engr & EIS - Midway	31,523.07
59105	Phase II PE-Midway Corridor	423,221.14
59106	Right-of-Way Acquisition	36,345.48
59108	South Corridor Study	<u>874.26</u>
Total		\$586,783.74

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period January through March, 1992 and a copy of the Budget Condition Report as of March 31, 1992.

JVH:EG:dmh/gcl
Attachments

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

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES									
020102	AA	JE0561	2,600.00		0.00	032092	0.00	TO RFC FUND 591 APPROP 59101021172	
020102	AA	JE0561	4,294.33		0.00	032092	0.00	TO RFC FUND 591 APPROP 59101020906	
OBJECT TOTAL			0.00		0.00		0.00		
LEGISLATIVE REPRESENTATIVE									
020154	CA	PA399	0.00	00821801	2,500.00	032492	2,500.00	GOVERNMENT RELATIONS GROUP 41-1482966	01
020154	CA	PA399	5,000.00		0.00	A	2,500.00	GOVERNMENT RELATIONS GROUP	02
OBJECT TOTAL			5,000.00		2,500.00		5,000.00		
COUNTY ATTORNEY SERVICES									
020174	IC	45183	1,562.63	00822943	1,562.63	032792	1,562.63	IC TRNSF PMT 400 40601 300908 M00192 C1 C1	
OBJECT TOTAL			1,562.63		1,562.63		1,562.63		
BUDGETING & ACCOUNTING SERVICES									
020179	IC	40069	559.32	00804923	559.32	022192	559.32	IC TRNSF PMT 400 40303 300908 A00518 C1 C1	
020179	IC	44123	685.62	00820164	685.62	032092	685.62	IC TRNSF PMT 400 40303 300908 A00521 C1 C1	
OBJECT TOTAL			1,244.94		1,244.94		1,244.94		
DATA PROCESSING SERVICES-MTCE									
020185	IC	33470	7.80	00786828	7.80	011792	7.80	IC TRNSF PMT 574 57401 ACC 301385 C02573 C1 C1	
OBJECT TOTAL			7.80		7.80		7.80		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	IC	41567	2,419.60	00813393	2,419.60	030692	2,419.60	IC TRNSF PMT 400 47102 300434 B01648 C1 C1	
020193	IC	41567A	676.06	00813393	676.06	030692	676.06	IC TRNSF PMT 400 47101 300166 B01648 C2 C1	
020193	IC	41568	359.97	00813393	359.97	030692	359.97	IC TRNSF PMT 400 47109 300434 B01645 C1 C1	
020193	IC	41568A	217.74	00813393	217.74	030692	217.74	IC TRNSF PMT 400 47101 300166 B01645 C2 C1	
020193	IC	44124	2,160.36	00820164	2,160.36	032092	2,160.36	IC TRNSF PMT 400 47102 300434 B01659 C1 C1	
020193	IC	44124A	603.63	00820164	603.63	032092	603.63	IC TRNSF PMT 400 47101 300166 B01659 C2 C1	
OBJECT TOTAL			6,437.36		6,437.36		6,437.36		
POSTAGE									
020202	IC	39098	7.80	00801857	7.80	021492	7.80	IC TRNSF PMT 521 52104 350323 W01372 C1 C1	
020202	IC	39099	113.92	00801857	113.92	021492	113.92	IC TRNSF PMT 521 52104 350323 W01372 C2 C1	
020202	IC	44125	4.96	00820164	4.96	032092	4.96	IC TRNSF PMT 521 52104 350323 W01410 C1 C1	
020202	IC	44126	96.99	00820164	96.99	032092	96.99	IC TRNSF PMT 521 52104 350323 W01410 C2 C1	
OBJECT TOTAL			223.67		223.67		223.67		
TELEPHONE LONG DISTANCE CHARGES									
020207	CA	35229	38.84	00792598	38.84	013192	38.84	U S WEST COMMUNICATIONS 47-0255560	01
020207	CA	40950	51.47	00808166	51.47	022792	51.47	U S WEST COMMUNICATIONS 47-0255560	01
020207	CA	45158A	19.57	00822946	19.57	032792	19.57	U S WEST COMMUNICATIONS 47-0255560	01
OBJECT TOTAL			109.88		109.88		109.88		
TELEPHONE-LOCAL SERVICE									
020208	AA	JE0560	87.00		0.00	032092	0.00	TO RFC FUND 591 APPROP 59101020909	
020208	CA	35229A	107.94	00792598	107.94	013192	107.94	U S WEST COMMUNICATIONS 47-0255560	01

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 920331

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
TELEPHONE-LOCAL SERVICE							
020208 CA 40950A	107.19	00808166	107.19	022792	107.19	U S WEST COMMUNICATIONS 47-0255560	01
020208 CA 45158	107.19	00822946	107.19	032792	107.19	U S WEST COMMUNICATIONS 47-0255560	01
OBJECT TOTAL	322.32		322.32		322.32		
TELEPHONE-EQUIPMENT RENTAL							
020209 CA 44534	87.00	00821570	87.00	032492	87.00	ST PAUL CITY OF 41-6065521	01
OBJECT TOTAL	87.00		87.00		87.00		
MESSENGER SERVICE							
020305 CA 36058A	14.40	00799491	14.40	020792	14.40	ROADRUNNER TRANSPORTATION INC 99-9999999	01
020305 CA 38034A	331.45	00800526	331.45	021092	331.45	ROADRUNNER TRANSPORTATION INC 99-9999999	01
020305 CA 40970	48.10	00808619	48.10	022792	48.10	ROADRUNNER TRANSPORTATION INC 99-9999999	01
020305 CA 44910	10.10	00823723	10.10	032792	10.10	ROADRUNNER TRANSPORTATION INC 99-9999999	01
OBJECT TOTAL	404.05		404.05		404.05		
PUBLISHING MINUTES & NOTICES							
020401 AA JE0559	500.00		0.00	032092	0.00	TO RFC FUND 591 APPROP 59101020903	
OBJECT TOTAL	0.00		0.00		0.00		
PRINTING & STATIONERY							
020501 AA JE0562	3,660.00		0.00	032092	0.00	TO RFC FUND 591 APPROP 59101022213	
020501 CA 36177	104.34	00799492	104.34	020792	104.34	THOLEE PRINTING 41-1233099	01
020501 IC 45184	1,063.70	00822943	1,063.70	032792	1,063.70	IC TRNSF PHT 400 40301 300130 A00522 01 01	
OBJECT TOTAL	1,168.04		1,168.04		1,168.04		
LIABILITY & PROPERTY DAMAGE INS							
020611 AA JE0498	500.00		0.00	031392	0.00	FROM RFC FUND 591 APPROP 59101021408	
020611 CA 42881	500.00	00816915	500.00	031392	500.00	W A LANG CO	01
OBJECT TOTAL	500.00		500.00		500.00		
EQUIPMENT & MACHINERY-RENTAL							
020903 AA JE0559	500.00		0.00	032092	0.00	FROM RFC FUND 591 APPROP 59101020401	
020903 CA 44221	180.00	00821008	180.00	032092	180.00	SURPLUS OFFICE SUPPLY 41-1477979	01
020903 CA 44911	70.00	00823724	70.00	032792	70.00	SURPLUS OFFICE SUPPLY 41-1477979	01
OBJECT TOTAL	250.00		250.00		250.00		
BUILDINGS & OFFICE SPACE							
020906 AA JE0561	4,294.33		0.00	032092	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL	0.00		0.00		0.00		

RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT	CLAIM CODE	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
PARKING SPACE									
020909	AA	JE0560	87.00		0.00	032092	0.00	FROM RFC FUND 591 APPROP 59101020208	
020909	CA	33977	180.00	00788551	180.00	012292	180.00	VICTORY PARKING INC 41-1436789	01
020909	CA	36350	7.00	00799493	7.00	020792	7.00	GOSKI JILL M	01
020909	CA	39770	180.00	00805189	180.00	022192	180.00	VICTORY PARKING INC 41-1436789	01
020909	CA	44222	180.00	00820411	180.00	032092	180.00	VICTORY PARKING INC 41-1436789	01
OBJECT TOTAL			547.00		547.00		547.00		
MOVING EXPENSE									
021172	AA	JE0561	2,600.00		0.00	032092	0.00	FROM RFC FUND 591 APPROP 59101020102	
OBJECT TOTAL			0.00		0.00		0.00		
INTEREST									
021192	CA	41909	0.77	00814155	0.77	030692	0.77	GENERAL OFFICE PROD CO	01
OBJECT TOTAL			0.77		0.77		0.77		
CONFERENCE & SEMINAR EXPENSES									
021403	CA	34150	268.21	00788899	268.21	012292	268.21	DESPIEGELAERE KATHRYN	01
021403	CA	36360A	50.00	00799493	50.00	020792	50.00	GOSKI JILL M	01
021403	CA	45095	285.00	00823725	285.00	032792	285.00	UNIVERSITY-OF-MINNESOTA	01
OBJECT TOTAL			603.21		603.21		603.21		
OTHER TRAVEL									
021407	CA	34150A	894.00	00788899	894.00	012292	894.00	DESPIEGELAERE KATHRYN	01
OBJECT TOTAL			894.00		894.00		894.00		
VOLUNTEER/COMMITTEE MEETING EXPENSE									
021408	AA	JE0498	500.00		0.00	031392	0.00	TO RFC FUND 591 APPROP 59101020611	
OBJECT TOTAL			0.00		0.00		0.00		
CED MEETING EXPENSES ACCOUNT									
021409	CA	32720	14.41	00785192	14.41	011492	14.41	DESPIEGELAERE KATHRYN	01
021409	CA	33311	67.00	00787604	67.00	011792	67.00	DESPIEGELAERE KATHRYN	01
021409	CA	34610	20.84	00791305	20.84	012892	20.84	DESPIEGELAERE KATHRYN	01
021409	CA	36361	426.21	00799494	426.21	020792	426.21	DESPIEGELAERE KATHRYN	01
021409	CA	36362	468.35	00799494	468.35	020792	468.35	DESPIEGELAERE KATHRYN	01
021409	CA	36363	403.68	00799494	403.68	020792	403.68	DESPIEGELAERE KATHRYN	01
021409	CA	38190	7.77	00800527	7.77	021092	7.77	DESPIEGELAERE KATHRYN	01
021409	CA	40991	47.80	00808175	47.80	022792	47.80	CEDAR STREET CAFE	01
021409	CA	42024	32.26	00814245	32.26	030692	32.26	DESPIEGELAERE KATHRYN	01
OBJECT TOTAL			1,488.32		1,488.32		1,488.32		
TRANSIT JOINT POWERS									
022213	AA	JE0562	3,660.00		0.00	032092	0.00	FROM RFC FUND 591 APPROP 59101020501	
022213	CA	44912	33,660.00	00823726	33,660.00	032792	33,660.00	ANOKA CO REGIONAL RAIL AUTHORI	01
OBJECT TOTAL			33,660.00		33,660.00		33,660.00		
MAJ OBJ TOTAL			54,510.99		52,010.99		54,510.99		

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
030101 CA 33692	19.54	00787605	19.54	011792	19.54	GENERAL OFFICE PRODD CO 41-0871157	01
030101 CA 41909A	131.45	00814155	131.45	030692	131.45	GENERAL OFFICE PRODD CO 41-0871157	01
030101 CA 44223	61.60	00820445	61.60	032092	61.60	GENERAL OFFICE PRODD CO 41-0871157	01
030101 CA 44933	153.85	00823207	153.85	032792	153.85	ST PAUL CITY OF 41-6005521	01
030101 CA 44934	17.99	00823207	17.99	032792	17.99	ST PAUL CITY OF 41-6005521	01
OBJECT TOTAL	384.43		384.43		384.43		
MAJ OBJ TOTAL	384.43		384.43		384.43		
CONTINGENT APPROPRIATIONS							
061001 AA JE0426	8,000.00		0.00	030692	0.00	TO RFC FUND 591 APPROP 59106020192	
OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL	0.00		0.00		0.00		
ORG.UNIT TOTAL	54,895.42		52,395.42		54,895.42	REG TRANSACTIONS = 56 TRANSFERS = 13 PAYROLL TRANSACTIONS =	

RFC R91 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT	CLAIM	CLAIM	CLAIM	WARRANT	WARRANT	WARRANT	ENCUMBERED	VENDOR NAME	CK
CODE	ID	NO.	AMOUNT	NO.	AMOUNT	DATE	AMOUNT		NO
COUNTY ATTORNEY SERVICES									
020174	IC	35378	3,682.42	00799096	3,682.42	020792	3,682.42	IC TRNSF PMT 400 40601 ACC 300908 M00178 01 01	
020174	IC	35379	1,267.72	00799096	1,267.72	020792	1,267.72	IC TRNSF PMT 400 40601 ACC 300908 M00180 01 01	
020174	IC	35380	603.68	00799096	603.68	020792	603.68	IC TRNSF PMT 400 40601 ACC 300908 M00182 01 01	
020174	IC	35381	5,191.61	00799096	5,191.61	020792	5,191.61	IC TRNSF PMT 400 40601 ACC 300908 M00191 01 01	
OBJECT TOTAL			10,745.43		10,745.43		10,745.43		
EXECUTIVE DIRECTOR-SERVICES									
020176	IC	34269	3,028.20	00789480	3,028.20	012492	3,028.20	IC TRNSF PMT 400 40301 ACC 300908 A00505 01 01	
020176	IC	35382	1,380.90	00799096	1,380.90	020792	1,380.90	IC TRNSF PMT 400 40301 ACC 300908 A00511 01 01	
020176	IC	35383	1,380.90	00799096	1,380.90	020792	1,380.90	IC TRNSF PMT 400 40301 ACC 300908 A00512 01 01	
020176	IC	35384	2,196.88	00799096	2,196.88	020792	2,196.88	IC TRNSF PMT 400 40301 ACC 300908 A00513 01 01	
020176	IC	35385	1,804.58	00799096	1,804.58	020792	1,804.58	IC TRNSF PMT 400 40301 ACC 300908 A00514 01 01	
020176	IC	35386	1,412.28	00799096	1,412.28	020792	1,412.28	IC TRNSF PMT 400 40301 ACC 300908 A00515 01 01	
020176	IC	35387	1,318.13	00799096	1,318.13	020792	1,318.13	IC TRNSF PMT 400 40301 ACC 300908 A00516 01 01	
OBJECT TOTAL			12,521.87		12,521.87		12,521.87		
BUDGETING & ACCOUNTING SERVICES									
020179	IC	34270	721.70	00789480	721.70	012492	721.70	IC TRNSF PMT 400 40303 ACC 300908 A00506 01 01	
OBJECT TOTAL			721.70		721.70		721.70		
DATA PROCESSING SERVICES- ICE									
020185	IC	33471	7.80	00792607	7.80	013192	7.80	IC TRNSF PMT 574 57401 ACC 301385 01	
020185	IC	33472	384.89	00792607	384.89	013192	384.89	IC TRNSF PMT 574 57401 ACC 301385 01	
020185	IC	34995	5.38	00792632	5.38	013192	5.38	IC TRNSF PMT 574 57401 ACC 301385 C02507 02 01	
020185	IC	35388	5.33	00799096	5.33	020792	5.33	IC TRNSF PMT 574 57401 ACC 301385 C02573 02 01	
020185	IC	38399	348.58	00801857	348.58	021492	348.58	IC TRNSF PMT 574 57401 ACC 301385 C02573 02 01	
020185	IC	38400	7.80	00801857	7.80	021492	7.80	IC TRNSF PMT 574 57401 ACC 301385 C02710 01 01	
020185	IC	38401	263.82	00801857	263.82	021492	263.82	IC TRNSF PMT 574 57401 ACC 301385 C02710 02 01	
020185	IC	38402	7.80	00801857	7.80	021492	7.80	IC TRNSF PMT 574 57401 ACC 301385 C02640 01 01	
020185	IC	38403	346.44	00801857	346.44	021492	346.44	IC TRNSF PMT 574 57401 ACC 301385 C02640 02 01	
OBJECT TOTAL			1,377.84		1,377.84		1,377.84		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	IC	33473	783.48	00786828	783.48	011792	783.48	IC TRNSF PMT 400 47109 ACC 300431 B01560 01 01	
020193	IC	33474	473.92	00786828	473.92	011792	473.92	IC TRNSF PMT 400 47101 ACC 300166 B01560 02 01	
020193	IC	33475	3,759.02	00786828	3,759.02	011792	3,759.02	IC TRNSF PMT 400 47102 ACC 300434 B01562 01 01	
020193	IC	33475A	1,050.31	00786828	1,050.31	011792	1,050.31	IC TRNSF PMT 400 47101 ACC 360016 B01562 02 01	
020193	IC	35389	1,312.86	00799096	1,312.86	020792	1,312.86	IC TRNSF PMT 400 47109 ACC 300434 B01599 01 01	
020193	IC	35389A	794.14	00799096	794.14	020792	794.14	IC TRNSF PMT 400 47101 ACC 300166 B01599 02 01	
020193	IC	35390	3,629.40	00799096	3,629.40	020792	3,629.40	IC TRNSF PMT 400 47102 ACC 300434 B01596 01 01	
020193	IC	35390A	1,014.09	00799096	1,014.09	020792	1,014.09	IC TRNSF PMT 400 47101 ACC 300166 B01596 02 01	
020193	IC	38405	1,361.36	00801857	1,361.36	021492	1,361.36	IC TRNSF PMT 400 40801 ACC 300908 A00039 01 01	
OBJECT TOTAL			14,178.58		14,178.58		14,178.58		
POSTAGE									
020202	CA	31371	4.00	00782220	4.00	010792	4.00	DESPIEGELAERE-PETTY CASH KATHRYN 01	
020202	IC	33476	4.38	00786828	4.38	011792	4.38	IC TRNSF PMT 521 52104 ACC 350323 W01298 01 01	
020202	IC	33477	115.17	00786828	115.17	011792	115.17	IC TRNSF PMT 521 52104 ACC 350323 W01298 02 01	
020202	IC	34271	5.30	00789480	5.30	012492	5.30	IC TRNSF PMT 521 52104 ACC 350323 W01336 01 01	
020202	IC	34272	92.52	00789480	92.52	012492	92.52	IC TRNSF PMT 521 52104 ACC 350323 W01336 02 01	
OBJECT TOTAL			221.37		221.37		221.37		

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC R91 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
TELEPHONE-LOCAL SERVICE							
020208 CA 31331	134.17	00781814	134.17	010792	134.17	U S WEST COMMUNICATIONS 47-0255560	01
OBJECT TOTAL	134.17		134.17		134.17		
MESSENGER SERVICE							
020305 CA 31117	19.85	00781848	19.85	010792	19.85	ROADRUNNER TRANSPORTATION INC 99-9999999	01
020305 CA 33691	10.15	00787606	10.15	011792	10.15	ROADRUNNER TRANSPORTATION INC 99-9999999	01
OBJECT TOTAL	30.00		30.00		30.00		
PRINTING & STATIONERY							
020501 CA 31371A	0.15	00782220	0.15	010792	0.15	DESPIEGELAERE-PETTY CASH KATHRYN	01
020501 IC 34273	1,276.20	00789480	1,276.20	012492	1,276.20	IC TRNSF PMT 400 40301 ACC 300130 A00510 01 01	01
020501 IC 39060C	43.19	00801857	43.19	021492	43.19	IC TRNSF PMT 400 41202 ACC 300404 H02170 01 01	01
020501 IC 39100	731.96	00801857	731.96	021492	731.96	IC TRNSF PMT 400 41202 300404 H02187 01 01	01
OBJECT TOTAL	2,051.50		2,051.50		2,051.50		
CONFERENCE & SEMINAR EXPENSES							
021403 CA 34611	31.25	00791306	31.25	012892	31.25	FINLEY JOHN T	01
OBJECT TOTAL	31.25		31.25		31.25		
VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408 CA 31118	65.00	00782221	65.00	010792	65.00	COFFEE MILL	01
021408 CA 31371B	16.78	00782220	16.78	010792	16.78	DESPIEGELAERE-PETTY CASH KATHRYN	01
OBJECT TOTAL	81.78		81.78		81.78		
MAJ OBJ TOTAL	42,095.49		42,095.49		42,095.49		
OFFICE SUPPLIES							
030101 CA 31119	123.84	00782219	123.84	010792	123.84	GENERAL OFFICE PROD CO 41-0871157	01
030101 CA 31969	129.20	00783326	129.20	011092	129.20	ST PAUL CITY OF 41-6005521	01
030101 CA 33574	24.15	00787015	24.15	011792	24.15	ST PAUL CITY OF 41-6005521	01
030101 CA 41909B	12.78	00814155	12.78	030692	12.78	GENERAL OFFICE PROD CO 41-0871157	01
OBJECT TOTAL	289.97		289.97		289.97		
MAJ OBJ TOTAL	289.97		289.97		289.97		
EQUIPMENT							
040300 CA 31371C	38.91	00782220	38.91	010792	38.91	DESPIEGELAERE-PETTY CASH KATHRYN	01
OBJECT TOTAL	38.91		38.91		38.91		
MAJ OBJ TOTAL	38.91		38.91		38.91		
ORG.UNIT TOTAL	42,424.37		42,424.37		42,424.37	REG TRANSACTIONS = 50 TRANSFERS = PAYROLL TRANSACTIONS =	

TOTAL RAMSEY COUNTY REGIONAL RAILROAD ADMINISTRATION: 94,819.79

RFC FUND 591 ORG. UNIT 59103 RCRRA - PHASE 1 PRELIMINARY ENGINEERING

OBJECT CLAIM CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES							
020102 CA PA800	0.00	00793794	30,196.17	013192	30,196.17	BRW INC 41-1625272	01
020102 CA PA800	82,694.21		0.00	A	52,498.04	BRW INC	02
OBJECT TOTAL	82,694.21		30,196.17		82,694.21		
DATA PROCESSING SERVICES-MTCE							
020185 IC 33470A	3.55	00786828	3.55	011792	3.55	IC TRNSF PMT 574 57401 ACC 301385 C02573 02 01	
020185 IC 33472A	25.60	00786828	25.60	011792	25.60	IC TRNSF PMT 574 57401 ACC 301385 C02507 02 01	
020185 IC 38400A	20.50	00801857	20.50	021492	20.50	IC TRNSF PMT 574 57401 ACC 301385 C02710 02 01	
020185 IC 38403A	2.21	00801857	2.21	021492	2.21	IC TRNSF PMT 574 57401 ACC 301385 C02640 02 01	
OBJECT TOTAL	51.86		51.86		51.86		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 IC 33478	67.96	00786828	67.96	011792	67.96	IC TRNSF PMT 400 47109 ACC 300434 801558 01 C1	
020193 IC 35391	169.40	00799096	169.40	020792	169.40	IC TRNSF PMT 400 47109 ACC 300434 801598 01 C1	
020193 IC 35391A	102.47	00799096	102.47	020792	102.47	IC TRNSF PMT 400 47101 ACC 300166 801598 02 01	
020193 IC 35392	345.65	00799096	345.65	020792	345.65	IC TRNSF PMT 400 47102 ACC 300434 801595 01 01	
020193 IC 35392A	96.58	00799096	96.58	020792	96.58	IC TRNSF PMT 400 47101 ACC 300166 801595 02 01	
020193 IC 41569	221.11	00813393	221.11	030692	221.11	IC TRNSF PMT 400 47102 300434 801647 01 01	
020193 IC 41570	271.87	00813393	271.87	030692	271.87	IC TRNSF PMT 400 47109 300434 801646 01 01	
OBJECT TOTAL	1,275.04		1,275.04		1,275.04		
MAJ OBJ TOTAL	84,021.11		31,523.07		84,021.11		
ORG.UNIT TOTAL	84,021.11		31,523.07		84,021.11	REG TRANSACTIONS = 13 TRANSFERS = PAYROLL TRANSACTIONS =	

RFC FUND 591 ORG. UNIT 59105 PHASE II PE-MIDWAY CORRIDOR

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES									
020102	CA	PA270	0.00	00784005	79,502.55	011092	79,502.55	BRW INC	01
020102	CA	PA270	0.00	00787607	55,446.25	011792	55,446.25	41-1625272 BRW INC	02
020102	CA	PA270	0.00	00814246	104,832.96	030692	104,832.96	41-1625272 BRW INC	03
020102	CA	PA270	0.00	00823727	157,659.91	032792	157,659.91	41-1625272 BRW INC	04
020102	CA	PA270	2,600,425.23		0.00	A	2,202,983.56	41-1625272 BRW INC	05
OBJECT TOTAL			2,600,425.23		397,441.67		2,600,425.23		
COUNTY ATTORNEY SERVICES									
020174	IC	45183A	41.67	00822943	41.67	032792	41.67	IC TRNSF PMT 400 40601	300908 M00192 02 01
OBJECT TOTAL			41.67		41.67		41.67		
EXECUTIVE DIRECTOR-SERVICES									
020176	IC	34269A	2,018.80	00789480	2,018.80	012492	2,018.80	IC TRNSF PMT 400 40301 ACC	300908 A00505 02 01
OBJECT TOTAL			2,018.80		2,018.80		2,018.80		
DATA PROCESSING SERVICES-MTCE									
020185	IC	33470B	2,640.47	00786828	2,640.47	011792	2,640.47	IC TRNSF PMT 574 57401 ACC	301385 C02573 02 01
020185	IC	33470C	2,380.00CR		2,380.00CR	012892	2,380.00CR	JE00153 574 57401 ACC	301385
020185	IC	33472B	67.70	00786828	67.70	011792	67.70	IC TRNSF PMT 574 57401 ACC	301385 C02507 02 01
020185	IC	38400B	231.47	00801857	231.47	021492	231.47	IC TRNSF PMT 574 57401 ACC	301385 C02710 02 01
020185	IC	38403B	296.67	00801857	296.67	021492	296.67	IC TRNSF PMT 574 57401 ACC	301385 C02640 02 01
OBJECT TOTAL			856.31		856.31		856.31		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	IC	13348	12,678.84	00786828	12,678.84	011792	12,678.84	IC TRNSF PMT 400 47102 ACC	300434 B01564 01 01
020193	IC	13348A	637.94	00786828	637.94	011792	637.94	IC TRNSF PMT 400 47101 ACC	300166 B01564 02 01
020193	IC	33480	589.20	00786828	589.20	011792	589.20	IC TRNSF PMT 400 47101 ACC	300166 B01559 02 01
020193	IC	33481	10,000.00CR		10,000.00CR	012892	10,000.00CR	JE00153 400 47102 ACC	300434
020193	IC	35393	474.05	00799096	474.05	020792	474.05	IC TRNSF PMT 400 47109 ACC	300434 B01559 01 01
020193	IC	35394	656.43	00799096	656.43	020792	656.43	IC TRNSF PMT 400 47109 ACC	300434 B01597 01 01
020193	IC	35394A	397.07	00799096	397.07	020792	397.07	IC TRNSF PMT 400 47101 ACC	300166 B01597 02 01
020193	IC	35395	2,592.43	00799096	2,592.43	020792	2,592.43	IC TRNSF PMT 400 47102 ACC	300434 B01594 01 01
020193	IC	35395A	724.35	00799096	724.35	020792	724.35	IC TRNSF PMT 400 47101 ACC	300166 B01594 02 01
020193	IC	38404	1,856.40	00801857	1,856.40	021492	1,856.40	IC TRNSF PMT 400 40801 ACC	300908 A00040 01 01
020193	IC	41570A	24.58	00813393	24.58	030692	24.58	IC TRNSF PMT 400 47109	300434 B01646 01 01
020193	IC	41570B	179.32	00813393	179.32	030692	179.32	IC TRNSF PMT 400 47101	300166 B01646 02 01
020193	IC	41571	4,320.72	00813393	4,320.72	030692	4,320.72	IC TRNSF PMT 400 47102	300434 B01649 01 01
020193	IC	41571A	1,207.26	00813393	1,207.26	030692	1,207.26	IC TRNSF PMT 400 47101	300166 B01649 02 01
020193	IC	44127	4,407.13	00820164	4,407.13	032092	4,407.13	IC TRNSF PMT 400 47102	300434 B01658 01 01
020193	IC	44127A	1,231.40	00820164	1,231.40	032092	1,231.40	IC TRNSF PMT 400 47101	300166 B01658 02 01
020193	IC	44128	500.00	00820164	500.00	032092	500.00	IC TRNSF PMT 400 47109 ACC	300434 B01559 01 01
OBJECT TOTAL			22,477.12		22,477.12		22,477.12		
PRINTING & STATIONERY									
020501	IC	39100A	28.98	00801857	28.98	021492	28.98	IC TRNSF PMT 400 41202	300404 H02187 01 01
OBJECT TOTAL			28.98		28.98		28.98		

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 920331

RAMSEY COUNTY
ACCOUNTING DEPT
3 31 92

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RFC FUND 591 ORG. UNIT 59105 PHASE II PE-MIDWAY CORRIDOR

OBJECT CLAIM	CLAIM	WARRANT	WARRANT	WARRANT	ENCUMBERED	VENDOR NAME	CK
CODE ID NO.	AMOUNT	NO.	AMOUNT	DATE	AMOUNT		NO
OTHER TRAVEL							
021407 CA 33312	114.55	00791307	114.55	012892	114.55	HUNT	01
021407 CA 34972	242.04	00793795	242.04	013192	242.04	DESPIEGELAERE	01
OBJECT TOTAL	356.59		356.59		356.59		
MAJ OBJ TOTAL	2,626,204.70		423,221.14		2,626,204.70		
ORG.UNIT TOTAL	2,626,204.70		423,221.14		2,626,204.70	REG TRANSACTIONS = 32 TRANSFERS =	
PAYROLL TRANSACTIONS =							

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 920331

RAMSEY COUNTY
ACCOUNTING DEPT
3 31 92

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RFC FUND 591 ORG. UNIT 59106 RIGHT-OF-WAY ACQUISITION

OBJECT CLAIM	CLAIM	WARRANT	WARRANT	WARRANT	ENCUMBERED	VENDOR NAME	CK
CODE ID NO.	AMOUNT	NO.	AMOUNT	DATE	AMOUNT		NO
REAL ESTATE APPRAISERS SERVICE							
020109 CA 38191	9,000.00	00800528	9,000.00	021092	9,000.00	HERKAN APPRAISAL SREVICES 99-9999999	01
OBJECT TOTAL	9,000.00		9,000.00		9,000.00		
COUNTY ATTORNEY SERVICES							
020174 IC 35378A	3,581.81	00799096	3,581.81	020792	3,581.81	IC TRNSF PMT 400 40601 ACC 300908 M00178 02 01	
020174 IC 35379A	4,104.99	00799096	4,104.99	020792	4,104.99	IC TRNSF PMT 400 40601 ACC 300908 M00180 02 01	
020174 IC 35380A	4,567.81	00799096	4,567.81	020792	4,567.81	IC TRNSF PMT 400 40601 ACC 300908 M00182 02 01	
020174 IC 35381A	5,070.87	00799096	5,070.87	020792	5,070.87	IC TRNSF PMT 400 40601 ACC 300908 M00191 02 01	
020174 IC 45183B	2,416.86	00822943	2,416.86	032792	2,416.86	IC TRNSF PMT 400 40601 300908 M00192 03 01	
OBJECT TOTAL	19,742.34		19,742.34		19,742.34		
DATA PROCESSING SERVICES-MTCE							
020185 IC 33472C	8.34	00786828	8.34	011792	8.34	IC TRNSF PMT 574 57401 ACC 301385 C02507 02 01	
OBJECT TOTAL	8.34		8.34		8.34		
SURVEYING SERVICE							
020192 AA JE0426	8,000.00		0.00	030692	0.00	FROM RFC FUND 591 APPROP 59101061001	
020192 CA PA388	0.00	00823728	7,200.00	032792	7,200.00	HTPD 99-9999999	01
020192 CA PA388	7,200.00		0.00	A	0.00	HTPD INC	02
020192 IC 35396	109.58	00799096	109.58	020792	109.58	IC TRNSF PMT 400 47110 ACC 300188 801600 01 01	
020192 IC 35396A	66.28	00799096	66.28	020792	66.28	IC TRNSF PMT 400 47101 ACC 300166 801600 02 01	
020192 IC 44129	136.42	00820164	136.42	032092	136.42	IC TRNSF PMT 400 47110 300188 801660 01 01	
020192 IC 44129A	82.52	00820164	82.52	032092	82.52	IC TRNSF PMT 400 47101 300166 801660 02 01	
OBJECT TOTAL	7,594.80		7,594.80		7,594.80		
MAJ OBJ TOTAL	36,345.48		36,345.48		36,345.48		
ORG. UNIT TOTAL	36,345.48		36,345.48		36,345.48	REG TRANSACTIONS = 13 TRANSFERS = 1 PAYROLL TRANSACTIONS =	

RFC FUND 591 ORG. UNIT 59108 SOUTH CORRIDOR STUDY

OBJECT CODE	CLAIM ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES								
020102	CA PA075	2,366.61		0.00	A	2,366.61	BRW INC	01
OBJECT TOTAL		2,366.61		0.00		2,366.61		
DATA PROCESSING SERVICES-MTCE								
020185	IC 33470D	81.59	00786828	81.59	011792	81.59	IC TRNSF PMT 574 57401 ACC 301385 C02573 02 01	
020185	IC 33472E	104.90	00786828	104.90	011792	104.90	IC TRNSF PMT 574 57401 ACC 301385 C02507 02 01	
OBJECT TOTAL		186.49		186.49		186.49		
COUNTY PROJECT MANAGEMENT SERVICES								
020193	IC 13348B	110.55	00786828	110.55	011792	110.55	IC TRNSF PMT 400 47101 ACC 300166 B01564 02 01	
020193	IC 33478A	122.61	00786828	122.61	011792	122.61	IC TRNSF PMT 400 47109 ACC 300434 B01558 01 01	
020193	IC 33478B	115.26	00786828	115.26	011792	115.26	IC TRNSF PMT 400 47101 ACC 300166 B01558 02 01	
020193	IC 41569A	210.95	00813393	210.95	030692	210.95	IC TRNSF PMT 400 47102 300434 B01647 01 01	
020193	IC 41569B	120.72	00813393	120.72	030692	120.72	IC TRNSF PMT 400 47101 300166 B01647 02 01	
OBJECT TOTAL		680.09		680.09		680.09		
PUBLISHING MINUTES & NOTICES								
020401	CA 33693	7.68	00787608	7.68	011792	7.68	ST PAUL PIONEER PRESS DISPATCH 41-0449710	01
OBJECT TOTAL		7.68		7.68		7.68		
MAJ OBJ TOTAL		3,240.87		874.26		3,240.87		
ORG.UNIT TOTAL		3,240.87		874.26		3,240.87	REG TRANSACTIONS = 9 TRANSFERS =	
							PAYROLL TRANSACTIONS =	
ACTIV. TOTAL		2,847,131.95		586,783.74		2,847,131.95		
FUNCT. TOTAL		2,847,131.95		586,783.74		2,847,131.95		
TOTAL REGIONAL RAILROAD								
FUND-TOTAL		2,847,131.95		586,783.74		2,847,131.95	REG TRANSACTIONS = 173 TRANSFERS = 15	
							PAYROLL TRANSACTIONS =	
							TOT CURR DISBURSEMENTS	486,057.43
							TOTAL RESERVE R91	610.23
							TOTAL DISBURSEMENTS	486,667.66
							TOTAL TRANSFERS (IC)	100,116.08
							TOTAL CREDITS	.00
							ADJUSTED TOTAL	586,783.74

RFL

FUND I.G. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.G.	ADJ. CURRLNT APPROPRIATION	AMOUNT EXPENDED	UNPAID LIABILITIES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES	146,605.67	0.00	0.00	146,605.67	146,605.67	0.00	6,894.33
020122	STATE AUDITOR	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00
020154	LEGISLATIVE REPRESENTATIVE	25,000.00	2,500.00	2,500.00	22,500.00	20,000.00	0.00	10.00
020174	COUNTY ATTORNEY SERVICES	35,000.00	1,562.63	0.00	33,437.37	33,437.37	0.00	4.46
020176	EXECUTIVE DIRECTOR-SERVICES	68,000.00	0.00	0.00	68,000.00	68,000.00	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	20,000.00	1,244.94	0.00	18,755.06	18,755.06	0.00	6.22
020185	DATA PROCESSING SERVICES-MTCE	7,200.00	7.80	0.00	7,192.20	7,192.20	0.00	.11
020193	COUNTY PROJECT MANAGEMENT SERVICES	124,200.00	6,437.36	0.00	117,762.64	117,762.64	0.00	5.18
020194	PUBLIC INFORMATION SERVICES	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00
020202	POSTAGE	5,800.00	223.67	0.00	5,576.33	5,576.33	0.00	3.86
020207	TELEPHONE LONG DISTANCE CHARGES	380.00	109.88	0.00	270.12	270.12	0.00	28.92
020208	TELEPHONE-LOCAL SERVICE	1,173.00	322.32	0.00	850.68	850.68	0.00	27.48
020209	TELEPHONE-EQUIPMENT RENTAL	0.00	87.00	0.00	87.00CR	87.00CR	0.00	0.00
020301	TRANSPORTATION ALLOWANCE	700.00	0.00	0.00	700.00	700.00	0.00	0.00

RCC

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 *							
020305	MESSENGER SERVICE 600.00	404.05	0.00	195.95	195.95	0.00	0.00	67.34
020401	PUBLISHING MINUTES & NOTICES 8,060.00	0.00	0.00	8,060.00	8,060.00	0.00	500.00	
020501	PRINTING & STATIONERY 17,140.00	1,168.04	0.00	15,971.96	15,971.96	0.00	3,660.00	6.81
020611	LIABILITY & PROPERTY DAMAGE 500.00	500.00	0.00	0.00	0.00	500.00	0.00	100.00
020903	EQUIPMENT & MACHINERY-RENTAL 500.00	250.00	0.00	250.00	250.00	500.00	0.00	50.00
020906	BUILDINGS & OFFICE SPACE 4,294.33	0.00	0.00	4,294.33	4,294.33	4,294.33	0.00	
020909	PARKING SPACE 2,503.00	547.00	0.00	2,036.00	2,036.00	87.00	0.00	21.18
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 250.00	0.00	0.00	250.00	250.00	0.00	0.00	
021134	TUITION 750.00	0.00	0.00	750.00	750.00	0.00	0.00	
021172	MOVING EXPENSE 2,600.00	0.00	0.00	2,600.00	2,600.00	2,600.00	0.00	
021192	INTEREST 0.00	0.77	0.00	0.77CR	0.77CR	0.00	0.00	7700.00
021226	COMMITTEE COMPENSATION 3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES 6,000.00	603.21	0.00	5,396.79	5,396.79	0.00	0.00	10.05

RFC

FUND I.D. 591 RAMSLEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	APJ.1 CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSLEY COUNTY REGIONAL RAILROAD AUTHORITY							
	OTHER TRAVEL							
021407	20,000.00	894.00	0.00	19,106.00	19,106.00	0.00	0.00	4.47
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	2,500.00	0.00	0.00	2,500.00	2,500.00	0.00	500.00	
	CLD MEETING EXPENSES ACCOUNT							
021409	5,500.00	1,488.32	0.00	4,011.68	4,011.68	0.00	0.00	27.06
	TRANSIT JOINT POWERS							
022213	33,660.00	33,660.00	0.00	0.00	0.00	3,660.00	0.00	100.00
TOTL 02	575,496.00	52,010.99	2,500.00	523,485.01	520,985.01	11,641.33	11,641.33	9.04
	OFFICE SUPPLIES							
030101	2,000.00	384.43	0.00	1,615.57	1,615.57	0.00	0.00	19.22
	CONTINGENT APPROPRIATIONS							
061001	392,000.00	0.00	0.00	392,000.00	392,000.00	0.00	8,000.00	
CLRK DRG-TOT	969,496.00	52,395.42	2,500.00	917,100.58	914,600.58	11,641.33	19,641.33	5.40

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.O.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R91 59111	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	80,514.13	42,424.37	0.00	38,089.76	38,089.76	0.00	0.00	52.69
DIG-TOT	1,050,010.13	94,819.79	2,500.00	955,190.34	952,690.34	11,641.33	19,641.33	9.03

REF

FUND NO. 591 RAKESLY 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							
020102	CONSULTING SERVICES 113,896.87	30,196.17	52,498.04	83,700.70	31,202.66	0.00	0.00	26.51
020174	COUNTY ATTORNEY SERVICES 4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 70.20	0.00	0.00	70.20	70.20	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 73.96	51.86	0.00	22.10	22.10	0.00	0.00	70.12
020193	COUNTY PROJECT MANAGEMENT SERVICES 19,948.46	1,275.04	0.00	18,673.42	18,673.42	0.00	0.00	6.39
020194	PUBLIC INFORMATION SERVICES 2,429.75	0.00	0.00	2,429.75	2,429.75	0.00	0.00	
020202	POSTAGE 10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MILSSINGER SERVICE 49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 579.90	0.00	0.00	579.90	579.90	0.00	0.00	
020501	PRINTING & STATIONERY 32.67	0.00	0.00	32.67	32.67	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL 0.36	0.00	0.00	0.36	0.36	0.00	0.00	

PCT OF YEAR ELAPSED = 24.86

RFL

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION FIG.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59113	RCRBA - PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *				
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL C2	142,672.70	31,523.07	52,498.04	111,149.63	58,651.59	0.00	0.00	22.09
DLG-TOT	142,672.70	31,523.07	52,498.04	111,149.63	58,651.59	0.00	0.00	22.09

R/L

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
5915	PHASE II PL-HIGHWAY CORRIDOR							
020102	CONSULTING SERVICES 2,933,425.23	397,441.67	2,202,983.56	2,535,983.56	333,000.00	0.00	0.00	13.25
020174	COUNTY ATTORNEY SERVICES 46,723.90	41.67	0.00	46,682.23	46,682.23	0.00	0.00	.09
020176	EXECUTIVE DIRECTOR-SERVICES 31,061.23	2,018.80	0.00	29,062.43	29,062.43	0.00	0.00	6.50
020179	BUDGETING AND ACCOUNTING SERVICES 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-HITCE 3,159.83	856.31	0.00	2,303.52	2,303.52	0.00	0.00	27.10
020193	COUNTY PROJECT MANAGEMENT SERVICES 308,169.85	22,477.12	0.00	285,692.73	285,692.73	0.00	0.00	7.29
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
021501	PRINTING & STATIONERY 9,889.28	28.98	0.00	9,860.30	9,860.30	0.00	0.00	.29
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 11,262.79	356.59	0.00	10,906.20	10,906.20	0.00	0.00	3.17
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL CC	3,363,017.32	423,221.14	2,202,983.56	2,939,796.18	736,812.62	0.00	0.00	12.58
CLC-TCT	3,363,017.32	423,221.14	2,202,983.56	2,939,796.18	736,812.62	0.00	0.00	12.58

RFC

FUND NO. 591 RAHSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	ADJ. CURRLNT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020109	REAL ESTATE APPRAISERS SERVICE	9,000.00	9,000.00	0.00	0.00	0.00	0.00	100.00
020174	COUNTY ATTORNEY SERVICES	33,466.25	19,742.34	0.00	13,723.91	13,723.91	0.00	58.99
020176	EXECUTIVE DIRECTOR-SERVICES	1,357.56	0.00	0.00	1,357.56	1,357.56	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	1,963.92	0.00	0.00	1,963.92	1,963.92	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	399.61	8.34	0.00	391.27	391.27	0.00	2.09
020192	SURVEYING SERVICE	13,639.91	7,594.80	0.00	6,045.11	6,045.11	8,000.00	55.88
020193	COUNTY PROJECT MANAGEMENT SERVICES	7,499.03	0.00	0.00	7,499.03	7,499.03	0.00	0.00
020202	POSTAGE	467.74	0.00	0.00	467.74	467.74	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	500.00	0.00	0.00	500.00	500.00	0.00	0.00
020501	PRINTING & STATIONERY	500.00	0.00	0.00	500.00	500.00	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTL 02	68,794.02	36,345.48	0.00	32,448.54	32,448.54	8,000.00	0.00	52.83
016-TOT	68,794.02	36,345.48	0.00	32,448.54	32,448.54	8,000.00	0.00	52.83

RFL

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
59100	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 5,093.01	0.00	2,366.61	5,093.01	2,726.40	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 1.07	186.49	0.00	185.42CR	185.42CR	0.00	0.00	7428.97
020193	COUNTY PROJECT MANAGEMENT SERVICES 55.00	680.09	0.00	625.09CR	625.09CR	0.00	0.00	1236.53
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	PUBLISHING MINUTLS & NOTICES 6.25	7.68	0.00	1.43CR	1.43CR	0.00	0.00	122.88
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
020400	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL (2)	5,732.61	874.26	2,366.61	4,858.35	2,491.74	0.00	0.00	15.25
DIC-TOT	5,732.61	874.26	2,366.61	4,858.35	2,491.74	0.00	0.00	15.25

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION F.C.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCREA - NORTHEAST CORRIDOR MAINTENANCE							
	PUBLIC LIABILITY INSURANCE							
020618	4,000.00	0.00	0.00	4,000.00	4,000.00	0.00	0.00	
	GROUNDS-REPAIRS							
020804	36,000.00	0.00	0.00	36,000.00	36,000.00	0.00	0.00	
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	SIGNS & SIGN REPAIRS							
030507	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
DIG-TOT	70,000.00	0.00	0.00	70,000.00	70,000.00	0.00	0.00	
ACT-TOT	4,700,226.78	586,783.74	2,260,348.21	4,113,443.04	1,853,094.83	19,641.33	19,641.33	12.48
5 FCT-TOT	4,700,226.78	586,783.74	2,260,348.21	4,113,443.04	1,853,094.83	19,641.33	19,641.33	12.48
FUND CUR TOT	4,619,712.65	544,359.37	2,260,348.21	4,075,353.28	1,815,005.07	19,641.33	19,641.33	11.78
FUND R91 TOT	80,514.13	42,424.37	0.00	38,089.76	38,089.76	0.00	0.00	52.69
FUND TOTAL	4,700,226.78	586,783.74	2,260,348.21	4,113,443.04	1,853,094.83	19,641.33	19,641.33	12.48