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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MAY 12, 1992

***8:30 A.M. - LARGE CONFERENCE ROOM - 316**

*** PLEASE NOTE CHANGE IN TIME.**

1. * Minutes of the Ramsey County Regional Railroad Board Meetings: A. Meeting of March 24, 1992 - please note this is an Amended version; B. Meeting of April 14, 1992.
2. Update on Legislation - Discussion only.
3. Update on Westgate area of Midway Corridor Phase II preliminary engineering - Discussion only.
4. * Accept quarterly report of payments for RCRRA for January through March, 1992. (Please note, this appeared on the agenda of April 28, 1992; however, no action was taken.)

* Action is requested.

*This is amended version of March 24, 1992 minutes being submitted for approval at the May 12, 1992 meeting.

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 Maxnagement 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 government 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.

R92-19

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 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.

* Whereas, Ramsey County Regional Railroad Authority has been involved in continuing discussions and negotiations on the governance structure of light rail transit; and

Whereas, the Metro LRT Joint Powers Board which includes representation from Ramsey County has agreed with the Minnesota Department of Transportation, the Regional Transit Board and the Metropolitan Council on March 11 to a governance agreement including the following key points:

- o 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.
- o The Minnesota Department of Transportation will complete final design and construct all light rail transit in the region.
- o 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.
- o 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.
- o 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.

*Addition

- o 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.
- o 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.
- o The Metropolitan Council will have final authority in dispute resolution.

Now, Therefore, Be It

* Resolved, That Ramsey County Regional Railroad Authority endorses the key points of the agreement.

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.

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:

R 92-12
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

R 92-13
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

R 92-14
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.

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

*See Page 8 and Page 9 which has been added to give you additional details on this issue.

*Addition The Legislative Auditor has recently released a report evaluating regional transit planning. One of the comments in the report is that there has not been an objective analysis of the benefits and costs of the currently proposed LRT line relative to other transit options. The comment has generated considerable interest on the part of legislators.

Study after study in the metro area has identified the Central Corridor as the highest priority for light rail transit, beginning in 1981 with the Metropolitan Council's LRT Feasibility Study, the alternatives analysis for the University/Southwest Corridor in 1983, the Metropolitan Council's Long Range Transit Study in 1986 and the Metropolitan Council's Transportation Development Guide/Policy Plan in 1988. The 1992 Transit Facilities Plan prepared by the Metropolitan Council reached the same conclusion.

Ramsey County has proceeded cautiously and in accordance with the law on LRT development. We have completed a comprehensive LRT plan as required by the Minnesota Department of Transportation. You analyzed and discussed at great length whether or not to complete a federal alternatives analysis for the Central Corridor in 1989-90, and concluded that the state environmental process was better suited to the Central Corridor at that time.

It appears that despite extensive studies, there will always be those who seek black and white answers to questions that are complex and multifaceted. No study is going to definitively conclude that LRT must be built in the Twin Cities on the basis of cost effectiveness.

When Ramsey County began consideration of LRT, you first asked me to develop goals for light rail transit by surveying cities where it had been constructed.

The impacts of a major capital improvement such as light rail transit, with its extensive geographic coverage, encompass more than a traditional cost/benefit analysis. City after city where rail transit systems have been constructed identify their goals as improved quality of life, impact on the environment, strengthening the downtown, enhancing land use decisions. Those factors are not measurable in dollars and cents.

Our forecasting capabilities are exceeded by the task of measuring the costs/benefits of light rail transit. The system will be in operation for 50-100 years. We cannot accurately forecast what will occur in that period of time. That does not mean that the investment shouldn't be made, nor that the factors on which decisions are made shouldn't be analyzed. It does mean that the subject needs to be considered in the proper context. It means that policy

*Addition decisions need to be considered along with the investment that influence its success -- such as parking policies that encourage transit use.

I have met with the legislative audit staff, conveyed my views, and asked if they had contacted cities where alternatives analyses had been conducted. I asked if the analyses were used to make a decision on mode or if they were done as a means to an end -- to qualify for federal funds. The audit staff indicated they suspected the latter.

In summary, it requires courage to make major decisions. This area has studied LRT, has compared it to other modes, and a single-number answer is not going to be available to determine if LRT is or is not a good investment for the region.

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

1 - B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 14, 1992

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, April 14, 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 Diane Ahrens
Commissioner Duane McCarty (entered during Item 2)
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

MEMBERS ABSENT: Commissioner Ruby Hunt

ALSO PRESENT: Terry Schutten, James Van Houdt, Ed Glaubitz, Hugh Faville, Toni Baker, Jill Goski, Don Sobania, Bob Bach, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

Chairman's Comments - Chairman Finley said he is not going to have any today.

1. Minutes of the March 10, 1992 Board Meeting.

Commissioner Schaber moved the following recommendation seconded by Commissioner Ahrens.

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on March 10, 1992, as written.

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

2. Approve Cedar and Fourth Street alignment, three station locations and station configuration for light rail transit in downtown St. Paul.

Ms. DeSpiegelaere informed the Chairman that we have Dick Wolsfeld present as well Bob Bach who represents the Downtown Task Force.

Bob Bach addressed the Board, the Downtown Task Force for LRT has been meeting downtown the past months and considering station locations, and they do have a recommendation. The recommendation is for three locations, the station in front of the Museum between 10th and 11th, and that would be a center platform, with a second location-a central location-which is on the block where the Athletic Club is located and that would be a side platform, and the third location would be down by the Union Depot which would be a center platform. There has been a lot of discussion on these, and they feel that these three locations allow for good access to all the downtown.

Chairman Finley had been at one of your recent meetings, prior to your voting, and he would like to know why there is different platform at the Athletic Club Station.

Mr. Bach said the configuration at that spot works better for that, and Mr. Wolsfeld would be better able to explain this.

Chairman Finley looked at Figure 11 in the documentation, the LRT line would go across the lot, it would not stay on the street, it would go off at the Midwest Federal, diagonally. He is looking at No. 19.

Commissioner Schaber said this is a change obviously from what was originally recommended.

Chairman Finley said it is a little bit of a change, we were always going to have a turning movement there where there was going to have to be a building taken, either on the St. Paul Dispatch side or on the Athletic Club side. Originally when they turned these corners, it would have impacted the Pioneer Press Building.

Chairman Finley understands that all three buildings that are on that block are empty now, old Minnesota Federal, old Midwest Federal, and then the Athletic Club.

Commissioner Schaber would like to know what this did to our cost. Mr. Bach said originally they had four stations, and they are now down to three, as they feel the central location can serve the heart of downtown.

Commissioner Schaber is concerned that you are taking almost a whole block of downtown just to make a turn, is this a logical thing to do, this is prime real estate property in downtown.

Mr. Bach suggested that Dick Wolsfeld explain this, and Dick Wolsfeld said he could go through his whole presentation rather than answer this specific question.

Mr. Wolsfeld attempted to add a little light from the technical side, the Athletic Club, First Bank, Norwest and Pioneer Press, so it would show that is that LRT would be coming down Cedar, would cut diagonally across the block, and then proceed down Fourth Street. He pointed out that one drawing showed that the building was taken, but it does not need to be taken. The idea is that you would bring a skyway out of First Bank on to this LRT Station, you would then be able to extend the skyway to the South to be consistent with the rest of the skyway system. You would establish the east-west linkage which is now missing, the connection from First Bank is now missing, this would establish that linkage, and then you would feed off of that linkage. That would be the initial concept.

Chairman Finley said it is important, because the Minnesota Building has always been a problem building because it is not on the skyway.

Mr. Wolsfeld said the question is do we want to take the whole downtown block, he showed a series of drawings, you could infill on top of this LRT station, and the skyway system with in-filled buildings, and this could become the center and focal point of the downtown block. If you really want to get imaginative,

you could then do that kind of thing if the market ever comes back, so the concept is that yes, you clear the block off, but when you set the platform down, and set the light rail down, you make sure that these kinds of linkages in terms of pedestrian connections and access to the block work, and then incrementally over time, you might start with an infill building which he shows on the charts, the thing is structured so that you could then continue and develop that over time so when you are all done, that could become the focal point of downtown St. Paul in terms of all of those skyways meeting at that single location. The feeling of the Downtown Task Force was that we are really enhancing that block and we are really creating a development opportunity for someone in terms of the focal point of the LRT system, the focal point of the skyway system, that could become a very exciting kind of development of the downtown area.

Mr. Wolsfeld continued, the other thing that they have been doing is that they do not have to make this tight turn, and clip the front off of the Pioneer Press Building, and the savings of not building the four stations to three stations that savings approximately offsets the cost of purchasing the property and not having to mitigate the front part of the Pioneer Press Building. This is kind of in terms of the capital cost, it is equal. This is the sequencing of what, and he does want to emphasize, could happen there.

Mr. Wolsfeld again pointed out on the charts the station, access points, bus system. The City would like to put the bus system on Cedar and Minnesota, but there is not room to put buses and a light rail station on Cedar, so there became an interest in this core area of being able to put buses back on to Cedar. That was Alternative A. Alternative B essentially moved the station from First Bank-Kellogg Square, over a block, left the fourth station to go across from the Holiday Inn, and that was Alternative B. Alternative C eliminated the station, and left it on Cedar and Fourth, and then Alternative D is the three station concept with the diagonal, and this is the preferred alternative. There was a very extensive evaluation of each of those alternatives against some twelve different criteria, everything from Mr. Wolsfeld said there was a very extensive evaluation of each of those alternatives against some twelve different criteria, everything from capital cost to implementation, utility impacts, as a major impact by going diagonally, there is two more blocks on Cedar and Fourth that you are not going to have to do as much utility reconstruction. There was concern with the sharp curve, as there would be squeaking wheels, so a very extensive analysis was done, and the conclusion was that this Alternative D was the best balance, it also allowed buses to be on Cedar. Then they got down to the platform issue, the question at the Science Museum was do you put it in the center, or do you have side platforms and split the tracks, these were the two that were analyzed. There was a very important issue of views, which he showed in a series depending on platforms used. The views with the center platform were very good. If you had a side platform, there is potential for interference with the view of the Capitol with the side platform, although it is not directly blocking what that view would be.

Another issue with the side platforms, is that in order to get the system, we can't get the system transitioned back to be in the median of Cedar in the Capitol they can't move the track back that fast, so it would require us to stay on the outside of Cedar Street take on street parking off. If they go with side platforms, they can't get back to Cedar Street, so that has impact in the Capitol Area. So preferred at the Science Museum is center platform, and leave the tracks in the middle, so that is the treatment of the Capitol Station.

Mr. Wolsfeld again discussed the Athletic Club Block, 4th and Cedar, cutting diagonal. Why are we having side platforms versus the center platform, and the answer is if they went with a center platform, it would spread the tracks so much that we could not make that turn without clipping that corner of the building. The geometry of the system is such that that is the radius, and if we put the platform in the center, spread the tracks, it does not fit on the block. Again, with the skyway systems, they think it is a little easier, it certainly is not going to cause a problem. Down at the Union Depot, they looked at Center platform, the advantages are if and when there is ever a Northeast line to White Bear, or an East line to 3M, or a South line out to Dakota County, if I were coming in from the South and wanted to transfer to White Bear, if I came in on a train, I could get off, jump across the platform, and keep going. If I have a side by side platform, if I come in and get off, I have to walk down the platform, across the street and back up on the other platform in order to transfer from one train to the other. The other advantage of this system is is that if and when there ever is a pedestrian connection, although the City is not in favor of it, but if you put a skyway and wanted to put the skyway on to the platform, with a center platform you can do that with a single access point. The key thing is if you ever extend the line and you want to facilitate transfers, all they have to do is walk across the platforms. If you have side platforms, they have to come down and walk across the street which is as little confusing.

Mr. Wolsfeld said these are recommendations in terms of going with the center platform.

Chairman Finley asked about the cost, and Mr. Wolsfeld said the cost estimated on the sheet is \$200,000 less for Alternative D, than if you take Alternative C as the cheapest. We are knocking out a station which cost \$2 to \$4 million and we are adding right-of-way costs of \$2 to \$4 million, which is approximately a wash.

Commissioner Salverda commented that this appears to be a tremendous solution to the problem, with so many people working together.

Chairman Finley said we have all been aware that this has been a troublesome block with LRT, and if we do proceed on this, it is going to be a significant impact on that block for downtown, which could be a good economical development tool based upon what we have seen here. It is well thought out as Commissioner Salverda has mentioned.

Commissioner Schaber is very impressed with this, and he would move the following recommendation, this was seconded by Commissioner McCarty.

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).

- p92-15 (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.

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

Chairman Finley wished to make statements regarding Bob Bach and his group, and he also chaired the Metropolitan Leadership Group on LRT besides chairing the Downtown Task Force. They have been active at the Legislature in behalf as a Citizens Group in behalf of LRT, both on the funding and the governance issues. Chairman Finley would like to take this opportunity to thank you again on behalf of the Board for your work in both capacities, you have been just fantastic in moving the Task Force through many tough decisions over the last

Chairman Finley continued:

couple of years, and this is another example of getting through it on a timely basis, job well done, and he just wanted to thank Bob again as well as let the Board know that this is the same person who took the Metropolitan Leadership Group on and helped organize that.

Mr. Bach thanked Chairman Finley for the kind thoughts, he has hoped that he was able to bring you some good recommendations.

Ms. DeSpiegelaere also wished to extend her thanks for all the work and effort that Mr. Bach and his groups have put forth.

Chairman Finley commented on this presentation, and complimented Dick Wolsfeld as it is easy to see how they could be impressed with it. This would really be an economic activity, with the Athletic Club. We have been focusing more on 280 for that, but to have it in the heart of downtown would be great. The whole skyway thing in addition.

Mr. Wolsfeld said someone had mentioned it would have been nice to turn the clock back when the World Trade Center decision was being made, if the LRT was in place, and those skyways were in place, there would have been no question where the World Trade Center Building would be today, it would be right on top of that today. This would be an attractive site with fixed skyways, etc.

3. Update on Legislation

Ms. DeSpiegelaere was at the Capitol last night, but nothing happened. The governance bill compromise has been carefully worked out.

Chairman Finley discussed what happened last week, and what was worked out, the Metropolitan Council, the RTB and Mn/DOT from the information he has received have been terrific and have been unwavering in their dedication to the compromise. They have stuck to it. Representative Simoneau said he would not accept any more amendments. Chairman Finley feels that the integrity of the six counties and the regional agencies has stayed intact, which is terrific.

Chairman Finley explained to Representative Simoneau that it is not just the six counties talking for ourselves, each of us have brought it back to our County Board, who are also knowledgeable in the governance issue and have voted on it. He thinks that Representative Simoneau appreciated the fact that it was full county boards that have been active participants in the process. He thinks this is on track.

Chairman Finley said we may not get the money, but if the turf fight is over with this governance bill and there is no more turf fight, the naysayers are not going to be - it is going to be very difficult for them not to fund it especially if Federal funds come down the pike over the interim between this session and the start of the next. It looks like there is some Federal funds.

If everything is in place, the Federal people may go to bat for us, and probably get the money. The proper procedure would be for us to have a dedicated source in place, but whether or not because of the power structure in Washington, whether it would be absolutely necessary becomes another question.

Ramsey County Regional Railroad Authority
April 14, 1992

When he was in Washington, Chairman Finley had mentioned to Durenberger to watch for the funds coming back because there are going to be other projects throughout the country who may not have that local match.

4. Ratify Partial Payment NO. 5 to BRW, Inc. in the amount of \$157,659.91 for Midway Corridor Phase II Preliminary Engineering.

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

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/HCRRRA 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/HCRRRA 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

R92-16
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.

Roll Call: Ayes- 56, Nays - 0
Motion adopted.

5. Approve Partial Payment No. 12(Final) to BRW, Inc. in the amount of \$2,366.61 for the South Corridor.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Salverda

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.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY Originating Department <i>K. DeSpiegelaere</i> <u>5/4/92</u> Authorized Signature Date	Board Action Requested Update on legislation <u>DISCUSSION ONLY</u>
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Request Justification

See memorandum from K. DeSpiegelaere and attachment

Budgeting and Accounting <i>Ed Blawie</i> County Attorney <i>Bill McMillan</i> 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

May 12, 1992

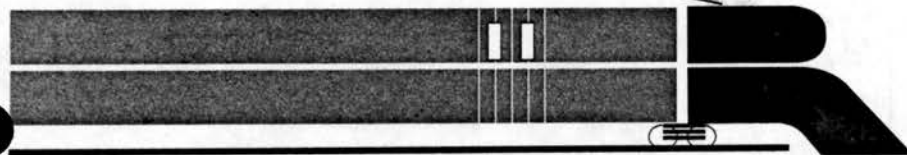
J. L. Glendinning

5/5/92

Board Date

Signature

Date



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Light Rail Transit Legislation

DATE: May 4, 1992

Governor Carlson vetoed the LRT governance bill, SF 2510/HF 2510. The veto creates uncertainty about the structure and process for developing light rail transit. Under existing laws, the Regional Railroad Authorities have the primary responsibility for the design of light rail transit, the LRT Joint Powers Board has the authority to conduct final design and to construct LRT, and a federal funding application must be jointly submitted by July 1, 1992.

Options being discussed by the Metro LRT Joint Powers Board at its May 6 meeting include:

1. Proceed with LRT within existing law and governance structure.
2. Operate in accordance with the governance compromise (attachment 1).
3. Operate in accordance with SF 2510/HF 2510.
4. Suspend work until legislation clarifies governance in the 1993 session.

Some of the considerations associated with the options are:

1. What is in the best interest of the region's citizens?
2. What is the best way to maximize federal funding opportunities?

3. What will the other parties to the agreement, Minnesota Department of Transportation, Metropolitan Council and Regional Transit Board, want to do?
4. Should work continue on the Central Corridor, identified as the region's first priority for light rail transit, including a federal Alternatives Analysis/Draft Environmental Impact Statement and preliminary engineering?
5. There is a Remap project for highway work on I-94 on hold pending resolution of the light rail transit issue. I-35W is the subject of an environmental impact statement. What happens to those projects if LRT work doesn't proceed?

Recommendation:

Additional information will be provided to you at the Rail Authority meeting.

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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u><i>K. Kaspiegelaew</i></u> <u><i>5/4/92</i></u> Authorized Signature Date	<u>Board Action Requested</u> Update on Westgate area of Midway Corridor Phase II engineering. <u>DISCUSSION ONLY</u>
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Request Justification

A presentation will be given at the meeting about progress on the Westgate area of the Midway Corridor Phase II engineering work.

<u>Budgeting and Accounting</u> <u><i>Ed Klauitz</i></u> <u>County Attorney</u> <u><i>Dwight Moore Miller</i></u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	---

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
May 12, 1992	<u><i>J. L. Henderson</i></u>	<u><i>5/5/92</i></u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSiegla</u> <u>4/20/92</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Quarterly report of payments for RCRRA. January through March, 1992 <u>ACTION IS REQUESTED</u>
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Request Justification

- See attached: 1) Proposed resolution
 2) Memorandum from J. Van Houdt dated April 14, 1992

<u>Budgeting and Accounting</u> <u>Ed Blaut</u> <u>4/22/92</u> <u>County Attorney</u> <u>Don Macmillan</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:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

----- April 28, 1992 no action taken

J. L. Henderson

4/22/92

Board Date
May 12, 1992

J. L. Henderson

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

1



Office of
BUDGETING AND ACCOUNTING

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

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

M E M O R A N D U M

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 01 01
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 01 01
020179	IC	44123	685.62	00820164	685.62	032092	685.62	IC TRNSF PMT 400 40303	300908 A00521 01 01
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 01 01
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 01 01
020193	IC	41567A	676.06	00813393	676.06	030692	676.06	IC TRNSF PMT 400 47101	300166 B01648 02 01
020193	IC	41568	359.97	00813393	359.97	030692	359.97	IC TRNSF PMT 400 47109	300434 B01645 01 01
020193	IC	41568A	217.74	00813393	217.74	030692	217.74	IC TRNSF PMT 400 47101	300166 B01645 02 01
020193	IC	44124	2,160.36	00820164	2,160.36	032092	2,160.36	IC TRNSF PMT 400 47102	300434 B01659 01 01
020193	IC	44124A	603.63	00820164	603.63	032092	603.63	IC TRNSF PMT 400 47101	300166 B01659 02 01
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 01 01
020202	IC	39099	113.92	00801857	113.92	021492	113.92	IC TRNSF PMT 521 52104	350323 W01372 02 01
020202	IC	44125	4.96	00820164	4.96	032092	4.96	IC TRNSF PMT 521 52104	350323 W01410 01 01
020202	IC	44126	96.99	00820164	96.99	032092	96.99	IC TRNSF PMT 521 52104	350323 W01410 02 01
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

RAMSEY COUNTY
ACCOUNTING DEPT
3 31 92

PAGE 1807

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
TELEPHONE-LOCAL SERVICE E							
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 41-6005521	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 PMT 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 CODE	CLAIM ID	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 PRUD CO	01
OBJECT TOTAL			0.77		0.77		0.77		
CONFERENCE & SEMINAR EXPENSES									
021403	CA	34130	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	ANDKA 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 OFFICE SUPPLIES	19.54	00787605	19.54	011792	19.54	GENERAL OFFICE PROD CO 41-0871157	01
030101 CA 41909A	131.45	00814155	131.45	030692	131.45	GENERAL OFFICE PROD CO 41-0871157	01
030101 CA 44223	61.60	00820445	61.60	032092	61.60	GENERAL OFFICE PROD 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 PAYROLL TRANSACTIONS =	TRANSFERS = 13

RFC R91 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
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-MTCE									
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		

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RFC R91 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
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	39190	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 RCRR - 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 01	
020193 IC 35391	169.40	00799096	169.40	020792	169.40	IC TRNSF PMT 400 47109 ACC 300434 801598 01 01	
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
								41-1625272	
020102	CA	PA270	0.00	00787607	55,446.25	011792	55,446.25	BRW INC	02
								41-1625272	
020102	CA	PA270	0.00	00814246	104,832.96	030692	104,832.96	BRW INC	03
								41-1625272	
020102	CA	PA270	0.00	00823727	157,659.91	032792	157,659.91	BRW INC	04
								41-1625272	
020102	CA	PA270	2,600,425.23		0.00	A	2,202,983.56	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 C1
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 801564 01 01
020193	IC	13348A	637.94	00786828	637.94	011792	637.94	IC TRNSF PMT 400 47101 ACC	300166 801564 02 01
020193	IC	33480	589.20	00786828	589.20	011792	589.20	IC TRNSF PMT 400 47101 ACC	300166 801559 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 801559 01 01
020193	IC	35394	656.43	00799096	656.43	020792	656.43	IC TRNSF PMT 400 47109 ACC	300434 801597 01 01
020193	IC	35394A	397.07	00799096	397.07	020792	397.07	IC TRNSF PMT 400 47101 ACC	300166 801597 02 01
020193	IC	35395	2,592.43	00799096	2,592.43	020792	2,592.43	IC TRNSF PMT 400 47102 ACC	300434 801594 01 01
020193	IC	35395A	724.35	00799096	724.35	020792	724.35	IC TRNSF PMT 400 47101 ACC	300166 801594 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 801646 01 01
020193	IC	41570B	179.32	00813393	179.32	030692	179.32	IC TRNSF PMT 400 47101	300166 801646 02 01
020193	IC	41571	4,320.72	00813393	4,320.72	030692	4,320.72	IC TRNSF PMT 400 47102	300434 801649 01 01
020193	IC	41571A	1,207.26	00813393	1,207.26	030692	1,207.26	IC TRNSF PMT 400 47101	300166 801649 02 01
020193	IC	44127	4,407.13	00820164	4,407.13	032092	4,407.13	IC TRNSF PMT 400 47102	300434 801658 01 01
020193	IC	44127A	1,231.40	00820164	1,231.40	032092	1,231.40	IC TRNSF PMT 400 47101	300166 801658 02 01
020193	IC	44128	500.00	00820164	500.00	032092	500.00	IC TRNSF PMT 400 47109 ACC	300434 801559 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
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RFC FUND 591 ORG. UNIT 59105 PHASE II PE-MIDWAY CORRIDOR

OBJECT CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
OTHER TRAVEL							
021407 CA 33312	114.55	00791307	114.55	012892	114.55	HUNT	RUBY C1
021407 CA 34972	242.04	00793795	242.04	013192	242.04	DESPIEGELAERE	KATHRYN M 01
OBJECT TOTAL	356.59		356.59		356.59		
HAJ 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 PAYROLL TRANSACTIONS =	TRANSFERS =

RFC FUND 591 ORG. UNIT 59106 RIGHT-OF-WAY ACQUISITION

OBJECT CODE	CLAIM IC	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK 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	00823723	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	CLAIM	WARRANT	WARRANT	WARRANT	ENCUMBERED	VENDOR NAME	CK		
CODE	ID	NO.	AMOUNT	NO.	AMOUNT	DATE	AMOUNT	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 801564 02 01
020193	IC	33478A	122.61	00786828	122.61	011792	122.61		IC TRNSF PMT 400 47109 ACC 300434 801558 01 01
020193	IC	33478B	115.26	00786828	115.26	011792	115.26		IC TRNSF PMT 400 47101 ACC 300166 801558 02 01
020193	IC	41569A	210.95	00813393	210.95	030692	210.95		IC TRNSF PMT 400 47102 300434 801647 01 01
020193	IC	41569B	120.72	00813393	120.72	030692	120.72		IC TRNSF PMT 400 47101 300166 801647 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 01 41-0449710
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 =
ACTIV. TOTAL			2,847,131.95		586,783.74		2,847,131.95		PAYROLL TRANSACTIONS =
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

REF

FUND I.D. 591 RANSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	ADJ. CURRLHT APPROPRIATION	AMOUNT EXPENDED	UNPAID LIABILITIES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59101	RANSEY 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	0.00
020174	COUNTY ATTORNEY SERVICES	35,000.00	1,562.63	0.00	33,437.37	33,437.37	0.00	0.00
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	0.00
020185	DATA PROCESSING SERVICES-MTCE	7,200.00	7.80	0.00	7,192.20	7,192.20	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	124,200.00	6,437.36	0.00	117,762.64	117,762.64	0.00	0.00
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	0.00
020207	TELEPHONE LONG DISTANCE CHARGES	380.00	109.88	0.00	270.12	270.12	0.00	0.00
020208	TELEPHONE-LOCAL SERVICE	1,173.00	322.32	0.00	850.68	850.68	0.00	0.00
020209	TELEPHONE-EQUIPMENT RENTAL	0.00	87.00	0.00	87.00	87.00	0.00	0.00
020301	TRANSPORTATION ALLOWANCE	700.00	0.00	0.00	700.00	700.00	0.00	0.00

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59111	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	MESSENGER SERVICE							
020305	600.00	404.05	0.00	195.95	195.95	0.00	0.00	67.34
	PUBLISHING MINUTES & NOTICES							
020401	8,060.00	0.00	0.00	8,060.00	8,060.00	0.00	500.00	
	PRINTING & STATIONERY							
020501	17,150.00	1,168.04	0.00	15,971.96	15,971.96	0.00	3,660.00	6.81
	LIABILITY & PROPERTY DAMAGE							
020611	500.00	500.00	0.00	0.00	0.00	500.00	0.00	100.00
	EQUIPMENT & MACHINERY-RENTAL							
020903	500.00	250.00	0.00	250.00	250.00	500.00	0.00	50.00
	BUILDINGS & OFFICE SPACE							
020906	4,294.33	0.00	0.00	4,294.33	4,294.33	4,294.33	0.00	
	PARKING SPACE							
020909	2,503.00	547.00	0.00	2,036.00	2,036.00	87.00	0.00	21.18
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	250.00	0.00	0.00	250.00	250.00	0.00	0.00	
	TUITION							
021134	750.00	0.00	0.00	750.00	750.00	0.00	0.00	
	MOVING EXPENSE							
021172	2,600.00	0.00	0.00	2,600.00	2,600.00	2,600.00	0.00	
	INTEREST							
021192	0.00	0.77	0.00	0.77CR	0.77CR	0.00	0.00	7700.00
	COMMITTEL COMPENSATION							
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	MEMBERSHIP & DUES							
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	CONFERENCE & SEMINAR EXPENSES							
021403	6,000.00	603.21	0.00	5,396.79	5,396.79	0.00	0.00	10.05

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59111	RAMSEY 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
	VOLUNTARY/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 C2	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 DEG-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 59100 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-TUT	1,050,010.13	94,819.79	2,500.00	955,190.34	952,690.34	11,641.33	19,641.33	9.03

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD	
59103	RCRA - 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	MESSENGER 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	

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RAISLY COUNTY
ACCOUNTING DEPT
03 31 92

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PCT OF YEAR ELAPSED = 24.86

RFL

FILED NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION ID.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59103	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
DIG-TOT	142,672.70	31,523.07	52,498.04	111,149.63	58,651.59	0.00	0.00	22.09

PCT OF YEAR ELAPSED = 24.86

R/L

FUND NO. 591 RANSELY 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-MIDWAY 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	13.55
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 31,081.23	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	
020501	PRINTING & STATIONERY 9,889.28	28.98	0.00	9,860.30	9,860.30	0.00	0.00	.29
020192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
020126	COMMITTEE COMPLNSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
020407	OTHER TRAVEL 11,262.79	356.59	0.00	10,906.20	10,906.20	0.00	0.00	3.17
020108	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	3,363,017.32	423,221.14	2,202,983.56	2,939,796.18	736,812.62	0.00	0.00	12.58
ELC-TOT	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 KANSLEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.O.	ADJ. CURELNT 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	0.00	100.00
020174	COUNTY ATTORNEY SERVICES 33,466.25	19,742.34	0.00	13,723.91	13,723.91	0.00	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	0.00	2.09
020192	SURVEYING SERVICE 13,639.91	7,594.80	0.00	6,045.11	6,045.11	8,000.00	0.00	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
DI.G-TOT	68,794.02	36,345.48	0.00	32,448.54	32,448.54	8,000.00	0.00	52.83

RFC

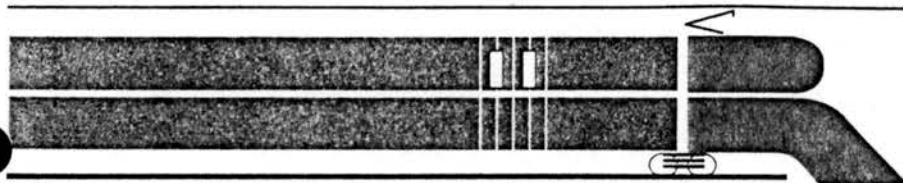
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION F.D.	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 C2	5,732.61	874.26	2,366.61	4,858.35	2,491.74	0.00	0.00	15.25
DIG-TOT	5,732.61	874.26	2,366.61	4,858.35	2,491.74	0.00	0.00	15.25

REL

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
59109	RCRA - 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	70,000.00	70,000.00	0.00	0.00	
	ALT-TOT	4,700,226.78	586,783.74	2,260,348.21	4,113,443.04	1,853,094.83	19,641.33	12.48
5	ECT-TOT	4,700,226.78	586,783.74	2,260,348.21	4,113,443.04	1,853,094.83	19,641.33	12.48
	FUND CURR TOT	4,619,712.65	544,359.37	2,260,348.21	4,075,353.28	1,815,005.07	19,641.33	11.78
	FUND R91 TOT	80,514.13	42,424.37	0.00	38,089.76	38,089.76	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	12.48



Ramsey County Regional Railroad Authority

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

file
Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JUNE 9, 1992

* 10:00 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 April 28, 1992.
2. Discussion of Joint Powers Board Meeting - Discussion only.
3. * Authorize Staff to issue a Request for Proposals (RFP) for consultant services for an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor.
4. Report on Light Rail Transit Conference.
5. * Ratify Partial Payment No. 27 to BRW, Inc. in the amount of \$199.06 for Phase I PE/EIS Studies for the Midway Corridor.
6. * Ratify Partial Payment No. 6 to BRW Inc. in the amount of \$116,868.07 for Midway Corridor Phase II Preliminary Engineering.

* Action is Requested.

Mac Millan

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, April 28, 1992

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, April 28, 1992, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 8:10 A.M.

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

Also Present: David MacMillan represented the County Attorney's Office, James Van Houdt, Ed Glaubitz, Gary Simpson, Terry Lindeke, Toni Baker, Jill Goski, Don Sobania, Terry Schutten, Karen Tero, Marit Smaby Nowlin, Wy Spano, Kathryn DeSpiegelaere, Frances Glendenning.

1. Minutes - Minutes of the Ramsey County Regional Railroad Authority Board Meeting of March 24, 1992.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board Meeting held on March 24, 1992, as written.

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

2. Update on Legislation - Discussion only.

Chairman Finley said the reason for this meeting is to get an update on legislation and discussion. Chairman Finley thanked Wy Spano for coming, and hopes that this fits into your schedule at such short notice.

Ms. DeSpiegelaere gave her brief summary, this year there were two subjects which the RRA was interested in, one was governance and one was funding. On funding there were no bills passed that provided funding for LRT, There were several under consideration, one of them would have property tax bonding for the Central Corridor, that never made it out of Committee. Another bill would have provided transit funding, associated with the gas tax - this never made it through the House.

On governance, Ms. DeSpiegelaere feels that the story is more favorable. There were lengthy discussions and compromises that developed between the Metro Council, RTB, Mn/DOT and the counties. The compromise that they all

agreed to was modified in only two regards in the bill that passed both the House and Senate. The way in which that bill was modified is that the RTB previously had been the lead agency, with the counties, on the Alternative Analysis, Draft and Environmental Impact Statement. The legislation was modified so that Mn/DOT will be the lead agency with us. The second item that changed is previously we had specified that counties should have approval of major contracts on construction. This was modified to be reviewed rather than approval. They did not consider that to be a significant change.

In the documentation that you have Ms. DeSpiegelaere said that she has prepared several pieces, one is the memo that summarizes some of the effects of the legislation, one has to do with how much the rail authority can levy, and we still are uncertain as to whether or not the maximum levy of RRA is 2 mills, we do not have a copy of that tax bill yet.

The Joint Powers Board is still in operation, part of the legislation is in operation, part of the legislation is that it will be restructured.

In your documentation is a chart that identifies various steps to be taken in implementing LRT, Ms. DeSpiegelaere went through briefly the steps, setting LRT corridor - that will be the Metro Council and the RTB as it has always been.

Commissioner Hunt asked about acquiring right of way with the approval of the RTB and Met Council. David MacMillan said we are in the middle of that right now. He does not think there will be much difficulty, as the Met Council has been active in trying to be sure that we acquire this for trail purposes anyway.

Wy Spano addressed the Board, as they came into the session many people thought that this was the year there was going to be a lot done in the transportation area, but nothing happened. Federal Funds were available but we did not need it yet, we could wait until the next session. The urban members were milling around on wanting money for transit on LRT, they are slightly different constituencies. Senator Pappas was willing to struggle for transit and LRT issues. Prior to this there was no one who was willing to assume that role. It did not get set up right, the rural folks still did not want transit money.

Chairman Finley asked if they think it is transit money that Metro Mobility, the bus, and LRT should fight for whatever that is. Mr. Spano said it appears that they do not want us to have very much money,

Commissioner Hunt said they had a debate at the RTB meeting over the role of Dee Long, she was sort of a handicap when it came to not assisting with the transit funding, that she sort of closed the door on it. There was some comment that perhaps there was not enough lobbying concentrated on her to be able to get movement in the House as it seemed to be the House where nothing was going. Ms. Long is not known as a supporter of LRT.

Commissioner Hunt mentioned in one of the pre-session meetings she attended, it was pointed out by House members that transportation was really at the bottom of their priority list. She does not know if this really got changed during the course of the session or not, but the DFL Caucus did not have it very high on their list.

Mr. Spano said if anything is going to go forward, if anything is going to happen, in his estimation, it will probably be '93 because we are going to have alot of transportation stuff in '92. Then, you can't say again that we can get by until next year. One of the problems we have is that there is a problem where we are not strong political allies of some of these people.

Another issue we face is the Metro Mobility attempt is to take county rail funds and use it for their shortfall. However, John Riley had said that issue if passed would be a "veto". Really, it was Hennepin County more than us who fought this off, as they had the money. No one else had enough to speak of, and \$7 million was what Metro Mobility had been looking for.

This was bad policy to take money which was voted for one purpose, and used for another.

Commissioner Hunt raises the question by what authority does the RTB take that position to lobby an issue like this based on the lobbyist and the Chairperson of the Board. It does not seem to be appropriate to lobby for that.

The Chair of the Board is put in a position, but the advocacy groups do not care. This could cause dissention.

Commissioner Schaber had entered the meeting during this discussion of Metro Mobility.

Wy Spano said there is a huge tension that you are going to have to face, 93 there will be funding, he thinks probably if LRT is going to happen, Hennepin and Ramsey County are going to have to figure out how, and put that package together and sell it to the rest, all the groups. There is a great tension between roads and rail. Competition might get right into the county. There has to be some figuring out how to get the package put together exactly, certainly, some of our metro legislators to take leadership roles on the transportation committee, We have a problem with all the rural legislators, as they all want roads, etc.

Chairman Finley mentioned that when doing the reconstruction of this building, we had thought about setting up a special corporation - similar to the Port Authority's exemptions, if they are exempt, it might not be a bad idea if we got into the construction to have some type of a corporation setting up to do the construction.

Chairman Finley stated, from our perspective, he really feels if LRT as a project is going to go forward, he thinks hopefully the governance issue will now be resolved. In getting this done where the turf is settled, and everyone knows their piece of the turf, and hopefully it is not going to change, he feels that this is a huge accomplishment. When you look at Congress, you look at the leaders in the Senate and the House, who don't really care about LRT, and Congressmen do not care unless we show that we care, the step forward of getting the turn issue settled, he thinks is a giant step forward. He honestly thinks that without the governance, we would never have any funding at any time, either Federal or State. So, maybe with the step forward of getting the governance issue straightened out, that the funding will follow. It never could have gone the other way. The writing was on the wall that we were totally stagnant issue got behind us. As long as the Met Council, Mn/DOT and the counties were fighting, even if it was not public fighting, we were going nowhere, as there was always an undercurrent. You could see it from the previous sessions, and you could see it this session.

Even though the Legislators may not think that they accomplished a lot in this regard, the people are most involved understand that a lot was accomplished. This is even more important, as if you do not get the back biting going up there at the start of the '93 session, but only a report of where we have gone since you passed the bill, here is how all the pieces to the puzzle have fit together over the last eight months. If we go back up there jointly with the counties, Mn/DOT, Met Council, RTB, all with our respective roles pursuant to the legislation, we can give the legislators a feeling that they really have accomplished something, which gives them a little pat on the back, and maybe we will go forward with some funding. Maybe at that point we will get more people coming forward as there is not an inconsistent constituency vying, and they have to make that decision of who they were going to support. That was part of the problem as Metropolitan Council people or legislators who support the concept want the RTB involved, so he is in hopes we can get it accomplished, at least from his perspective.

Chairman Finley would like to thank Wy Spano and Kathy DeSpiegelare for a job very well done.

Commissioner Hunt added her comment, that it appears to her that the job is not quite done yet. Chairman Finley agreed there was no question about that.

Chairman Finley feels if we could get a few of the key people in each one of those three delegations, we could still carry it.

3. Quarterly report of payments for RCRRA January through March, 1992.

No action was taken on this item, this will be carried forward to the next meeting.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

DeSpiegelaere *6/1/92*
Authorized Signature Date

Board Action Requested

Discussion of Joint Powers Board meeting.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere and attachment

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
June 9, 1992

Signature

Date

Board Date

Signature

Date

F. L. Henderson

6/3/92

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 *LS*

SUBJECT: Joint Powers Board Meeting

DATE: May 31, 1992

On May 20, the Metro LRT Joint Powers Board met with Mn/DOT Commissioner James Denn, Mary Anderson of the Metro Council, and Mike Ehrlichmann of the Regional Transit Board.

There was agreement by all at the meeting to proceed with light rail transit studies for the Central Corridor, to proceed in accordance with the governance bill that was vetoed by Governor Carlson, and to complete work required to obtain federal funds for the Central Corridor. The Governor's office concurred in the proposed strategies for development of LRT.

The message of agreement (attached) will be carried to Washington the week of June 1 by Commissioner Denn and others participating in the Transportation Alliance Fly-In.

The joint powers board passed a motion that Commissioners Finley and McCarron meet with the Speaker of the House, Senate Majority Leader, and Minority Leaders of the House and Senate. A subsequent meeting will be held with the four individuals and the members of the joint powers board.

An additional motion of the joint powers board has a member of the board working with Commissioner Denn, Mary Anderson, and the Governor's office to develop an understanding on LRT.

Page 2

Staff are meeting in Washington on June 10 with representatives of the Federal Transit Administration to discuss the Central Corridor project. A request for proposal for consultant services for an alternatives analysis/draft environmental impact statement under federal guidelines is being prepared by staff. The project will be funded with 80% federal funds. The project will include an analysis of surface alignments for LRT in downtown Minneapolis and an analysis of transit options in addition to LRT. Work is continuing on the Midway Corridor preliminary engineering project under contract with Hennepin and Ramsey Counties.

Recommendation:

For your information.

KD/blk
Attachment

LIGHT RAIL TRANSIT
DEVELOPMENT IN THE TWIN CITIES METROPOLITAN AREA

The development of LRT in the Twin Cities Metropolitan Area is proceeding in accordance with a cooperative agreement reached among the state, region, and county regional railroad authorities on May 20, 1992. The governance structure is as follows:

- o The Central Corridor (connecting downtown Minneapolis, the University of Minnesota, the State Capitol, and downtown St. Paul) is the first priority corridor for construction of light rail transit in the Twin Cities Metropolitan Area. The region will proceed with an alternatives analysis/draft environmental impact statement for this Corridor as a first step for federal funding eligibility. The Commissioner of Transportation will be the lead spokesperson for the region on federal funding for LRT.
- o 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.
- o For the initial phases of LRT work (alternatives analysis, draft environmental impact statement and preliminary design) Mn/DOT and the Regional Railroad Authorities in which the LRT line is located will be joint lead agencies.
- o 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.
- o The Minnesota Department of Transportation will complete final design and construct all light rail transit in the region.
- o A corridor management committee which includes affected cities, Mn/DOT, RTB, Metropolitan Council, MTC, and metro regional railroad authorities will provide advice throughout the development of an LRT corridor.
- o The regional railroad authorities in which an LRT line is located will have approval over preliminary engineering and final design plans.
- o 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.
- o The Metropolitan Council will have final authority in dispute resolution.

The units of government listed below have affirmed their commitment to a unified approach for the development of light rail transit.

Agreed to on May 20, 1992 by:

Comm. James Denn, Mn/DOT
Comm. Ray Waldron, MTC
Comm. Paul McCarron, ACRRA
Comm. John Derus, HCRRA
Comm. William Konarski, SCRRA

Chair Mary Anderson, Metro Council
Chair Michael Ehrlichmann, RTB
Comm. Donald Chapdelaine, DCRRA
Comm. John T. Finley, RCRRA
Comm. Mary Hauser, WCRRA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY Originating Department <u>K. DeSpiegelaere</u> <u>6/1/92</u> Authorized Signature Date	Board Action Requested Authorize staff to issue a Request for Proposals (RFP) for consultant services for an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. <u>ACTION IS REQUESTED</u>
--	--

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere dated May 31, 1992
 - 3) Draft RFP

Budgeting and Accounting <u>Ed Klauply 6/2/92</u> County Attorney <u>Dan Mac Miller</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
June 9, 1992	<u>F. L. Glendinning</u>	6/3/92
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Central Corridor is the highest priority corridor for light rail transit in the Twin Cities Metropolitan area; and

WHEREAS, In order to qualify for federal funding in excess of 1/3 of the capital costs of the project, an Alternatives Analysis/Draft Environmental Impact Statement must be completed in coordination with a federal agency; and

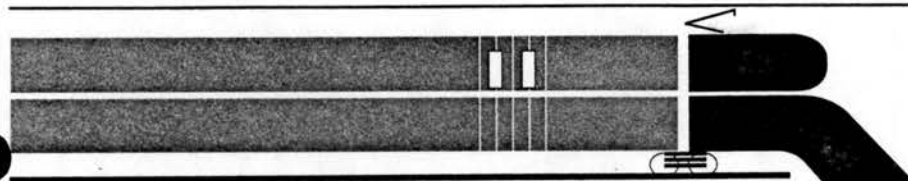
WHEREAS, Federal funds are available to the Twin Cities in the amount of \$2 million as an 80% match for costs of engineering studies; and

WHEREAS, The 20% local match is proposed to be funded from previously completed Central Corridor studies and staff costs for the Alternatives Analysis/Draft Environmental Impact Statement; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposal consistent with the attached draft to provide a basis for selection of a consultant team to assist in preparation of an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor, with responsibilities for leading the study with the Minnesota Department of Transportation, Ramsey County Regional Railroad Authority, and Hennepin County Regional Railroad Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

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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

SUBJECT: Request for Proposals for Central Corridor

DATE: June 1, 1992

In order to meet federal funding requirements for capital costs for light rail transit, an alternatives analysis/draft environmental impact statement is usually required. This region has agreed to prepare an alternatives analysis/draft environmental impact statement for the Central Corridor.

The previous work done by Ramsey and Hennepin County Regional Railroad Authorities and regional agencies will be the foundation for this work effort. Staff members of the Metropolitan Council, Minnesota Department of Transportation, Regional Transit Board and the county regional railroad authorities are preparing a request for proposals for consultant services to assist in the work effort. The request for proposals includes work on a surface alignment in downtown Minneapolis. A draft request for proposals is attached.

Lead agencies on the work effort will be Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority and the Minnesota Department of Transportation. Ramsey County's monetary contribution to the project will be in the form of staff time.

Recommendation:

A resolution authorizing issuance of the request for proposals consistent with the attached draft is provided for your consideration.

REQUEST FOR PROPOSALS
FOR
ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL
IMPACT STATEMENT
FOR THE
CENTRAL CORRIDOR
TWIN CITIES METROPOLITAN AREA

Dated: _____, 1992

DRAFT

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DRAFT

DRAFT

**REQUEST FOR PROPOSALS
FOR
ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL
IMPACT STATEMENT
FOR THE
CENTRAL CORRIDOR**

PART I INTRODUCTION

The Minnesota Department of Transportation ("Mn/DOT"), Hennepin County Regional Railroad Authority ("HCRRA") and Ramsey County Regional Railroad Authority ("RCRRA") are jointly soliciting proposals for consulting services to prepare an Alternative Analysis/DEIS on the Central Corridor and to undertake Preliminary Design (10% engineering) for downtown Minneapolis. These three governmental units will be referred to as joint lead agencies in this RFP.

The Central Corridor runs from the Convention Center in downtown Minneapolis to the Union Depot area in downtown St. Paul. Major trip generators include the two downtown areas and the University of Minnesota.

A scoping report will be prepared by the joint lead agencies prior to the alternatives report and the preparation of the DEIS. Additionally, it is important to note that the region has completed a substantial amount of work on transit studies, design and environmental review. A summary of previous relevant transit studies carried out in the Twin Cities is found in Attachment A.

The AA/DEIS will define the physical, operational, economic and financial characteristics of various transit alternatives in the corridor. It will also provide an analysis of environmental impacts for each alternative, including air quality, noise, water quality, energy, historic and economic impacts. The preliminary design work will include the generation of a preferred alignment in downtown Minneapolis consistent with the previously developed Step I I-35W System and HCRRA System Northeast corridors and 10% engineering in the selected alignment.

Preliminary Design represents about 10 percent of the total engineering and design effort and includes a general definition of the LRT horizontal and vertical alignment, station platform locations, general limits of construction, the relationship of LRT to the street system, and feeder bus plan. Preliminary design plans are approved by the HCRRA, the City of Minneapolis and the RTB. The Metropolitan Council approves the plans for consistency with the transportation policy plan.

This RFP will summarize the current status of work in the Central corridor and give a project overview in Part Two. Part Three will discuss the joint lead agencies responsibilities; Part Four will describe the project schedule; Part Five will describe

the required scope of services. Finally, Part Six will describe the consultant selection process.

PART II Current Status of Project

A. Definition of Terms

The following terms are used in the description of the status of the project.

MIDWAY CORRIDOR - A Corridor between Oak/Washington just east of the University of Minnesota and downtown St. Paul.

UNIVERSITY CONNECTOR - A corridor between 2nd Street and Park Avenue (Whitney Hotel) and Oak/Washington.

CENTRAL MINNEAPOLIS - A corridor between I-35W/29th Street and 2nd Street/Park Avenue.

DOWNTOWN MINNEAPOLIS - A corridor between the Convention Center area and 2nd Street/Park Avenue.

DOWNTOWN ST. PAUL - A corridor between 11th Street/I-94 and the Union Depot area.

CAPITOL AREA - A corridor between Marion/I-94 and 11th Street/I-94.

CENTRAL CORRIDOR - A corridor between the Convention Center area in downtown Minneapolis to the Union Depot area in downtown St. Paul.

HCRRA STATE 1 SYSTEM - (To be added by HCRRA)

B. Current Status

Table 1 describes the work completed on the Central Corridor. Additionally it should be noted that Mn/DOT nears completion of the Draft EIS for reconstruction of the I-35W, including an LRT alternative from 29th Street in Minneapolis to Burnsville Center.

(Table I)

**STATUS OF CURRENT PLANNING, DESIGN AND ENGINEERING
ACTIVITIES IN CENTRAL CORRIDOR**

ACTIVITY	STATUS AS OF MAY 15, 1992
Preliminary Design for Midway Corridor	Design activities completed; not all required community meetings held; not all RRA approvals completed.
State EIS for Midway Corridor	DEIS/Public hearing completed; FEIS on hold, awaiting completion of Preliminary Design and definition of the relationship to the federal EIS.
Preliminary Engineering for Midway Corridor	In process, with approximately 33% complete; capital cost update is current major work activity.
Preliminary Design for University Connector	Complete for short tunnel and Soo Line connector (approved preliminary design alignment).
Preliminary Engineering for University Connector	Work has stopped; new tunnel alignments were studied, no conclusions were reached.
Preliminary Design for Central Minneapolis	Complete for tunnel
State EIS for HCRRA Stage I System	DEIS/Public hearing completed, very little activity on FEIS; awaiting resolution of design issues at the University and in downtown Minneapolis, and definition of the relationship to the federal EIS.
Preliminary Engineering for Central Minneapolis	Work stopped on tunnel design last fall; no work being completed on the above ground alignment.
I-94 Environmental Clearance	Midway Corridor State DEIS was used as EA for project and public hearing was held at same time on DEIS hearing; no FONSI issued.

PART III JOINT LEAD AGENCIES' RESPONSIBILITIES

Mn/DOT, HCRRA and RCRRA are joint lead agencies for the AA/DEIS of the Central Corridor and preliminary design of Downtown Minneapolis. Staff from these three bodies will comprise the Project Management Team; and Mn/DOT will enter into the contract with the selected consultant. Additionally, staff from the Metropolitan Council, the Regional Transit Board, the Metropolitan Transit Commission and the affected cities will provide necessary information and related studies.

The Project Management team is responsible for the overall direction of the project and will conduct the following activities:

- Provide overall direction for project management.
- In coordination with the city of Minneapolis staff, the Project Team will select the alternative system alignments to be studied in the preliminary design for downtown Minneapolis. There will be no more than three alternatives given to the consultant for comparative analysis.
- Provide a project manager.
- Attend regularly scheduled project meetings.
- Attend meetings with interested agencies, groups and individuals.
- Set required policy direction or obtain the appropriate policies.
- Provide guidance in the development of study products and provide review and comment on study products.
- Assist in obtaining required base information for the project.
- Address contaminated soil issues.
- Administer the consultant contract and process payment invoices.

It should also be noted that the joint lead agencies will be establishing a Corridor Management Committee to provide a mechanism for participation by the seven metropolitan regional railroad authorities, the regional agencies, the affected cities and the University of Minnesota. This committee will advise the joint lead agencies on issues related to the AA/DEIS.

PART IV PROJECT SCHEDULE

The joint lead agencies expect the consultant to complete this project within twelve months. Time is of the essence. Specifically, the joint lead agencies expect the consultant to meet the following schedule.

	<u>Completion Date</u>
1. Development of Alternatives and Methodology	
2. Analysis and Refinement of Alternatives	
3. DEIS Preparation	1/1/93
4. Selection of Preferred Surface Alignment in Minneapolis	11/15/92
5. Preliminary Design Plans	3/31/93
6. Selection of Locally Preferred Alternatives	April/May/93

PART V REQUESTED SERVICE

This project has two principal tasks, including:

1. Preparation of an AA/DEIS meeting FTA requirements, including:
 - a. Development of Alternative and Analysis Methodologies
 - b. Preparation of an Origin/Destination Study
 - c. Analysis and Refinement of Alternatives
 - d. DEIS preparation
 - e. Selection of a Locally Preferred Alternative
2. Completion of preliminary design for an at-grade alignment alternative for downtown Minneapolis, including:
 - a. Selection of preferred alignment
 - b. Preliminary Design Plan for preferred alignment alternative
 - c. Related studies

Each task will involve project administration and public participation activities, as described in the Tasks outlined in Appendix B.

As noted in the Introduction, substantial work has been completed in the region that will aid in the preparation of the AA/DEIS. These studies are listed in Appendix A. As a result of this work, much of the work to be provided by the consultant will be to re-format existing studies and to supply missing elements as necessary to meet FTA requirements. Additionally, the consultant will assist with negotiating with FTA to expedite the process. The final scope of work will be refined in the contract negotiations with the consultant.

The scoping process will be conducted by the joint lead agencies. The consultant involvement in this activity will be limited to providing documentation concerning the methodology to

be used in the alternatives analysis. Such documentation will be based upon the information contained in the proposal submitted by the consultant, the scope of services included in the contract signed by the consultant and Mn/DOT, and a study design to be prepared by the consultant, upon signing the contract, as the first task.

The alternatives and sub-alternatives to be considered will be part of the scoping report and will be generally known at the time of the execution of the contract with the consultant. Some changes, though, could be introduced as a result of the scoping meeting.

The technical studies regarding the physical, operation, economic, financial and environmental characteristics of the various transit alternatives will result in the preparation of reports to be reviewed and approved by FTA as the analysis develops. Information collected for the HCRRA Stage 1 DEIS and Preliminary Design and the Midway Corridor DEIS and Preliminary Design shall be used in the preparation of the AA/DEIS. The consultant will be largely responsible for the preparation of the technical reports with the exceptions outlined in the description of the tasks. Prior to the actual preparation of technical studies, a specific methodology for some of the tasks will have to be prepared and submitted to FTA for approval.

Once the technical reports are completed, the consultant will be responsible for the preparation of the DEIS and will be involved in its processing as well as in the selection of the preferred alternatives in each corridor. The consultant should make provisions in the proposal for adequate resources to inter-relate with the Project Management Team and the citizens advisory committees, including the Corridor Management Committee.

PART VI CONSULTANT SELECTION PROCESS

A. Schedule

The Project Management Team will select a consultant in accordance with the following schedule:

	<u>Date</u>
1. Issuance of RFP	June 15, 1992
2. Pre-Bid Conference	June 22, 1992
3. Proposals Due	July 10, 1992
4. Oral Presentations	July 16, 1992
5. Consultant Selection	July 28, 1992
6. Contract Execution	August 28, 1992
7. Start Date	September 1, 1992

B. Project Costs

It is anticipated that the requested services will be funded by a FTA grant. As a guide to proposers in assessing the scope of professional services sought, a maximum total project cost of \$1,000,000 is the cap for contractual services including both professional fees and expenses. Payment schedules will be negotiated prior to contract award. An appropriate retainage will be required to assure acceptable results and timely completion of all project tasks.

C. Proposal Contents

To aid in timely, effective review of all proposals, it is requested that such respondent closely follow the format provided below. Proposal text shall be limited to ___ single sided pages. Supporting tables, graphics, staff resumes, Federal forms 254 and 255, and technical references are not included in this limit. Additional information, such as company literature, may be included in the submittal but should be provided as attachments to the proposal, not as part of the proposal text. All proposals should include the following information:

1. Cover Letter - Introduce the lead consultant submitting the proposal, including the name and address of the contact person(s) representing the same and also names of other firms or individuals participating in the proposal.
2. Introduction - Restate RFP objectives and tasks to demonstrate the respondent's view and understanding of the project.
3. Experience and Qualifications - Identify the general background, structure and organization, and available resources in personnel/experience/information systems of the participating firm or firms. Federal Form 254 and 255 shall be used for this purpose. List at least three client references for whom the consultant has performed services similar to those described in the RFP within the past 5 years. Additional information should be included to demonstrate competence and performance ability in similar projects. The project manager and other members of the project team should be identified. The respondent should identify personnel along with a description of which project tasks each will be responsible for, and relevant detail of their training and experience. The persons proposed must be available to perform the work described in the proposal. The consultant project manager must be available in a local office during the project period.

4. Proposed Work Plan and Approach - Discuss specific project tasks, including suggested refinements, with a brief outline of the recommended approach(es) to be taken. The scope of consultant work necessary to achieve desired results should be identified. Specific techniques and methodologies should be included in this section.
5. Project Timeline - Clearly identify anticipated timeframes for each project task. Significant departures from that indicated in the RFP should be noted with an explanation of those changes.
6. Project Budget - Itemize person hours, applicable classifications and hourly billing rates along with anticipated charges for equipment, materials and other expenses for each project task. The itemization shall be comprehensive, delineating in detail costs relating to professional services required for completion of each task. Anticipated out of pocket expenses shall be listed separately for each task. A total project cost shall be established.
7. Professional Services Agreement - To aid in proposal evaluation and preparation of a draft agreement, it is requested that the consultant include a sample of professional services agreement with the proposal documentation.

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

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

- 1) Agreement Introduction
- 2) Basic Services of the Consultant
 - a) General
 - b) Work Plan Tasks
- 3) Additional Services of the Consulting Firm
- 4) Joint Lead Agencies/ Responsibilities
- 5) Period of Services
- 6) Payments to the Consultant
- 7) General Considerations/Provisions
- 8) Signature Block

Appropriate language will be added to document the specific nature and scope of services, costs,

responsibilities and liabilities of each party. Additional areas of concern may be incorporated, subject to mutual agreement between parties.

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

Proposals should be complete and concise.

D. Evaluation

All proposals received by the deadline will be evaluated by a selection panel comprised of regional representatives. All proposers will be given an opportunity to make an oral presentation to the selection panel. The presentation should consist of a 20 minute presentation, immediately followed by a question and answer session. The question and answer session shall be approximately 25 minutes.

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

- Expressed understanding of project objectives and work tasks
- Demonstrated understanding of the AA/DEIS process
- Firm qualifications - structure and organization, general background and reputation, readily available resources in personnel/experience/information systems, including financial and technical resources, compliance with public policy, and demonstrated competence and performance ability in similar projects
- Personnel qualifications - education, experience, and reputation of staff members assigned to the project
- Detail and quality of proposed work plan, schedule, and anticipated products
- Detail and reasonableness of cost estimates, service charges and unitized billing rates
- Quality of presentation - verbal skills, time management responses to questions, etc.

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

E. Special Conditions

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

1. Limitations

The joint lead agencies will not be responsible for any costs incurred by applicants in preparing proposals. If addendums are needed, all recipients of the original RFP will be notified. If clarifications are needed, joint lead agencies reserve the right to notify individual respondents to the RFP. The joint lead agencies may or may not accept the lowest cost proposal. The joint lead agencies reserve the right to reject any or all proposals.

2. Independent Price Determination

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

3. Payment for Services Purchased

A contract will be executed between the successful applicant(s) and Mn/DOT.

4. Reimbursement/Payment

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

F. Submission of Proposals

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

Minnesota Department of Transportation
Attn: Randy Halvorson
815 Transportation Building
Saint Paul, Minnesota 55155

no later than noon on Friday, July 10, 1992. Late proposals will not be considered.

G. Department Contacts

Questions concerning the RFP and submittal requirements should be directed to Randy Halvorson, Minnesota Department of Transportation, 815 Transportation Building, St. Paul, Minnesota 55155, (612) 296-1615.

Appendix B

Work Tasks

1. Project Administration

1.1 Project Management

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

1.2 Work Authorization/Schedule

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

1.3 Subcontracting

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

1.4 Quality Assurance

The Consultant will define and implement a quality assurance program for the AA/DEIS and Preliminary Design phases of the program.

2. AA/DEIS

Once the scoping report is prepared, the following tasks will have to be completed.

2.1 Technical Studies

2.1.1 Study Design

A study design will be prepared to describe in detail the work to be accomplished during the AA/DEIS. It will be based upon the proposal submitted by the consultant and modified as deemed necessary during the contract negotiation. The study design will also be consistent with the approach, assumptions, alternatives, and issues defined in the preliminary scoping report. Changes to the preliminary scoping report might be necessary after the preparation of the study design because of public comments. These changes might require some adjustments to the study design at a later date.

Subtasks for the study design will be:

- a. Preparation of a detailed flowchart diagram of the study including personnel requirements and a time line.
- b. Review of available information relevant to the study in close cooperation with the participating agencies.
- c. Preparation of a "mock-up" of the AA/DEIS report in conformance with current federal regulations.
- d. Refinement of study goals and objectives as outlined in the scoping report and the preparation of a memorandum detailing the purpose and needs of the study.
- e. Preparation of four FTA required detailed methodology reports for approval by FTA prior to beginning of specific task work:
 - Evaluation methodology
 - Citizen participation process
 - Detailed engineering methodology, including cost estimation techniques, to be used in alternatives definition.
 - Travel forecasting methodology.

2.2. Origin/Destination Study [To be filled in by Mn/DOT]

2.3 Detailed Definition of Alternatives

Technical reports will be prepared to specifically describe the alternatives to be analyzed. Alternatives will likely include the "Do-Nothing" Alternative, the Comprehensive TSM Alternative, and the Build Alternatives identified in the Scoping Process. The Build Alternatives will include one Light Rail Transit (LRT) option and one busway option.

2.4 Land Development Plan

The impact of various transit alternatives on land development and redevelopment plans is of great importance for the participating local units of governments and could influence the financial feasibility of any major capital improvement project. The staffs of the affected municipalities, particularly Minneapolis and St. Paul, and the Metropolitan Council will provide available information and support to the development of this Task. The consultant, however, is expected to provide the methodology for determining land development implications and to develop projections for employment, housing units and population growth.

This plan will include likely land development based on forecasts of land use changes, relocations, possible development incentives, and the expected level of demand in the corridor. Particular emphasis will be placed upon the analysis of land development potential in the two downtown areas and at selected stops along the corridors as a result of implementing various transit alternatives. The plan will be presented in a technical report.

2.5 Patronage Forecasts

The development of reliable patronage forecasts sensitive to differences among alternatives will be a critical task of the alternatives analysis. **[Work summary and needs - to be added by Metropolitan Council]**

2.6 Transit Operations Plans **[To be reviewed and revised to reflect MTC work in Coordination Plan]**

A technical report will be prepared detailing transit operating plans for each alternative considered in the alternatives analysis. This report will be closely related to the definition of alternatives performed under task 2.2 and the patronage forecasts under task 2.4. The plans will be developed to the level of detail required to make accurate estimates of capital and operating costs and of environmental impacts. The report will describe proposed transit routes, stops, headway hours of operation for the line-haul, as well as the necessary access modes, fare collection, integration with other modes, and the interconnection/integration with other corridors. Operating plans for each alternative will be validated against existing ridership. The results of this task for each alternative will be:

2.6.1 A detailed service plan description (vehicle, manpower, energy requirements. . .) for the line-haul transit options

2.6.2 A proposed circulation plan for the two downtown areas, including the interconnection/integration with the preferred alternative in other corridors

2.6.3 A proposed service plan for access modes

2.7 Capital, Operating and Annual Cost Analysis [To be reviewed and revised to reflect RTB work to date]

The capital and operating and maintenance cost estimates for each alternative will be presented in a technical report. The report will also include an analysis of estimated total annual cost. Each value, or range of values, of variables used in the cost analysis (unit costs, project life, discount rate, inflation rate, etc.) will be documented. Results will be stated in terms of lowest likely cost, most probable cost and highest likely cost.

2.8 Financial Plans

The purpose of this task will be to determine the financial feasibility of each transit alternative. A technical report will be prepared to describe possible means of funding the proposed alternatives. The potential for joint development and value capture techniques along the corridor will be analyzed. The report will describe applicable federal, state and local policies and capabilities. Most likely funding sources will be identified and a specific funding plan developed.

2.9 Environmental Impacts

Technical reports will be prepared which address specific areas of concern identified in the Scoping Process or in subsequent stages of the project. It is expected that, at a minimum, technical reports will be prepared covering:

- Air quality impact
- Noise and vibration impact
- Water quality impact
- Wetland impact
- Energy impact
- Land use and neighborhood impact
- Parkland impact
- Historic features and aesthetic impact
- Economic impact

The results of this task will be used by the consultant in the preparation of the DEIS.

2.10 Evaluation of Alternatives

The evaluation of the various alternatives considered will be carried out by examining the impacts presented in preceding tasks from five perspectives:

- Effectiveness in meeting the goals of the project (e.g., marginal cost per new passenger. . .)
- Efficiency or productivity of the proposed investments
- Equity (with respect to various population subgroups)
- Availability of financial resources
- Trade-offs associated with each alternative

2.11 Prepare Preliminary Draft EIS

The consultant will be responsible for the development of this task. It will entail the following sub-tasks:

2.11.1 Prepare preliminary draft EIS, including purpose of and need for the action, alternatives considered, description of the affected area, environmental consequences, and a cost-effective evaluation.

2.11.2 Review of Preliminary DEIS

The preliminary Draft EIS will be reviewed by the Project Management Team. Appropriate revisions to the preliminary DEIS will be made. The consultant will be responsible for the presentations and for the needed revisions.

2.12 Processing Draft EIS

This task will be carried out cooperatively by the consultant and the joint lead agencies. The following subtasks will be developed:

2.12.1 Review the preliminary DEIS with FTA and gain approval for distribution.

2.12.2 Distribute the DEIS to federal/state/local agencies and the public. FTA will file notice of public availability in Federal Register.

2.12.3 Hold public hearing.

2.12.4 Prepare transcript of hearing.

2.13. Select and Document Preferred Alternative

2.13.1 Preferred Alternative

The joint lead agencies will recommend a preferred alternative after evaluation of the information contained in the DEIS and the testimony given at the Public Hearing. The Project Management Team will document the reasons for the selection in a brief report.

2.13.2 Joint Lead Agencies Adoption of Preferred Alternative

The joint lead agencies will review the staff recommendation, solicit advice from the Corridor Management Committee and formally adopt a preferred alternative for the study area.

2.13.3 Review the Preferred Alternative with FTA.

The selection of the preferred alternative will be transmitted to FTA.

2.14. FTA Decision on Project

Provide required information to FTA in their decision on proceeding to preliminary engineering. The consultant will provide limited support to the participating agencies in this task.

3. Preliminary Design for Downtown Minneapolis

3.1 Alternative Comparative Analysis

3.1.1 The purpose of this task is to analyze the selected alignment alternatives using the following parameters:

- Station locations including preliminary patronage based upon service areas.
- LRT operations and travel times.
- Traffic operation impacts.
- Parking impacts.
- Access to adjacent business/buildings.
- Bus operations.
- Construction impacts.
- Development potential/impacts.
- Cost.

The at-grade alternative southern termini, including connections to the I-35W South, Southwest and Hiawatha corridors, shall be in the vicinity of Third Avenue and I-35-W; the northern termini shall be at Second Street

South and Portland Avenue connecting to the Central corridor; and in the vicinity of First Avenue North connecting to the Northwest and Northeast corridors.

3.1.2 Work Sessions

Work sessions will be held on a regular bi-weekly basis with city and HCRRA staff to allow informational exchanges and reaction to analysis as it is developed.

3.1.3 Prepare Final Report

A summary document on the findings and conclusions of the analysis. The report will include analytical information and key discussion points underlying the conclusions.

3.2 Operations

3.2.1 LRT Ridership

Up to five LRT ridership forecasts for various corridor and stand alone combinations are expected. Forecast variations could include:

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

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

3.2.2 Bus Service Planning

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

3.2.3 LRT Operations

The Consultant will use the operational plan developed in the HCRRA Stage I system with service headways described in the RTB Coordination Plan. Timetables, updated fleet sizing and operational simulation computer runs will not be required.

3.3 Corridor Civil Design

The Consultant shall use, wherever possible, existing CADD system database developed for HCRRA Stage I system. If alignment alternative selected does not lie within this mapping, HCRRA shall exercise one of the following options:

- Option 1: Obtain additional aerial photography and prepare national standard base mapping.
- Option 2: Add field survey data to supplement existing mapping, as needed.
- Option 3: Secure 1" = 100' scale photography from city of Minneapolis (similar to photography used in Stage I Preliminary Design).

3.3.2 Surveys

- Ground control needs for mapping, as required.
- Supplement mapping.

3.3.3 Guideway, Geometrics and Clearances

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

- Mathematize and document alignment geometry.
- Apply Stage I design criteria and typical sections.
- Prepare preliminary design drawings at 1" = 100' scale, showing track work geometrics, horizontal and vertical alignments.

3.3.4 Utilities

The Consultant shall use, wherever possible, existing data and/or as-builts previously obtained for the HCRRA system.

- Collect all existing as-built above and underground utility information along the proposed corridor.
- Direct field surveys to obtain field information for selected critical items.
- Prepare written utility report summarizing in detail the findings of the information search and critical construction impacts, if any that would exist along the proposed route.

3.3.5 Structures

Prepare preliminary type, size and location designs for all bridges and major retaining walls necessary for implementation of the selected system. Work would include:

- Identification of all existing and proposed walls, bridges, and major structures along the LTR corridors.
- Perform preliminary design studies of alternative structure types, reconstruction needs, foundations conditions, and structure span arrangements.
- Prepare plan and elevation of each structure showing critical clearances.

3.3.6 Street and Signal Modifications

The Consultant will be required to perform traffic impact analysis beyond what is normally considered Preliminary Design level. This analysis is necessary to understand the full traffic impacts resulting from an at-grade LRT implementation so as to address the concerns of the city and neighborhood groups. This analysis will include the following:

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

3.3.7 Interface with Mn/DOT

Coordinate interface of LRT with I-35W and redesign of the highway with the Minnesota Department of Transportation.

3.3.8 Design Criteria

- Review and coordinate with HCRRA Stage I Design Criteria.
- Produce additions resulting from the unique requirements of the Minneapolis downtown alignment.

3.4 Station Planning and Design

3.4.1 Station Location

Generalized station areas established in work element 2.0 will be used to more closely define station locations and alternative for the selected Minneapolis Downtown Alignment. This element will include:

- Identify platform and facilities within the station area.
- Prepare special layout for each station defining functional interface between station and adjacent development/infrastructure.

3.4.2 Station Design

The design of station facilities will have input from HCRRA, city of Minneapolis, neighborhood and civic groups, state and local agencies, and others with interest in the project.

3.4.3 Site Specific Design

Site plan for each station at 1" = 40' scale shall include the following:

- Station facilities
- Access points
- Adjacent land usage/building identification
- Track geometry/LRT envelope
- Skyway/building access

3.4.4 Design Criteria

- Review and coordinate with HCRRA Stage I Design Criteria.
- Produce addition resulting from the unique requirement of the Minneapolis downtown alignment.

3.5 Cost Estimate

3.5.1 Capital Cost Estimate

Capital cost estimate will be prepared at the conclusion of Preliminary Design. The estimate shall be consistent with HCRRA Stage I system estimate.

3.5.2 Operating/Maintenance Cost Estimate

Operating and Maintenance estimates will be prepared using the RTB cost model.

3.6 Agency Coordination

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

- Minnesota Department of Transportation
- Federal Highway Administration
- City of Minneapolis
- Regional Transit Board
- Metropolitan Transit Commission
- Metropolitan Council
- Federal Transit Administration
- Environmental Quality Board
- Utility Companies

4. Community Participation/Communication Program

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

- Meetings with neighborhood and community groups
- Meetings with Corridor Management Committee
- Meetings with a downtown advisory committee and downtown property owners
- Information presentation and support graphics

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 6/1/92
Authorized Signature Date

Board Action Requested

Report on light rail transit conference.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

Ed Blawie 6/2/92

County Attorney

D. M. Smith

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
June 9, 1992

Signature

Date

Board Date

Signature

Date

F. L. Blendenburg

6/3/92

John T. Finlèy, Chairman
District 3

Duane W. McCarty, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Conference on Light Rail Transit

DATE: May 31, 1992

I recently attended a Transportation Research Board conference in Calgary, Alberta, on light rail transit. The conference chair was David Minister, former staff member of the Regional Transit Board, and now with Kaiser Engineers. The Twin Cities representatives at the conference included: Ken Stevens (Hennepin County), Bob Winter and Mark Dierling (Mn/DOT), Stephanie Eiler (Regional Transit Board), Steve Wilson (Metropolitan Council), and Dick Wolsfeld (BRW).

The sessions mixed technical and general information. One session included a presentation by G. B. Arrington, staff of Tri-Met in Portland. He discussed how Portland went from no funding to \$1 billion in funding. Portland is currently planning an 18-mile Westside extension of their existing light rail line. The extension is planned to open in 1997.

Arrington said it is necessary to build desire in three ways: (1) politically, (2) in the corridor, and (3) in the community. Portland recognized that controversy would shift dollars away from the project. He said the transit agency shifted into a "political campaign mode," hammering away at the message. They conducted polls and focus groups to find out why people liked LRT and used those reasons to recommend funding. Portland had its first line, loved by the public, going for it. Rail is now more popular in Portland than building roads. Both candidates for the U.S. Senate from Portland argued about which one could do more for LRT. He said financing LRT requires more attention by the Tri-Met executive team than design of LRT. He said the project needs to be solid technically and politically, and a region should never fight its internal battles in Washington.

Page 2

Light rail transit is being constructed in Baltimore (opening 1992), St. Louis (opening 1993), and Denver (opening 1994).

Low floor vehicle technology is continuing to be studied. Vehicles are still in the experimental stages. With the advent of the Americans with Disabilities Act, Portland is considering how to provide light rail vehicles more accessible to its disabled population for its Westside line.

I found my notes from a previous conference held four years ago which indicated that Sacramento's LRT ridership was 13,000 per day. At this conference, it was stated that Sacramento's ridership is 24,000 per day.

Los Angeles completed its Blue Line LRT two years ago. The line extends into the area of recent civil disturbances, and the LRT system kept running through the time of upheaval. Los Angeles spend 49 cents per LRT rider on security measures.

You have previously toured Calgary's three LRT lines. Ridership on them continues to be strong, and the host city, as always, is willing to help others learn from its mistakes.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature] 6/1/92
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 27 to BRW, Inc. in the amount of \$199.06 for Phase I PE/EIS Studies for the Midway Corridor.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$199.06 for the period ending December 31, 1991, has been issued in accordance with contract provisions and Rail Authority Resolution No. R89-70. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable form and Partial Payment No. 27
 - 3) BRW, Inc. Invoice 64636

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

June 9, 1992

Board Date

Signature

6/3/92

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

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

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

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

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

WHEREAS, BRW, Inc. Invoice No. 64636, Partial Payment No. 27, 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 \$199.06 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: 5/21/92

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

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

1-2 3-7 8 9-14

3 CODE				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$199.06
				\$
				\$
				\$
				\$

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

4 PAY TO: *02207 \$199.06
8 First Name & Initial (NO PUNCTUATION) 9-22

BRW
Last Name or Company Name 23-52

(Name - Continued) 53-76

3
8 Address 9-32

City State 33-54 Zip Code 55-59 Soc Sec No _____
or
Fed Tax ID _____ 60-71

5 ON CHECK STUB PUT: 4 Inv. No. 64636; Partial 27; Phase I PE/EIS Midway Corridor
8 9-60

5 Agreement PA800; Acct. 59103-020102; 12/31/91
8 9-60

For Risk Management
Use Only

6 _____
8 Last Name First Name 9-24

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

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

Preparer's Signature /s/ Bette Kurysh

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

Authorized Signature [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

PAGE 1 OF 2 PAGES

PARTIAL PAYMENT NO.27

PREPARED BY: _____

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

ENTERED BY: _____

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 13 MAY 92

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

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

ACCOUNT NUMBER 59103-020102
TOTAL VALUE OF WORK CERTIFIED - 31 DEC 91
LESS RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	99.3%
	\$1,608,481.07
	\$15,000.00
	\$1,593,481.07
	\$1,593,254.87

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$226.20

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.

5/21/92 K. D. Spiegeler
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

5/20/92 Paul D. Wolfelt
DATE CONSULTANT

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

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

AMENDED CONTRACT AMOUNT \$1,619,758.00

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO.10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO.11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO.12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT NO.13	\$79,406.61	\$7,568.57	\$86,975.18
PARTIAL PAYMENT NO.14	\$212,654.63	\$24,921.94	\$237,576.57
PARTIAL PAYMENT NO.15	\$66,549.38	\$8,169.29	\$74,718.67
PARTIAL PAYMENT NO.16	\$56,447.50	\$1,557.15	\$58,004.65
PARTIAL PAYMENT NO.17	\$15,069.56	\$2,054.94	\$17,124.50
PARTIAL PAYMENT NO.18	\$7,344.85	\$946.99	\$8,291.84
PARTIAL PAYMENT NO.19	\$10,335.08	\$1,368.34	\$11,703.42
PARTIAL PAYMENT NO.20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT NO.21	\$10,761.83	\$640.45	\$11,402.28
PARTIAL PAYMENT NO.22	\$1,368.57	\$186.63	\$1,555.20
PARTIAL PAYMENT NO.22A	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.23	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.24	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.25	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.26	\$30,196.17	\$3,499.45	\$33,695.62
PARTIAL PAYMENT NO.27	\$199.06	\$27.14	\$226.20
PARTIAL PAYMENT TOTAL:	\$1,429,265.44	\$163,989.43	\$1,593,481.07

PAGE 1 OF 2 PAGES

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT:	\$1,619,758.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$1,593,481.07
AMOUNT REMAINING ON AGREEMENT	\$26,276.93

THIS BILLING PAST BILLING TOTAL TO DATE

RCRRA COST SHARE	\$199.06	\$1,442,465.44	\$1,442,664.50
RETAINAGE	\$0.00	\$13,200.00	\$13,200.00
AMOUNT DUE	\$199.06	\$1,429,265.44	\$1,429,464.50
HCRRA COST SHARE	\$27.14	\$165,789.43	\$165,816.57
RETAINAGE	\$0.00	\$1,800.00	\$1,800.00
AMOUNT DUE	\$27.14	\$163,989.43	\$164,016.57

TOTAL WORK CERTIFIED	\$1,608,481.07
TOTAL PAYMENT	\$1,593,481.07
TOTAL RETAINAGE	\$15,000.00
TOTAL PAYMENT	\$226.20

PREV RETAINAGE	\$15,000.00
----------------	-------------

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

CHECK	\$0.00
CHECK	\$0.00



BRW INC.

Planning
Transportation
Engineering
Urban Design

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

Minneapolis
Denver
Phoenix
Tucson
San Diego
Seattle
Orlando

INVOICE
64636

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

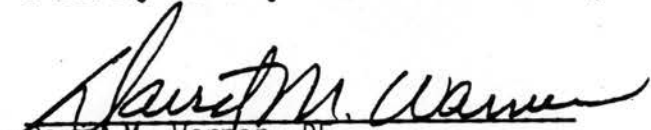
JOB NO: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
62-9010, 26-9001
through 26-9003

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

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

AGENCY	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
Ramsey County RRA	\$ 199.06	\$ 1,443,340.20	1,443,539.26
o Less 5% Retainage	\$ 9.96	\$ 72,167.66	\$ 72,177.62
o Due This Billing	\$ 189.10	\$ 1,371,172.54	1,371,361.64
Hennepin County RRA	\$ 27.14	\$ 165,640.77	\$ 165,667.91
o Less 5% Retainage	\$ 1.35	\$ 8,282.62	\$ 8,283.97
o Due This Billing	\$ 25.79	\$ 157,358.15	\$ 157,383.94

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


David M. Warner, PE
Senior Associate

RCRRRA

199.06	1,442,465.44	1,442,664.50
-0-	13,200.00	13,200.00
199.06	1,442,465.44	1,442,664.50

Basis of payment is
reduction of retainage
to \$15,000.00 RCRRRA
share \$13,200.00; HCRRRA
share \$1,800.00

HCRRRA

27.14	165,789.43	165,816.57
-0-	1,800.00	1,800.00
27.14	163,989.43	164,016.57

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

WORK TASK	JOB NUMBER	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937 62-8944,62-9009 26-8956,26-9002	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938 62-9004,62-9010 26-9001,26-9003	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015,26-9007	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
12 WORK PROGRAM - PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
13 CAPITOL AREA TUNNEL	26-9005,41-9023 62-9029	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
14 DOWNTOWN AREA TUNNEL	26-9004, 41-9022 62-9016	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
15 RIDERSHIP UPDATE	41-9061	\$226.20	\$0.00	\$226.20	88%	\$199.06	12%	\$27.14
TOTAL		\$226.20	\$0.00	\$226.20		\$199.06		\$27.14

294, 295.

DECEMBER 31, 1991
SERVICE NO. DRAFT
JOB NO. 04139.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

CIVIL ENGINEER DRAFT

JOB NO. 04139.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
HEINER, CHRISTIAN	1.0	14.20	14.20
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.5	41.60	104.00
SR. ASSOCIATE			
WERNER, DAVID	1.0	78.00	78.00
TOTALS	4.5		226.20

TOTAL LABOR 226.20

TOTAL THIS JOB \$ 226.20

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Ratify Partial Payment No. 6 to BRW, Inc. in the amount of \$116,868.07 for Midway Corridor Phase II Preliminary Engineering.
Authorized Signature	Date	
		<u>ACTION IS REQUESTED</u>

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting 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 \$116,868.07 for the period ending February 29, 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. 6
 - 3) BRW, Inc. Invoice No. 65131 and attachments

Budgeting and Accounting <i>Ed Gault</i> 6/2/92		Date / Time Received By
County Attorney <i>Don Mac Miller</i>		
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
June 9, 1992	<i>F. L. Glendinning</i>	6/3/92
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Midway Corridor Phase II Preliminary Engineering studies; and

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 29, 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. 65131, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 29, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$116,868.07 for Ramsey County Regional Railroad Authority's share of services rendered through February 29, 1992, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 6

PREPARED BY: _____

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

ENTERED BY: _____

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: 27 APR 92

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

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

ACCOUNT NUMBER 59108-020102
TOTAL VALUE OF WORK CERTIFIED - 29 FEB 92
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	20.9%
	\$614,084.02
	\$28,679.03
	\$585,404.99
	\$453,963.75
	<u>\$131,441.24</u>

ALLOWABLE PAYMENT FOR THIS PARTIAL:

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

5/21/92 K. H. [Signature]
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

5/20/92 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$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	\$116,868.07	\$14,573.17	\$131,441.24
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:	\$520,884.51	\$64,520.48	\$585,404.99

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$585,404.99
AMOUNT REMAINING ON AGREEMENT	<u>\$2,354,595.01</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
65131

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: February 29, 1992
JOB NO:1362

INVOICE PERIOD: February 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/HCRRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 120,887.27	\$ 424,827.99	\$ 545,715.26
LESS RETAINAGE	<u>4,019.20</u> 5,953.25	<u>21,264.10</u>	<u>27,217.35</u> 5,283.20
DUE THIS BILLING	\$ 114,934.02	\$ 403,563.89	\$ 518,497.91
	<u>6,868.07</u>	<u>4,016.44</u>	<u>20,884.51</u>
HCRRRA	\$ 15,340.18	\$ 52,576.13	\$ 67,916.31
LESS RETAINAGE	<u>67.01</u> 766.90	<u>2,628.77</u>	<u>3,385.07</u> 95.83
DUE THIS BILLING	\$ 14,583.29	\$ 49,947.36	\$ 66,044.44
	<u>73.77</u>		<u>64,520.48</u>

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 RCRRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : NOVEMBER 1991
 FILENAME: 89003_1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$4,232.50	\$10,873.71	\$15,106.21	85%	\$12,840.27	15%	\$2,265.93
2.0 OPERATIONS PLAN	\$800.00	\$0.00	\$800.00	85%	\$680.00	15%	\$120.00
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
4.0 CIVIL ENGINEERING DESIGN	\$7,777.90	\$0.00	\$7,777.90	89%	\$6,922.33	11%	\$855.57
5.0 FACILITY DESIGN	\$22,689.35	\$4,421.65	\$27,111.00	90%	\$24,399.90	10%	\$2,711.10
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	\$8,552.75	\$3,528.43	\$12,081.18	90%	\$10,873.06	10%	\$1,208.12
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$1,590.00	\$2.50	\$1,592.50	90%	\$1,433.25	10%	\$159.25
11.0 COMMUNITY PARTICIPATION	\$835.00	\$13.00	\$848.00	90%	\$763.20	10%	\$84.80
RCRRRA COMMUNITY PARTICIP.	\$452.45	\$452.45	\$904.90	100%	\$904.90	0%	\$0.00
TOTAL	\$46,929.95	\$19,291.74	\$66,221.69		\$58,816.91		\$7,404.77

*Incorrectly
 Added twice
 using formula*

Memorandum



Date : April 20, 1992

To : Don Sobania

From : Dennis Probst

A handwritten signature in dark ink, appearing to read 'D. Probst', is written over the printed name.

RE : Invoice discrepancies

B R W INC.

Please find attached a corrected summary page for our February 29, 1992 invoice for Professional Services. We regret the mathematical errors which appeared on the copy previously sent.

In addition, please note that your check number 823727 for payment of our invoice number 64809 dated 1/31/92 has been received. The amount paid was \$ 429.83 over the invoice amount of \$157,230.08. The amount in question was part of an invoicing error from the November 1991 invoice #64389 in which the labor amount charged was also listed under the direct expenses column (see attached). This correction and corrected year to date amounts are listed on the revised invoice attached. The overpayment will appear as a credit on the March 1992 invoice.

If you have any questions or comments, please contact me at your earliest convenience.

Planning
Transportation
Engineering
Urban Design

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

Minneapolis
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Seattle

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

Memorandum



Date : March 6, 1992

To : Kathryn DeSpiegelaere

From : Dennis Probst *D.P.*

RE : ZGF retainage

ZGF has completed all the tasks included under their contract. They are requesting that, their retainage be released. BRW hereby further recommends payment of their contract in full.

The contract amount was \$40,500.00 and the retainage withheld was \$ 2,025.16. This retainage payment has been included in the February 1992 invoice. Please call if you have any questions or comments.

Planning
Transportation
Engineering
Urban Design

Thresher Square
700 Third Street So.
Minneapolis,
MN 55415
612/370-0700
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John C. Lynch
Paul N. Bay

PHL, INC.

FEBRUARY 29, 1992
INVOICE NO. 00001
JOB NO. 11628.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

MIDWAY PE AGENCY COORD

JOB NO. 11628.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	9.5	145.00	1,377.50
STAFF LEVEL II			
ALLEN, DAVID	0.7	35.00	24.50
TOTALS	10.2		1,402.00

TOTAL LABOR 1,402.00

TOTAL THIS JOB \$ 1,402.00

1204. 101.

EMERSON RD. 19867
JOB NO. 13628.01

MIDWAY PE SURVEYS/MAPPING

JOB NO. 13628.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL			
MICHAEL GARY	1.7	28.00	47.60
STAFF LEVEL IV			
HOLKER, THOMAS	16.5	35.00	578.00
STAFF LEVEL III			
SMITH, BEN	4.7	17.00	79.90
WHEELER, CHRISTOPHER	8.7	17.00	147.90
SUBTOTALS	21.1		373.40
STAFF LEVEL II			
WINTER, BARBARA JO	32.3	15.00	484.50
STAFF LEVEL I			
SECKER, RICHARD	18.0	16.25	292.50
FREERKS, JAMES	14.0	16.25	227.50
SUBTOTALS	24.0		420.00
TOTALS	59.3		8,741.75

TOTAL LABOR 8,741.75

TOTAL THIS JOB 8,741.75

MIDWAY PE GUIDENAV+TRACK

JOB NO. 13628.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

ORH, INC.

EMPLOYEE WELFARE
JOB NO. 10018-01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	40.5	145.00	5,872.50
SR. CONSULTANT			
APAKIAN, STEVEN	38.0	47.50	1,802.50
WITHERLAND, JOSEPH	37.0	47.50	1,757.50
SUBTOTALS	115.5		9,432.50
CONSULTANT I			
BLENN, JAMES	1.0	47.50	47.50
MANHEISSA, FREDRICK	31.0	47.50	1,472.50
SUBTOTALS	32.0		1,520.00
STAFF LEVEL IV			
SANDERS, TOM	35.0	45.00	1,575.00
STAFF LEVEL II			
JOHN, TODD	1.0	25.00	25.00
JOHN, KHALI	5.0	25.00	125.00
SUBTOTALS	6.0		150.00
TOTALS	150.5		12,700.00

TOTAL LABOR \$ 12,700.00

TOTAL THIS JOB \$ 12,700.00

TELEPHONE

MIDWAY RE UTILITIES

JOB NO. 10018-05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	9.5	145.00	1,377.50
CONSULTANT I			
LAYER, JULIE	0.4	47.50	19.00
TOTALS	9.9		1,396.50

WAL 1801

INVOICE NO. 14461
JOB NO. 11421-01

TOTAL LABOR 1,175.00

TOTAL THIS JOB 1,175.00

MIDWAY RE BUILDING STAGE

JOB NO. 11421-03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JANUARY 29, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	145.00	145.00
TOTAL LABOR			145.00

TOTAL THIS JOB 145.00

MIDWAY PERIOD-OF-WAY

JOB NO. 11421-05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.5	145.00	217.50
CONSULTANT I			
WANNENGA, FREDRICK	1.0	47.50	47.50
TOTALS	2.5		265.00
TOTAL LABOR			265.00

TOTAL THIS JOB 265.00

CRM, INC

INVOICE NO. 00007
JOB NO. 10029.1

MIDWAY PE STREET, SIGNAL

JOB NO. 10029.2

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	10.5	145.00	1,522.50
TOTAL LABOR			1,522.50

TOTAL THIS JOB \$ 1,522.50

MIDWAY PE STREET/CHINA ITS

JOB NO. 10029.3

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.0	145.00	870.00
CONSULTANT I			
LAYER, JULIE	0.4	47.50	19.00
STAFF LEVEL II			
ROBERTS, SUSAN	0.7	20.00	14.00
TOTALS	7.1		903.00
TOTAL LABOR			903.00

TOTAL THIS JOB \$ 903.00

ERM, INC.

TRWIDE RD. DRAFT
JOB NO. 13422.71

MIDWAY RE RECTRT/230 STD

JOB NO. 13422.71

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
WENTZELSON, JERRY	12.7	39.00	495.30
TOTAL LABOR			495.30

TOTAL THIS JOB \$ 495.30
=====

MIDWAY RE SAVOUX ST ALER

JOB NO. 13422.71

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
CANDERS, TOM	5.0	45.00	225.00
STAFF LEVEL II			
JOHNSRUD, LARRY	23.8	35.00	833.00
TOTALS	28.8		1,058.00

TOTAL LABOR 1,058.00
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TOTAL THIS JOB \$ 1,058.00
=====

ADM. EXP.

INVOICE NO. 13427
JOB NO. 13423.81

MIDWAY RE COMMUNITY PART

JOB NO. 13425.96

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PERSONAL			
WOLFELD, RICHARD	6.0	120.00	720.00
TOTAL LABOR			720.00
TOTAL THIS JOB			720.00

MIDWAY RE COMMUNITY PART

JOB NO. 13423.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
CULBURN, ELIZABETH	3.0	57.50	172.50
CONSULTANT I			
ANDERSON, BETTY	3.0	47.50	142.50
MOLITOR, LINDA	0.5	47.50	23.75
STUBBS, ROBERT	9.0	47.50	427.50
SUBTOTALS	12.5		593.75
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	29.0	45.00	1,305.00
STAFF LEVEL III			
BEVER, SINA	0.7	37.50	26.25
WICKLUND, DAVID	1.5	37.50	56.25
SUBTOTALS	2.2		82.50

GRN, INC.

INVOICE NO. 00001
JOB NO. 13428.01

STAFF LEVEL V

CARTER, DAVID	0.3	55.00	16.50
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TOTALS	47.2		1,181.25
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TOTAL LABOR 1,181.25

TOTAL THIS JOB 1,181.25

WIDMAY RE PROJECT 4801

JOB NO. 1361.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1971

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WELSFELD, RICHARD	10.3	145.00	1,492.50

CONSULTANT I

ANDERSON, BETTY	1.0	47.50	47.50
MINIKER, CHRISTIAN	132.7	47.50	6,304.25
LAVEN, JULIE	4.3	47.50	203.75
MOLITER, LINDA	1.4	47.50	66.50
THATCHER, JENNIE	12.3	47.50	584.25
SUBTOTALS	151.7		7,106.75

STAFF LEVEL IV

PATRICK, CHRISTOPHER	1.0	45.00	45.00
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STAFF LEVEL III

BEVER, SIMA	0.7	37.50	26.25
HENDERSON, VARE	1.5	37.50	56.25
SUBTOTALS	2.2		82.50

STAFF LEVEL II

HARRICK, CLAUDIA	1.5	35.00	52.50
HAWKINSON, TOM	4.5	35.00	157.50
ROBERTS, SUSAN	0.5	35.00	17.50
SUBTOTALS	6.5		227.50

STAFF LEVEL V

CARTER, DAVID	2.0	55.00	110.00
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TOTALS	153.7		11,772.00
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SRM, INC.

INVOICE NO. 08A7

JOB NO. 15629.01

TOTAL LABOR 10,092.00

TOTAL THIS JOB \$ 10,092.00

MIDWAY PE RIDERSHIP POST

JOB NO. 15629.11

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	19.5	30.00	585.00

TOTAL LABOR 585.00

TOTAL THIS JOB \$ 585.00

MIDWAY PE STREET/SIGNAL

JOB NO. 15629.17

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
RUSCO, BRENT	116.0	57.50	6,670.00
CONSULTANT I			
CULLEN, SANDRA	0.5	47.50	23.75
GREEN, ROBERT	17.0	47.50	807.50
SUBTOTALS	17.5		831.25

STAFF LEVEL II

HAWKINS, TOM	1.4	35.00	49.00
ROBERTS, CUCAR	6.6	35.00	231.00

SRM, INC.

INVOICE NO. 13628.01
JOB NO. 13628.01

SUBTOTALS	10.0		350.00
SR. ASSOCIATE			
PRESTON, HOWARD	0.0	70.00	200.00
STAFF LEVEL 9			
BARTEL, DAVID	0.0	55.00	102.50
TOTALS	10.0		352.50

TOTAL LABOR 352.50

TOTAL THIS JOB \$ 352.50

HIGHWAY PE STATION AREAS

JOB NO. 13628.00

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
CHOLUCHOWSKI, PETER	2.0	50.00	100.00
		TOTAL LABOR	100.00

TOTAL THIS JOB \$ 100.00

HIGHWAY PE DWNT STP MALL

JOB NO. 13628.00

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			

WMA, INC.

INVOICE NO. DRAFT
JOB NO. 13628.01

HELSFELD, RICHARD	11.5	145.00	1,657.50
SR. ASSOCIATE			
CHOLUCHENSKI, PETER	2.0	90.00	180.00
TOTALS	13.5		1,837.50

TOTAL LABOR 1,837.50

TOTAL THIS JOB \$ 1,837.50

MIDWAY PE 40507/230-070

JOB NO. 13628.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1991

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
HELSFELD, RICHARD	5.5	145.00	797.50
SR. ASSOCIATE			
HEPPELMANN, TONY	4.0	90.00	360.00
TOTALS	9.5		1,157.50

TOTAL LABOR 1,157.50

TOTAL THIS JOB \$ 1,157.50

MIDWAY PE RAVOUX ST ALGM

JOB NO. 13628.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

SRM. INC

TRAVELER M. CRAFT
JOB NO. 13625.01

	HOURS	RATE	AMOUNT
ASSOCIATE			
CRIDER, DEREK	1.2	30.00	36.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.0	45.00	90.00
STAFF LEVEL II			
HARRICK, CLAUDIA	0.8	35.00	28.00
TOTALS	4.0		154.00

TOTAL LABOR 154.00

TOTAL THIS JOB \$ 154.00

MIDWAY PE COUNTY PARKED

JOB NO. 13625.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALUS, BRIAN	8.0	90.00	720.00

TOTAL LABOR 720.00

TOTAL THIS JOB \$ 720.00

MIDWAY PE STATION AREAS

JOB NO. 13625.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

BRM, INC.

INVOICE NO. DRAFT
JOB NO. 13618.01

	HOURS	RATE	AMOUNT
STAFF LEVEL III NICKLUND, DAVID	5.0	37.50	187.50
TOTAL LABOR			187.50
TOTAL THIS JOB \$			187.50

MIDWAY PE STATE SITE 0 0

JOB NO. 13620.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I BEHRINGER, CHRIS	4.5	47.50	113.75
STAFF LEVEL IV RAMBERG, JEFF	111.0	45.00	4,995.00
STAFF LEVEL III SEVER, SINA	0.8	37.50	30.00
NICKLUND, DAVID	1.5	37.50	56.25
SUBTOTALS	2.3		86.25
TOTALS	117.8		5,295.00
TOTAL LABOR			5,295.00
TOTAL THIS JOB \$			5,295.00

MIDWAY PE STATE STRUCTS

JOB NO. 13620.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

DRM, INC.

INVOICE NO. DRAFT
JOB NO. 11628 01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALNS, ARIJS	3.0	70.00	210.00
TOTAL LABOR			210.00

TOTAL THIS JOB 4 210.00

MIDWAY RE BIRTH STP MALL

JOB NO 11628 01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
AMUNDSEN, CRAIG	2.0	145.00	290.00
STAFF LEVEL IV			
RAMBERG, JEFF	29.0	45.00	1,305.00
STAFF LEVEL III			
SEVER, GINA	1.3	37.50	48.75
ELLINGSON, RITCH	2.2	37.50	82.50
HENDERSON, JAKE	1.3	37.50	48.75
WICKLUND, DAVID	50.0	37.50	1,875.00
ZIMMERMAN, MARK	1.0	37.50	37.50
SUBTOTALS	56.1		2,103.75

STAFF LEVEL II

HARRICK, CLAUDIA	2.0	35.00	70.00
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SR. ASSOCIATE

PAKALNS, ARIJS	113.0	90.00	10,170.00
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STAFF LEVEL V

BLANKENSHIP, TIMOTHY	2.0	55.00	110.00
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TOTALS	204.1		14,048.75
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TOTAL LABOR 14,048.75

TOTAL THIS JOB 5 14,048.75

DRW. INC.

INVOICE NO. 0001
JOB NO. 13620.01

MIDWAY PE WESTST/200 STD

JOB NO. 13620.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CR. CONSULTANT			
GALLEY, STEPHEN	12.0	87.50	1,050.00
STAFF LEVEL III			
HENDERSON, JANE	0.5	37.50	18.75
WICKLUND, DAVID	3.0	37.50	112.50
ZIMMERMAN, MARK	0.5	37.50	18.75
SUBTOTALS	12.0		1,281.25
CR. ASSOCIATE			
KARLINS, BRIAN	12.0	90.00	1,080.00
TOTALS	24.0		2,361.25

TOTAL LABOR 2,361.25

TOTAL THIS JOB \$ 2,361.25

MIDWAY PE CAP AREA ALIGN

JOB NO. 13620.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
WICKLUND, DAVID	1.0	37.50	37.50
TOTAL LABOR			37.50

TOTAL THIS JOB \$ 37.50

SRM, INC.

INVOICE NO. DRAFT

JOB NO. 13628.01

MIDWAY PE HERRIAM PARK

JOB NO. 13620.86

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 29, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
WICKLUND, DAVID	1.0	17.50	17.50
SR. ASSOCIATE			
PAKALUS, ARIUS	2.0	50.00	100.00
TOTALS	3.0		117.50

TOTAL LABOR 117.50

TOTAL THIS JOB \$ 117.50

INVOICE TOTALS

TOTAL LABOR	78,895.25
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

78,895.25

ERM, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	1219.0	25,482.36	54,652.13	

COSTS THIS RUN

TOTAL LABOR	70,395.25
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT NUMBER 1 TO AGREEMENT RCRR/HCRRA 91001
 COST DETERMINATION BY WORK TASK FOR RCRR AND HCRRA
 INVOICE PERIOD : FEBRUARY 1992
 FILENAME: 89003_1

JOB NUMBER	LABOR	DIRECT EXPENSE	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRR	%	HCRRA
1362-A-01	1,402.00			1,402.00	70.10	1,331.90	90%	1,198.71	10%	133.19
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	3,741.75	0.50		3,742.25	187.11	3,555.14	89%	3,164.07	11%	391.07
1362-A-42	15,878.25	108.30	5.70	15,790.25	789.51	15,000.74	89%	13,350.66	11%	1,650.08
1362-A-43	1,396.50	12,319.61	648.40	14,364.51	718.23	13,646.28	89%	12,145.19	11%	1,501.09
1362-A-44				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-45	362.50			362.50	18.13	344.37	89%	306.49	11%	37.88
1362-A-46	265.00			265.00	13.25	251.75	89%	224.06	11%	27.69
1362-A-47	2,247.50			2,247.50	112.38	2,135.12	89%	1,900.25	11%	234.87
1362-A-48	913.50			913.50	45.68	867.82	89%	772.36	11%	95.46
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	880.00			880.00	44.00	836.00	90%	752.40	10%	83.60
1362-A-84				0.00	0.00	0.00	0.90	0.00	0.10	0.00
1362-A-85	1,058.00			1,058.00	52.90	1,005.10	90%	904.59	10%	100.51
1362-A-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-01		361.00	19.00	380.00	19.00	361.00	90%	324.90	10%	36.10
1362-B-05	725.00			725.00	36.25	688.75	90%	619.88	10%	68.87
1362-B-06	2,181.25	235.53		2,416.78	120.84	2,295.94	100%	2,295.94	0%	0.00
1362-B-10	10,592.50	16,524.63	823.84	27,940.97	1,397.05	26,543.92	85%	22,562.33	15%	3,981.59
1362-B-20				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-21	1,480.00	361.87		1,841.87	92.09	1,749.78	85%	1,487.31	15%	262.47
1362-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-47	8,873.75	437.12		9,310.87	465.54	8,845.33	89%	7,872.34	11%	972.99
1362-B-50	180.00			180.00	9.00	171.00	90%	153.90	10%	17.10
1362-B-51				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-52		961.88	50.63	1,012.51	50.63	961.88	90%	865.69	10%	96.19
1362-B-53		8,054.79	423.94	8,478.73	423.94	8,054.79	90%	7,249.31	10%	805.48
1362-B-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-55	1,847.50	2,613.69	137.56	4,598.75	229.94	4,368.81	90%	3,931.93	10%	436.88
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	1,302.50			1,302.50	65.13	1,237.37	90%	1,113.63	10%	123.74
1362-B-83				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84		12,643.98	571.00	13,214.98	559.49	12,655.49	90%	11,389.94	10%	1,265.55
1362-B-85	203.50	7.38		210.88	10.54	200.34	90%	180.31	10%	20.03
1362-B-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-01				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-50	187.50			187.50	9.38	178.12	90%	160.31	10%	17.81
1362-C-51	5,295.00			5,295.00	264.75	5,030.25	90%	4,527.23	10%	503.02
1362-C-52	0.00	4.65		4.65	0.23	4.42	90%	3.98	10%	0.44
1362-C-53	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55	14,048.75	17.20		14,065.95	703.30	13,362.65	90%	12,026.39	10%	1,336.26
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	2,340.00			2,340.00	117.00	2,223.00	90%	2,000.70	10%	222.30
1362-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84	37.50			37.50	1.88	35.62	90%	32.08	10%	3.56
1362-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86	217.50			217.50	10.88	206.62	90%	185.96	10%	20.66
1362-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00
TOTAL	78,895.25	54,652.13	2,680.07	136,227.45	6,710.15	129,517.30		114,934.02		14,583.28

TOTAL EXPENSE 57,332.20
 NOTE : THE RETAINAGE AMOUNT ON THE ZGF "RETAINAGE"
 INVOICE WAS REVERSED IN THE RETAINAGE COLUMN
 OF 1362-B-84.

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : FEBRUARY 1992
 FILENAME: 89003_1

WORK TASK				RCRRRA		HCRRRA	
	LABOR *	DIRECT EXPENSES **	TOTAL	%	ALLOCATION AMOUNT	%	ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$10,592.50	\$17,348.47	\$27,940.97	85%	\$23,749.82	15%	\$4,191.15
2.0 OPERATIONS PLAN	\$1,480.00	\$361.87	\$1,841.87	85%	\$1,565.59	15%	\$276.28
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
4.0 CIVIL ENGINEERING DESIGN	\$33,476.75	\$13,519.63	\$46,996.38	89%	\$41,826.78	11%	\$5,169.60
5.0 FACILITY DESIGN	\$22,278.75	\$12,264.34	\$34,543.09	90%	\$31,088.78	10%	\$3,454.31
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	\$6,039.00	\$13,222.36	\$19,261.36	90%	\$17,335.22	10%	\$1,926.14
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$1,402.00	\$380.00	\$1,782.00	90%	\$1,603.80	10%	\$178.20
11.0 COMMUNITY PARTICIPATION	\$1,445.00	\$0.00	\$1,445.00	90%	\$1,300.50	10%	\$144.50
RCRRRA COMMUNITY PARTICIP.	\$2,181.25	\$235.53	\$2,416.78	100%	\$2,416.78	0%	\$0.00
TOTAL	\$78,895.25	\$57,332.20	\$136,227.45		\$120,887.27		\$15,340.18

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	\$223.74
TRAVEL/AUTO/MILEAGE	1,162.48
FREIGHT/DELIVERY	337.03
OUTSIDE REPRODUCTION/PHOTO	192.06
LIBRARY/REFERENCE	20.61
TOTAL	\$1,935.92

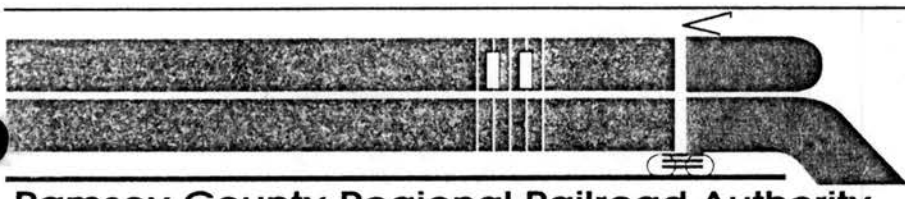
SUBCONTRACTORS

TKDA	\$13,082.01
BRW ARCHITECTS, INC.	\$29,099.28
ZIMMER, GUNSUL, FRASCA	\$13,214.98
TOTAL	\$55,396.27

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|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$57,332.19 |
|----------------|-------------|

*file*



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Kathy Despiegelaere**

Ramsey County Regional  
Railroad Authority  
Documentation

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**AGENDA**

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**TUESDAY, JUNE 23, 1992**

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

**\*\* Please note change in time.**

**CHAIRMAN'S COMMENTS**

1. \* Minutes of Ramsey County Regional Railroad Authority Board Meeting of May 12, 1992.
2. Update on Central Corridor progress.
3. \* Community Participation Program for Midway Corridor Preliminary Engineering Work.
4. Progress on acquisition of Burlington Northern Northeast right of way - Discussion only.

**\* Action is Requested.**

Kathy D

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

*may*  
April 12, 1992

The regular meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, May 12, 1992, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 8:35 A.M.

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

Also Present James Van Houdt, Ed Glaubitz, Robert Clarkson, Elin Malmquist Skinner, Gary Simpson, Fran Sontag, Jerry Serfling, Karen Tero, Terry Schutten, Mary Lou Grahek, Frances Glendenning, David MacMillan represented the County Attorney's Office

1. Minutes - of the Ramsey County Regional Railroad Board Meetings: A. Meeting of March 24, 1992 (Amended Version), and B. Meeting of April 14, 1992.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Ramsey County Regional Railroad Board Meeting, A Meeting of March 24, 1992 (amended version), and B Meeting of April 14, 1992, as written.

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

2. Update on Legislation - Discussion Only.

This was discussed at a later time in the meeting, but the discussion will appear in the normal agenda order.

Chairman Finley informed the Board as to where we are, we had an agreement with Met Council, Mn/DOT and the other metropolitan agencies, everyone signed off. The Legislature almost unanimously passed the bill with bi-partisan support. The Governor pocket-vetoed the bill by not signing it, the Governor's message which had nothing to do with the bill that was presented to him, his reason for the veto. He has read it several times, it was talking about finances, commitments, and things.

The Governor's Chief of Staff John Riley whom he is sure was the influencing person as he had supported it as Commissioner of Transportation. He was unable to understand what he was talking about, even though he was able to spend about twenty minutes talking to him.

Chairman Finley continued, the nuts and bolts of it was that there was a position change of the word, Regional Rail Authorities, and as far as when and the sentence had said RRA's Mn/DOT and Metropolitan Council shall submit an application to the Federal Government by July 1, 1992. This was the existing law. That particular sentence was changed, the order was changed, and word, an, was changed to any. Based on that he felt that this was a \$300 million commitment to the balance after any Federal Funds. How that conclusion was drawn from that, if anything, it was more flexible, as it took out the date deadline for the submission.

Chairman Finley does not know where we go, we had a meeting of the Joint Powers Board, our feeling is to proceed as if it passed, and as if everyone is still on board. Our staff has been meeting with the staffs of metro agencies and Mn/DOT, and evidently the feeling of those agencies and Mn/DOT is to proceed as if the bill was in effect, and continue with the cooperative effort that we have started. Joint Powers Board felt that it would be best for all parties to get back together as we did when we put the bill together. We have invited Commissioner Denn who has accepted and Mary Anderson, as well as Mike Ehrlichmann, and the MTC if now part of the Joint Bowers Board, so they will be there with the six counties. We will sit down and see which direction, whether we continue as if the bill had passed and was in effect, because Riley is saying that the Governor is going to make a proposal which is very similar to this proposal. He said all of the governing provisions will be the same.

Commissioner Hunt commented that it was probably a combination of Riley and Kurt Johnson of the Citizens League that drafted that position, and now, as indicated yesterday Mr. Johnson was taking over for Riley as Riley is back in the hospital for a brain tumor operation in Washington. When he was talking to him, Mr. Riley told him he was completely exhausted.

Chairman Finley continued the timing was very poor, if they had still been in session, they could have overridden the veto if he had vetoed it because the session was ended and because there was such bi-partisan support, there were six in the House that opposed it.

Chairman Finley said we are going to be having this meeting on the 20th, and we will be discussing that to see where we go from here. Some things happened at the tail end of the session which has upset some of the Hennepin County Commissioners, and that was the effort to take the Regional Rail Authorities excess funds, and transfer it out of the county into the Metro Mobility. This was their levy money. Since Ramsey and Dakota and Anoka Counties did not have any access, they thought it was a direct shot to take their levy money for some metropolitan purpose, so they are very concerned about whether or not they want to keep levying for metropolitan purposes.

Commissioner Hunt pointed out that this was not a policy direction from the RTB Board, it was a unilateral decision by a few people.

Chairman Finley informed the Board that we will have a report in two weeks as to where we go from here, as we will have some decisions we need to be making, depending on changes in the Governor Offices. We are just sitting,



we are ahead of Hennepin County on the planning of a Central Corridor. We are ahead of them, and it just depends how far, or how fast we want to continue with the overall planning, with all the other balls in the air, and that is going to have to be a decision of this Board. Let's try to put all the pieces together as best we can in relationship to the other counties, Mn/Dot and the other agencies before we start making any firm decisions. He thinks this is where we should go, there is no sense speculating what is going to happen, wait until everyone gets together. then bring back a report, and we could discuss it, this may be in three or four weeks, as to exactly where everyone else is. We need to have an eyeball to eyeball discussion, rather than getting it from the papers. Maybe by that time we will have more information from the Governor's Office, the condition of Riley and who is going to be in charge. It could be because Riley was in the position of Commissioner of Transportation prior of going to the Governor's Office that he has a bigger influence on the Governor in those issues than possibly Kurt Johnson would have just because of the backgrounds.

3. Update on Westgate are of Midway Corridor Phase II Preliminary Engineering - Discussion Only.

Chairman Finley asked for an Update on the Midway Corridor, and the Phase II.

Kathy DeSpiegelaere introduced Dennis Probst who will give the presentation. on the Westgate area, and along the alignment. Drawings were displayed, these showed the entire Central Corridor from downtown St. Paul to the Convention Center in Minneapolis. We do not yet have a surface alignment under way in Hennepin in Minneapolis, but the work we are now doing begins at the Village Station and takes us over through downtown St. Paul. The St. Paul alignment is now a three station configuration which has been presented to you at a previous meeting.

In the Westgate are, the previous alignment moved across I94 and following the Soo Line up into the University area. Based on a series of meetings with the neighborhood and the Cities of Minneapolis and St. Paul staff as well as the RTB and the Met Council, we have been directed by Ramsey and Hennepin Staff to proceed further with the development of the so-called Westgate alignment, starting at the Merriam Park Station as we come across 94, and start into what was previously the Soo Line alignment, we crossed back north over 94 along Curfew to a station which is identified as a Curfew Street Station, (Westgate Station). They have proposed the possibility even though it was not shown on the diagrams, but there is a portion off of Malcom Avenue. They are exploring this alignment and looking into costs and technical issues.

Commissioner Aherns asked where the International Court was in relation to the station stop, and Mr. Probst showed where it was in the parking lot (which they are leasing). There was another study that has been suspended at this point and that was Hennepin County was looking at Bridge 9 alternate at the University of Minnesota to find a surface alignment through the University, but the understanding that we have now with their staff as well as your as we are also no longer pursuing this.

Mr. Probst continued, there is a recommendation for a tunnel alignment through the University. With this alignment, that tunnel is shortened somewhat from what was previously shown, it goes under at Washington, approximately at the intersection of Oak and Washington, and comes out with the portal just west of Church Street. It is that stretch of Washington between Church and Oak. This runs directly below Washington Avenue. Minneapolis will not offer a position on the alignment until they have seen further development of the proposal.

Mr. Probst quickly walked the Board through three stations, Merriam Park Station, preliminary proposal for station at Court International, and also at Stadium Village. Merriam Park Station is at the cross street, Prior Avenue, one of the changes they developed is that they are now crossing Prior at grade rather than being up on the structure with the existing railroad. By going to the at grade crossing at Prior they now have a surface platform in this location with bus routing on St. Anthony, into and out of the station and back on to Cleveland, which is the major route for this station. This is currently proposed as a side platform, one of the advantages they saw in this location was that the residential neighborhoods that would be served by the station tend to be north, east, and south and east, so this placed the station at a much better proximity to get to. It also avoided the need to take commercial properties. The area for the station where they are looking now has no current development on it. With this plan we have a fairly uniform placing of the stations on this line.

St. Anthony is currently a two way street currently, and they propose leaving it that way.

The Curfew Station would be side platform stations here, and they have provided for some dropoff here and pickup curbside in this area. The homes are directly south along Curfew. There are 13 homes along Curfew which would have to be taken to do this alignment. He believes there has been a plan done by the neighborhood which proposes the elimination of those homes.

Mr. Probst said there is an issue that has not been fully explored yet in the previous alignments we had a reverse curve to avoid crossing one of the development parcels, but they are now proposing to eliminate that so they will have some effect on those parcels in that location.

Mr. Probst discussed the sets of signals, one for cars, one for LRT, the train signals and traffic signals will be timed such that when a train leaves this station he will not actually leave until the signal timings have been set up so that he gets a through green all the way. Emergency vehicles will still have pre-emption capability over that.

In answer to Commissioner Hunt's question Mr. Probst said that you would not be able to get directly to the Amtrak Station on this line.

The Stadium Village at the University was then pointed out on the displays. They plan on crossing University Avenue at a low grade, there will be a bridge structure so the LRT would go beneath the street at that location and take us, 7 bus lot; for park and ride area also.

Mr. Probst said that all station designed include a 300 ft long platform which was generated by the three car design, so they have the ability to handle that.

There is a station under this proposal that would be identified as a Metrodome Station, it is proposed as an aerial station over Washington Avenue. There would also be an East Bank and West Bank. This goes as far as Washington and crosses 35.

4. Quarterly Report of Payments for RCRRA

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroda 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.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

|                                                                                                                                                              |                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| <u>Regional Railroad Authority</u><br><b>Originating Department</b><br><br><i>K. DeSpiegelaere</i> <u>6/14/92</u><br><b>Authorized Signature</b> <b>Date</b> | <b>Board Action Requested</b><br><br>Central Corridor Update<br><br><br>Discussion Only |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|

**Request Justification**

See attached memorandum from K. DeSpiegelaere

|                                                                                                                                                                                                                                                                       |                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <div style="background-color: #cccccc; height: 20px; margin-bottom: 5px;"></div> Budgeting and Accounting <u>Ed Blawitz</u><br>County Attorney <u>Paul M. Smith</u><br>Risk Manager _____<br>Data Processing _____<br>_____<br>Previous Action taken on Request _____ | Date / Time _____<br>Received By _____ |
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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> |
| June 23, 1992                   | <i>J. L. Henderson</i> | 6/15/92     |
| <b>Board Date</b>               | <b>Signature</b>       | <b>Date</b> |



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

**FROM:** Kathryn DeSpiegelaere *KD*

**SUBJECT:** Central Corridor Update

**DATE:** June 14, 1992

The Central Corridor transit work is anticipated to follow the federal environmental process. At this time, these work efforts are underway:

1. Mn/DOT Staffing

Mn/DOT is interviewing candidates for a corridor manager position this week.

2. RFP

The request for proposals for consultant services for the transit Alternatives Analysis/Draft Environmental Impact Statement will be issued on June 22.

3. Scoping

One of the first work efforts to be undertaken as part of the federal process is a public scoping meeting, to identify the transit alternatives that will be considered in the Alternatives Analysis process. Staffs of Mn/DOT, HCRRA and RCRRA are working on the scoping process, including a report, notifications, and hearing.

4. Community participation program

Staffs are in the process of preparing a community participation program for the Central Corridor. One element of the program is the Corridor Management Committee.



5. Negotiations with Federal Transit Administration

On June 11, representatives of Mn/DOT, Metro Council, RTB, HCRRA and RCRRA met with staffs of the Federal Transit Administration (FTA) in Washington, D.C., to discuss how to proceed on the Central Corridor.

We were told that our proposed approach is acceptable, and to proceed with the RFP, scoping, and consultant selection. We were requested by FTA staffs to participate in a two-day session with them in July to finalize the scope of work for the Alternatives Analysis/Draft EIS for the Central Corridor.

Although the process we are undertaking is necessary, it does not guarantee funding. FTA staffs said that a project will be funded only by Congressional earmarking.

A grant application is being processed by the RTB that will supply \$2 million in federal funds as an 80% match for engineering work.

The schedule we agreed upon with FTA on June 11 is attached.

Recommendation:

For your information.

6/10/92

Proposed Central Corridor AA/DEIS Schedule

|                                                                           |           |
|---------------------------------------------------------------------------|-----------|
| Send RFP to consulting firms                                              | 6/22/92   |
| Send grant application to FTA                                             | 6/92      |
| Notice of intent for scoping meeting published<br>in federal register     | 7/1/92    |
| Agree on work plan with FTA                                               | 7/24/92   |
| Select consultant                                                         | 7/92      |
| Scoping meeting(s)                                                        | 8/92      |
| Close of scoping comment period                                           | 8/92      |
| Consultant begins work                                                    | 9/92      |
| Submit technical reports to FTA as prepared                               | 9 - 12/92 |
| Send DEIS to FTA for review                                               | 1/1/93    |
| Publish EPA notice of availability<br>(3 weeks after DEIS is agreed upon) | 4/1/93    |
| Circulation period for DEIS prior to<br>public hearing (30 days)          | 4/93      |
| Public hearing(s) on DEIS                                                 | 5/93      |
| Selection of locally preferred alternative                                | 6 - 7/93  |

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

*Ellespiegler* 6/12/92  
Authorized Signature Date

Board Action Requested

Approve Community Participation Program  
for Midway Corridor.

APPROVAL IS REQUESTED

Request Justification

See attached: 1) Proposed resolution  
2) Memorandum from J. Goski

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  
June 23, 1992

Signature

Date

Board Date

Signature

Date

6/15/92



# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

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WHEREAS, The Ramsey County Regional Railroad Authority is committed to a strong Community Participation Program and has specified that community involvement should be flexible and responsive to different stages of projects undertaken by RCRRA; and

WHEREAS, RCRRA is currently addressing alignment refinement and station design issues in the Midway Corridor Phase II Preliminary Engineering Study; Now, Therefore, Be It

RESOLVED, That the Community Participation Program for alignment refinement and station design for the Midway Corridor Phase II Preliminary Engineering Study be approved.

John T. Finley, Chairman

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

1

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2



**Ramsey County Regional Railroad Authority**

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

**MEMORANDUM**

**TO:** Kathryn DeSpiegelaere, Director of LRT Planning

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

**SUBJECT:** Community Participation Program - Midway Corridor  
Phase II Preliminary Engineering

**DATE:** June 12, 1992

**Background**

Ramsey County Regional Railroad Authority (RCRRA) adopted a Community Participation Program in July of 1988 which specified that community involvement should be flexible and responsive to different stages of projects undertaken by RCRRA. The Midway Corridor Phase II Preliminary Engineering project is currently addressing alignment refinement and station design issues. The purpose of this memorandum is to outline the community participation program for this component of the current Midway Corridor project.

The goal for community participation for this component of the project is to involve the community in the process of refining the LRT alignment and/or planning LRT stations so that neighborhood goals, needs and preferences can be taken into consideration as decisions are made by RCRRA. A complementary goal is to involve staff members of other transportation and planning agencies to ensure integration of related planning efforts and encourage a collaborative approach to overall neighborhood, community and regional planning.

**Recommended Community Participation Program**

1. Corridor Management Committee - The Corridor Management Committee which is being established to advise in the design and construction of LRT will be provided overview information regarding alignment refinement and station design. The Corridor Management Committee for the Midway Corridor consists of representatives from the seven Regional Railroad Authorities, Minnesota Department of Transportation, Metropolitan Council, Regional Transit Board, City of St. Paul, City of Minneapolis, and the University of Minnesota.

1A



2. Technical Advisory Committee - Technical review of alignment refinement and all station plans will be provided by the Midway Corridor Technical Advisory Committee. The Technical Advisory Committee was established during Phase I Preliminary Engineering and Environmental Impact Statement Studies and is continuing to review information on the Phase II Preliminary Engineering project. The Technical Advisory Committee is comprised of technical staff representatives of jurisdictions along the corridor and transportation agencies. Meetings are scheduled approximately once a month.
3. Agency/Organization Contact - Frequent interaction with the following agencies/organizations will occur as issues of significance to them arise:
  - Ramsey County
  - Hennepin County
  - City of St. Paul
  - City of Minneapolis
  - St. Paul District Councils 7, 8, 11, 12, 13, 17
  - Business Groups
  - Minnesota Department of Transportation
  - Metropolitan Council
  - Metropolitan Transit Commission
  - Regional Transit Board
  - St. Paul Port Authority
  - University of Minnesota
4. Alignment/Station Advisory Groups - Community input on alignment refinement (Downtown St. Paul, Capitol Area, Ravoux, Westgate) and station design (3 in Downtown St. Paul, Capitol Area, Dale, Lexington, Snelling, Merriam Park and Westgate) will be accomplished through advisory meetings with individuals or groups for each specific area. Meetings with property owners and managers will be conducted to advise them of the plans and obtain input from them.

The concepts to consider for each station are basically the same and there will be some comparability and common design features for all stations. However, each station location is unique and as the engineering and design issues are studied in more detail it becomes increasingly important to work with the immediate stakeholders for each specific station rather than an overall station design committee. Station work groups will be established for each station along the alignment to review information on the station area design/configuration including the feeder bus plan, pedestrian access, traffic access and circulation, parking right-of-way needs, visual impacts, and cost implications and to provide information on the goals, needs, concerns and preferences of neighborhood business and citizen groups. Downtown St. Paul, the Capitol area, and Westgate already have work groups established.

- a. Downtown St. Paul - The Downtown LRT Task Force was established during Phase I Preliminary Engineering and Environmental Impact Statement studies and has been continuing to review information and make recommendations on issues including alignment refinement and station design in the Downtown St. Paul area. The Downtown LRT Task Force is comprised of community and business representatives from the downtown area. Meetings are typically held the first Thursday of the month at 3:00 p.m. The next meeting is scheduled for Thursday, July 9 at the St. Paul Area Chamber of Commerce office.
- b. Capitol Area - The Capitol Area Architectural and Planning Board members, staff and advisors have served as the primary advisors on LRT in the Capitol area during Phase I Preliminary Engineering and Environmental Impact Statement studies as well as during the early stages of Phase II Preliminary Engineering. Alignment refinement and station location have been selected to integrate with the Capitol Mall plan. Work with the Capitol Area Architectural and Planning Board members, staff and advisors will continue during station design. The City of St. Paul and Districts 17 and 7 will also be consulted regarding the Capitol area LRT plans.
- c. Ravoux - Now that the alignment has been identified in the Capitol area, the transition from the capitol area to the I-94 right-of-way can be defined more specifically. Meetings with individual property owners/building managers will be needed to communicate the planned alignment and get their input. Discussions with the City of St. Paul Public Housing Agency have already been initiated. In addition, the Kelly Inn, Union Gospel Mission and District Planning Councils 7, 8 and 17 will need to be consulted regarding the alignment.
- d. Dale Street Station - Proposed representative list for the Dale Street LRT Station Work Group includes:
  - District 7
  - District 8
  - Thomas Dale Block Club
  - Frogtown Action Alliance
  - Aurora St. Anthony Block Club
  - Ramsey Hill Association
  - Victoria Dale Block Association
  - Central Village Association
  - Dale and University Group
  - Midway Civic and Commerce Association

University United  
Rondo Education Center  
Hallie Q. Brown Center  
Model Cities Health Center  
Senior Federation

- e. Lexington Avenue Station - Proposed representative list for the Lexington Avenue LRT Station Work Group includes:

District 7  
District 8  
District 11  
District 13  
Hamline Midway Rehabilitation Corp. (HMARC)  
Marshall Concordia Block Association  
Aurora St. Anthony Clock Club  
Midway Civic and Commerce Association (Selby Business Association)  
University United  
Central High School  
Concordia College  
Senior Federation

- f. Snelling Avenue Station - Proposed representative list for the Snelling Avenue LRT Station Work Group includes:

District 11  
District 13 - Merriam Park Community Council  
District 13 - Snelling Hamline Community Council  
Midway Civic and Commerce Association (Snelling Selby Business Association, Snelling Avenue Business Association, University Avenue businesses)  
University United  
Hamline Midway Area Rehabilitation Corp. (HMARC)  
Hamline University  
MTC Facility  
Family Tree Clinic on Marshall  
Midway Hospital  
Midway Shopping Center  
Sheraton Midway  
Target  
Wilder Foundation  
Senior Federation

- g. Merriam Park Station - Proposed representative list for Merriam Park LRT Station Work Group includes:

District 13 - Merriam Park Community Council  
District 13 - Desnoyer Park Association  
Midway Civic and Commerce Association

University United  
St. Thomas College  
Waldorf  
Merriam Park Community Center

- h. Westgate Station - The Westgate LRT Station Work Group has already been convened to offer comment on alignment alternatives in the Westgate area. The representative list for the Westgate Work Group includes:

District 11  
District 12  
District 13 - Merriam Park Community Council  
District 13 - Desnoyer Park Association  
Prospect Park  
Midway Civic and Commerce Association  
North St. Anthony Park Merchants Association  
St. Anthony Park Association

Staff Representatives for Station Work Groups:

Hennepin County Regional Railroad Authority  
Ramsey County Regional Railroad Authority  
City of St. Paul  
City of Minneapolis  
Minnesota Department of Transportation  
Regional Transit Board  
Metropolitan Council  
Metropolitan Transit Commission  
St. Paul Port Authority  
University of Minnesota

The Station Work Groups will be scheduled to meet monthly in the late afternoon. It is expected that each Station Work Group will complete their work in three to four meetings. Input from representatives will be encouraged throughout the process, however, rather than voting in the Work Group, represented groups will be asked to submit their recommendations to the Regional Railroad Authority.

5. Newsletters - Newsletters will be mailed to approximately 1500 people at significant points in the study.
6. Press Releases - Press releases will be sent to community newspapers at significant points in the study.



**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

4

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| <p>REGIONAL RAILROAD AUTHORITY</p> <p>Originating Department</p> <p><u><i>J. H. Spiegelauer</i></u>      <u>6/14/92</u></p> <p>Authorized Signature      Date</p> | <p><b>Board Action Requested</b></p> <p>Update on Burlington Northern Right of Way Acquisition.</p> <p align="center"><u>DISCUSSION ONLY</u></p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|

**Request Justification**

See attached memorandum from David F. MacMillan.

|                                                                                                                                                                                                                     |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <p>Budgeting and Accounting <u><i>Ed Blauvelt</i></u></p> <p>County Attorney <u><i>David MacMillan</i></u></p> <p>Risk Manager _____</p> <p>Data Processing _____</p> <p>Previous Action taken on Request _____</p> | <p>Date / Time</p> <p>Received By</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|

**Comments / Recommendation**

**Documentation certified complete for:**

|                          |                               |         |
|--------------------------|-------------------------------|---------|
| Committee / Meeting Date | Signature                     | Date    |
| Committee / Meeting Date | Signature                     | Date    |
| June 23, 1992            | <u><i>J. L. Henderson</i></u> | 6/15/92 |
| Board Date               | Signature                     | Date    |





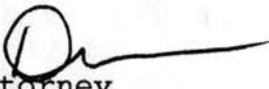
OFFICE OF THE COUNTY ATTORNEY  
RAMSEY COUNTY  
SUITE 400  
350 ST. PETER STREET  
ST. PAUL, MINNESOTA 55102

TOM FOLEY  
COUNTY ATTORNEY

TELEPHONE (612) 298-4421  
FAX 298-5316  
& 292-7827

MEMORANDUM

TO: Kathy DeSpiegelaere  
Regional Railroad Authority  
316 Courthouse

FROM: David F. MacMillan   
Assistant County Attorney

DATE: June 9, 1992

RE: BURLINGTON NORTHERN: NORTHEAST CORRIDOR ACQUISITION

This is to provide an update of the status of negotiations with the Burlington Northern Railroad for acquisition of the abandoned line lying between downtown St. Paul and Beam Avenue in Maplewood and the negotiations with the Minnesota Department of Transportation (MnDOT) for railbank funds to assist in the acquisition costs.

BN NEGOTIATIONS

With respect to BN negotiations, we have, as you know, completed an appraisal and survey of the line. The survey has been checked by the Ramsey County Surveyor, all corrections have been made, and a legal description conforming to the survey has been generated.

In March, we sent to the BN a draft purchase offer for their review and approval. Key features of this offer are as follows:

1. The line will be conveyed by quit claim deed. This means that the title we will accept is whatever rights the railroad has to the property conveyed. We are willing to accept a quit claim deed in lieu of a warranty deed because we are offering a somewhat reduced purchase price and because if title problems in the form of adverse interests arise in the future, the Regional Railroad's condemning authority can prevent disruption of operations by

Memo to Kathy DeSpiegelaere  
Page -2-  
June 9, 1992

Re: Burlington Northern  
NE Corridor Acquisition

acquiring the adverse interest.

2. The railroad has indicated that it wishes to retain certain easements and rights when it conveys to the RCRRA. These rights include the right to control a billboard in the near downtown area; certain rights the BN has granted the Chicago and North Western Railroad to traverse the line so it (the CNW) can serve 3M Company; and an easement granted to N.S.P. for a substation and power lines near I-94. We have agreed to submit to the RCRRA the purchase offer containing these reservations because we feel that the billboard easement is a minor reservation which will in no way affect operation of LRT within the corridor; because the CNW easements are important for 3M, and because the N.S.P. easements granted by the BN to N.S.P. grants N.S.P. a right of first refusal if the line is sold. Thus, if we insist that BN assign the easement to the RCRRA it would have to notify N.S.P. and permit it to exercise the right of first refusal.

The BN has also requested a reservation of an easement to permit them to retain fiber optic cable in the right-of-way. We have proposed a clause or reservation in the deeds which would permit them to do so, but only if the communications system using the cable was for BN's own use, and would not be generally available to fiber optic cable companies for commercial use; and with the requirement that if construction and operations of the LRT system or recreational trails required that the cable be moved, the railroad would have to do so at its expense and no cost to the county.

This last issue (the fiber optic cable issue) appears to be the only remaining open issue. In a meeting with Bruce Opp (June 8), he indicated that he was waiting for some instructions and direction from BN headquarters but felt that this would not be a major obstacle.

In summary, it appears that we are very close to having a purchase agreement we can submit to the RCRRA for approval. We are taking some risks with respect to title and permitting BN to retain some rights. These, however, are reflected in what we consider a favorably reduced purchase price.

#### MnDOT - RAILBANK

The MnDOT submitted to us a draft agreement and mortgage for its participation in the purchase of the line in the amount of 50% of our purchase with a maximum of \$750,000. MnDOT has committed and has the funds available for the acquisition. The negotiations involve the language which will permit the RCRRA to dispose of property not needed for LRT, and the disposition of the line in the event the RCRRA

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terminates its existence or sells or otherwise conveys the line. It appears from conversations with MnDOT personnel that our language suggestions are being reviewed by the Attorney General's Office but that they (MnDOT) do not have problems with the concepts we have presented.

#### CONCLUSION

Negotiations with both the BN and MnDOT appear to be reaching conclusion, and it is hoped that in the near future a purchase agreement with BN and an agreement with MnDOT for railbank funds can be presented to the RCRRA for approval.

/bj