



Ramsey County Regional Railroad Authority.
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Ramsey County Regional Railroad Authority

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John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 14, 1992

1:00 P.M. - LARGE CONFERENCE ROOM - 316

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of June 9, 1992.
2. Central Corridor/35W Update - Discussion Only.
3. Metro LRT Joint Powers Board actions - Discussion Only.
4. * Appoint representative and alternate to Central Corridor Management Committee, and appoint representative to Central Corridor Technical Staff Committee. *Minutes for June 9, 1992 are missing R92-24*
5. * Approve adjustment to the 1992 Ramsey County Regional Railroad Authority budget in the amount of \$44,300. *R92-25*
6. * Approve commitment of funds to Central Corridor Alternatives Analysis/Draft Environmental Impact Statement through December 1994 in amount of \$107,000. *R92-26*
7. * Ratify Partial Payment No. 7 to BRW, Inc. in the amount of \$119,916.64 for Midway Corridor Phase II Preliminary Engineering. *R92-27*
8. * Ratify Partial Payment No. 8 to BRW, Inc. in the amount of \$131,336.17 for the Midway Corridor Phase II Preliminary Engineering. *R92-28*

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, June 9, 1992

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, June 9, 1992 in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order at 10:25 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

Also Present:

David MacMillan represented the County Attorney's Office, James Van Houdt, Ed Glaubitz, Hugh Faville, Robert Clarkson, Jill Goski, Terry Schutten, Karen Tero, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 28, 1992.

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

The Ramsey County Regional Railroad Authority Board Meeting approves the minutes of the regular Regional Railroad Authority Board Meeting held on April 28, 1992, as written.

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

2. Discussion of Joint Powers Board Meeting

Chairman Finley informed the board that we had the Joint Powers Board meeting last week, which was the culmination of the meetings with Commissioner Denn, and everyone has in their package what Commissioner Denn was to deliver with the Transportation Alliance through the Congressional Delegation this is listed on Page 3. Then, they had another meeting subsequent to that which they agreed to proceed as if the law was not vetoed. They stepped up the program for the Alternative Analysis, and evidently MN/DOT as the lead agency is really proceeding quickly to put someone on board. Ms. DeSpiegelaere had commented that they were excited about getting into the Midway Corridor, and getting the ball rolling.

Ms. DeSpiegelaere said the affected parties met on May 20th, they agreed to proceed with the Governor's permission with the provision of the vetoed bill. At staff level they have been preparing a Request for Proposal for the Alternative Analysis, which is the request of Governor Carlson and his Chief of Staff John Riley. There will be three lead agents for the project, Hennepin, Ramsey and Mn/DOT. They are going to proceed in this light, and Commissioner Denn will take this agreement to Washington next week. Senator Pappas was the only one on that Transportation Alliance trip to Washington.

Ms. DeSpiegelaere feels that they have developed a very ambitious schedule, and several staff members are very optimistic.

This week staff of the RTB, Metro Council, Mn/DOT and the two counties, Hennepin and Ramsey, are going to Washington to speak with the staff of the Federal Transit Administration about federal funding. Most everyone feels that this work should continue, so everything is moving forward.

Commissioner Finley said we are acting as if it was not vetoed, in order for there to be a coordinative plan, because the bill that was pocket vetoed had spelled out who was going to be doing what because of the mismatch of the existing law, there were overlaps etc., so they brought it all together, and got an agreement as to who was going to do it. So, it is in our best interest to follow it as if it was not pocket vetoed because even though we do not have exactly the same role that we have under the existing law, it is more of a coordinated role and one from the cooperative standpoint to the legislators and the general public as saying "does the right hand know what the left hand is doing", and we will be able to say for once we do. If we did follow the law as it is, we would be doing one thing with Hennepin County, Mn/DOT would not be in it at all under the existing laws. The approval process and lead agency Mn/DOT would not be in the loop at all under the existing law. The approval process and the lead agency would probably be a little more complicated with the Powers Agreement. Mn/DOT has a problem on Joint Powers Agreement as it is not an agency of the government.

Commissioner Schaber reiterated his concern about our spending dollars, and we could be criticized for expending dollars as we do not really have any agreement to move forward.

Commissioner Hunt does not see the Governor will renege, if he has given his approval to the department head that he appointed to proceed, he has to stand by that.

David MacMillan said under the existing Statute this Joint Powers Board that is currently structured, the powers of the Regional Railroad Authority are very broad, and authorize proceeding along the lines that we are. The only question he thinks that is debatable is Mn/DOT and their joining the Joint Powers Board. The structure of what is being done in his view is perfectly within the powers of the Joint Powers Board, the individual Regional Railroad Authority, and we are not doing anything extra legal, all the new legislation did was to formalize the informal arrangement that you are legally powered to make at this point. He does not see any real legal problem.

Chairman Finley asked Ms. DeSpiegelaere if she wishes to address the expenditure issue. The federal funds would be 80% with 20% match for the Alternative Analysis. She mentioned also that Hennepin County is also sharing in the cost of this contract.

Chairman Finley said that we are actually diminishing our power by proceeding the way we are, those who are exercising more power than they actually have would be the Governor's own appointees, Commissioner Denn and Mary Anderson, as they gained power in the legislation that was pocket-vetoed, and they are exercising that power as if they had them, where we lose a little bit of our power because we are a governmental agency empowered by the existing law to do everything. In fact, we are mandated as the Joint Powers Board to do certain things that we certainly can be doing even more than what we are doing. But, because of the cooperative effort, we are getting a better sharing of funds. To add, the answer that we have a better sharing of funds and responsibility that we otherwise would have had.

Ms. DeSpiegelaere has heard that John Riley is planning on returning to his office now that the surgery is over.

Chairman Finley feels that all Board members should be on our toes on this whole 35, and support light rail as much as possible, but we cannot let it get muddled up as it did last year on the priorities, so he thinks the Joint Powers Board and the agencies are there, maybe when those minutes come back in, we can have a reiteration of those priorities, maybe that would be a good way. That is the way we handled it at the Joint Powers Board, they supported LRT very strongly on 35E, but specifically mention that the primary corridor is the Central Corridor

Commissioner Hunt said last week she attended a meeting of the MTC, she is the RTB liaison to the MTC. She hears a lot of interesting things there. They had a presentation from the Mn/DOT, along with one of the engineers, as well as their consultant. It was a very good and more detailed presentation than was given at the RTB. They indicated that one of the first things they were going to do after the decision was made to proceed in whichever mode, was to establish an HOB lane so that people could have access through that corridor from the suburbs to Downtown Minneapolis and back again. They would also subsidize buses for the MTC in order to transport the folks, and that they would have things such as a meter bypass for the buses so that buses would be able to pass the cars. She thinks they are anticipating that they are going to make it possible to use that corridor in spite of construction.

Commissioner Ahrens is concerned that there might be some things done in Washington because of 35W that might jeopardize our agenda. She had heard something about a lobbyist being hired to represent that group. Commissioner Ahrens wonders if we should have someone present there to watch out for our interest.

Commissioner Hunt made a motion at the RTB a few weeks ago that the Chairman of the RTB take that issue to the Joint Powers Board, and suggest that the Board talk about how lobbying for Federal funds was going to take place and how it was going to be coordinated. Mr. Ehrlichmann did not get very far with this issue at this meeting. She thinks it is important for this Joint

Powers Board to discuss this in conjunction with the Met Council and Mn/DOT as to just who is going to be in charge, as we are going to have the different agencies not coordinated, then we could run into some serious problems again.

Commissioner Hunt would move that this Chairman take this issue to the Joint Powers Board and discuss how we are going to coordinate lobbying in Washington D.C. The reason it came up at the RTB is because the RTB is looking at what kind of representation it should have in Washington.

Chairman Finley would like to know why the RTB does not join the Joint Powers Board, they are supposed to u er the Statute. Commissioner Hunt will bring this up at the next meeting.

Commissioner Salverda mentioned in the Sunday paper they were alluding to the tremendous pressures on 35W, and the Commissioner of Highways is holding off on his position for a few months, and there may be more pressure at that time, then what happens to the Joint Powers Agreement and everyone else in the process.

Chairman Finley thinks from the legal standpoint, it does not carry its weight from the existing law, because the decisions are made at a different level, but from practical part, it carries all kinds of weight as the State is going to have to be a contributor on any line built. With the Legislature the way it is, and if the Commissioner pushes for LRT to go there first, we may be in the second fiddle as there is going to have to be funding of money in either corridor, and you have the power brokers over there.

Commissioner Salverda is concerned that this may raise some conflict between the cities.

Chairman Finley said even if they decided on light rail, other than normal course of event , it still could not be built for about seventeen years in the normal course of events, so it would not affect the planning of the I94 Corridor. But, if it is built ahead of the rest of the project, it is concerning, and that is the scenario that you are referring to really. He feels that it would be unfortunate as it would be an entire foulup of the entire planning process that everyone has worked for before. It has less of a chance of happening from a practical standpoint with Commissioner Denn than it would have it Commissioner Riley had been there.

Commissioner Ahrens again stated her concern that Ramsey County needs someone in Washington to be looking out for us. She has no reason to trust Hennepin based on past experience. and recent history.

Commissioner Hunt thinks that we had a clear indication from Oberstar, Sabo and Vento that they were not going to respond unless there was a unanimity back here in Minnesota, so we could pursue that with Vento and his staff and the other Congressmen to see if we can't maintain that same position. There are some other scenarios - one good thing that has come out of 35W is that you have really awakened people to Light Rail. There was nothing else that was absolutely going to jolt people into recognizing that Light Rail had a role to play.

Commissioner Hunt continued, another thing if you sat through sessions of the Legislature when Light Rail came up you had any number of people who were not from either Hennepin or Ramsey who pointed out that it was going to be a political kind of decision, even though they did not say it in so many words, that was going to include satisfying Hennepin and Ramsey County. She thinks that what we have seen is that our delegation, with the exception of a few, has been pretty united in supporting Ramsey County's position, whereas the Hennepin County delegation has been very disjointed in their approach. With the 35W going through a major part of Hennepin County it is going to make a lot of those Hennepin County legislators be more receptive. This might be the only way we are going to get any kind of funding through the next session of the Legislature.

Another scenario Commissioner Hunt could see is the Nick Coleman scenario, if you have a number of people in the inter-city and they have representatives in the Legislature who are unhappy about any kind of expansion of 35W, you could have the next session of the Legislature putting some restriction on what happens in 35W that would affect the inter-city particularly - that part of the process.

Commissioner Ahrens said the approaches would be made through the administrative level at this point, and this is the area in which she thinks we need protection. She thinks Vento can protect us, but what things can occur at the administrative level could throw the monkey wrench into the nice orderly path that we like to follow to get the Corridor - this is her concern.

Ms. DeSpiegelaere commented that in recent months she has been led to believe that Hennepin recognizes that Ramsey opposes their views, and they are not going to accomplish their objectives. Last year it would have been preferable for all to be in Washington talking about one single corridor, this was not the case. It seems to her that people around the county are aware of what happened last year. Therefore, the Transportation people may be very skeptical because of the initial approach. She has had conversations with Congressman's Vento Office in the last two months, and the message was that they were very embarrassed last year by what happened. Oberstar's Office was of the same opinion, so they want everyone who approaches that there is unanimity amongst everyone at the administrative level.

Commissioner Hunt had one further point, at the last session, not this recent one, she believes they spelled out how Federal funds should be approached. They have to go through certain hoops in order to get to Washington. If anyone went outside those hoops, they would be in trouble with the Legislature as well.

Chairman Finley said from the standpoint of the State's relationship to all sorts of Federal funding of projects, they understand where all the money is, for example, they may be able to get some sort of funds on a highway that could also be used for part of what is needed for Light Rail from another pot of money. It also shows that the counties themselves are not going off in different directions, and the regional agencies in different directions when the State themselves are doing the bidding in behalf of the County. With Commissioner Denn this region has a real friend for transit, and not just highways, regardless of Light Rail. He is a strong metropolitan person from here.

Commissioner Hunt would like to restate her motion regarding the clarification on the seeking of funds for the metropolitan area. She feels it would be good for the RTB to be getting that clarification, as well as Hennepin County so that there is a clear understanding on how Federal funds should be approached.

Commissioner Ahrens seconded this motion.

WHEREAS, There is agreement in the region about the Central Corridor as the first priority for light rail transit and agreement about following the federal funding process for the Central Corridor; Now, Therefore, Be It

R92-19
RESOLVED, That the Joint Powers Board should provide clarification to its members about the process of seeking federal funds and should identify how Mn/DOT as the agency specified as the lead on federal funding for the corridor will proceed with its responsibilities.

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

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.

Chairman Finley said this is going to be a four party agreement between the consultant, Mn/DOT, Hennepin and Ramsey Counties.

Ms. DeSpiegelaere explained that this will combine the Midway Corridor, the University Connector and downtown Minneapolis into a single piece of work. This contract will include work on a surface alignment in downtown Minneapolis.

R92-20
Ms. DeSpiegelaere, as suggested by Chairman Finley, will ask Ken Stevens to come over to the next Board meeting, to explain the rest of the corridor and when Hennepin is at. Chairman Finley feels this will be very informational to see how the Hennepin County piece fits in with our line.

Commissioner Ahrens would like to know where they are in their planning process for their 35W.

Commissioner Norgard asked when the line will meet when it gets into Minneapolis.

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

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

R92-20
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.

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

4. Report on Light Rail Transit Conference

Ms. DeSpiegelaere discussed the Conference on Light Rail Transit in Calgary, her memo listed others who attended, representatives from Mn/DOT. There are several cities who are planning LRT, probably in 1994. The Portland system has always been supported at the Federal level. Another subject of interest at this conference was technology, the low floor vehicle, vehicles are still in the experimental stages.

An interesting note which Ms. DeSpiegelaere found in her files that had to do with Portland was four years ago they had ridership of 13,000 perday. However, at this conference, it was now 24,000 per day.

The cities who are planning construction in the next few years are Baltimore, St. Louis and Denver.

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.

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

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

R92-
20
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.

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

6. Ratify Partial Payment No. 6 to BRW, Inc., in the amount of \$116,868.07 for Midway Corridor Phase II Preliminary Engineering.

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

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

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

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

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

R92-22

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

Z. K. Spiegelauer 6/30/92
Authorized Signature Date

Board Action Requested

Central Corridor/35W update.

DISCUSSION ONLY

Request Justification

Ken Stevens, Director of Light Rail Transit, will attend the July 14 Ramsey County Regional Railroad Authority meeting and will present information on the Hennepin County portion of the Central Corridor and on I-35W.

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

July 14, 1992

Board Date

Signature

7/6/92

Date

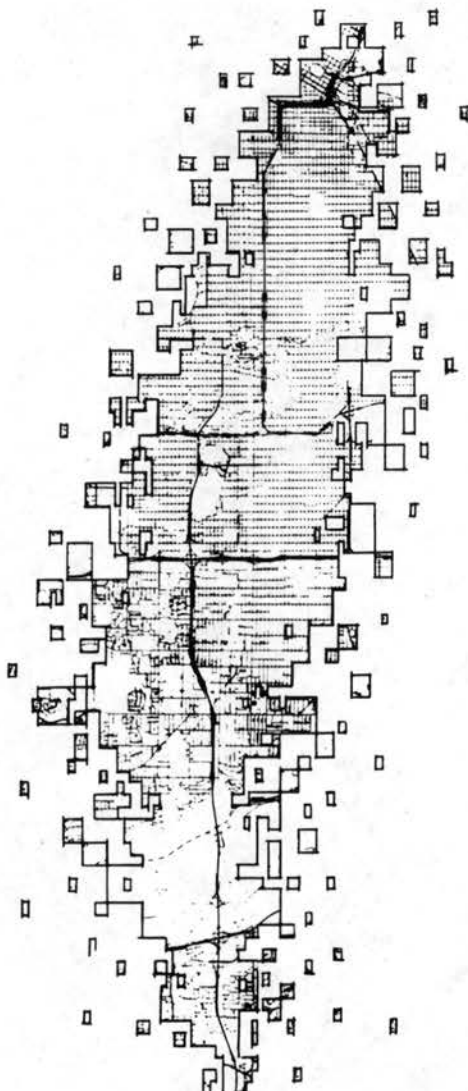
I-35W DRAFT EIS EXECUTIVE SUMMARY

MARCH 1992

MINNESOTA
DEPARTMENT
OF
TRANSPORTATION

METROPOLITAN
COUNCIL

FEDERAL
HIGHWAY
ADMINISTRATION



EXECUTIVE SUMMARY

Interstate 35W (I-35W), as the major north-south freeway in the region, is a key element of the highway infrastructure in the Twin Cities metropolitan area. It carries the heaviest traffic volumes of any segment of the regional highway system. It also has the highest transit ridership of any highway corridor in the Twin Cities. I-35W was built in segments between 1959 and 1968 for traffic volumes forecast for 1975 using design standards which are not as safe or effective as those used today.

In response to high traffic volumes in the mid-1970s, the Minnesota Department of Transportation (Mn/DOT) implemented a number of transportation system management (TSM) strategies to improve levels of service on I-35W. These efforts have been very effective in optimizing the people- and vehicle-carrying capacity and operation of the facility. I-35W is recognized nationally as a successful example of transportation system management at work. The ramp metering, television surveillance, preferential bus ramps, traffic information strategies and express bus service implemented on I-35W resulted in increased traffic speeds, improved vehicular capacity, increased transit ridership, and decreased accidents. However, in spite of continued efforts to maintain acceptable levels of service on the existing facility, the system is again approaching its operational limits.

Accident rates continue to be higher than other metropolitan freeways. In order to provide acceptable levels of safety and service for existing and forecast traffic volumes, major physical and capacity improvements are needed.

This Draft Environmental Impact Statement (Draft EIS) documents the action proposed by the Federal Highway Administration (FHWA), Minnesota Department of Transportation (Mn/DOT) and the Twin Cities Metropolitan Council to address the deficiencies of the I-35W corridor and the anticipated impacts on the environment as a result of the proposed action. The document also addresses the impacts of a "No Build" option. The Draft EIS serves under both the state and federal environmental review processes.

DESCRIPTION OF THE PROPOSED ACTION

The FHWA's proposed action is to reconstruct I-35W between Washington Avenue South in Minneapolis and I-35E in Burnsville, a distance of approximately eighteen miles (see Figure S-1). It involves the use of federal funds administered by the FHWA, state funds, and possibly Federal Transit Administration (formerly the Urban Mass Transportation Administration) funds for some transit components of some alternatives. The Draft EIS considers a number of design ("Build") alternatives that propose the construction of additional mixed traffic lanes and/or conversion of existing traffic lanes to high occupancy vehicle lanes and the construction of transit facilities to enhance the operation of the existing I-35W transportation system. All Build alternatives follow the existing alignment of I-35W with the exception of the Light Rail Transit (LRT) on Soo Line Railroad alternative. This alternative utilizes the Soo Line railroad right-of-way for a portion of light rail transit operation. The Soo Line railroad runs parallel to I-35W approximately three-quarters mile to the east between 60th Street and 96th Street.

OTHER RELATED ACTIONS

The FHWA, Mn/DOT and the Metropolitan Council are preparing a Draft Environmental Impact Statement for the proposed reconstruction of I-494 from I-394 to the Minnesota River.

The Federal Aviation Administration, Metropolitan Council and the Metropolitan Airports Commission are currently studying the need for a new metropolitan international airport. These agencies are also studying the feasibility of expanding the existing Minneapolis-St. Paul International Airport, which is located east of the I-35W study area.

Dakota County is planning the 1993 construction of a new interchange at I-35 and County Road 46 in Lakeville, south of the study area for the I-35W EIS.

Mn/DOT has scheduled a preservation project on I-94 for 1993. This project includes pavement overlays and bridge repairs on the portion of I-94 between downtown Minneapolis and downtown St. Paul.

Hennepin County Railroad Authority (HCRRA), Dakota County Railroad Authority (DCRRA) and Ramsey County Railroad Authority (RCRRA) along with the Regional Transit Board, Metropolitan Council and the other county RRAs are continuing to plan for an LRT system in the Twin Cities metropolitan area. HCRRA has proposed an LRT tunnel through downtown Minneapolis with connections to three surface alignments in the vicinity of I-35W and Third Avenue South. One of these alignments continues south along the I-35W corridor, one is along Hiawatha Avenue and one is along 29th Street to the west.

DESCRIPTION OF STUDY ALTERNATIVES

At the start of the scoping phase for this study, guidelines were established to identify, evaluate and screen alternatives. All proposed alternatives were to include a transit component, focus on the existing location of I-35W to minimize right-of-way acquisition to the greatest extent possible, and be compatible with long-range regional plans regarding transit facilities and highways. The development of alternatives was a complex process because of three major factors: (1) each of the study area's six sub-areas has very different travel demand characteristics; (2) numerous transit and mixed traffic ("mainline") combinations were possible; and (3) numerous access, alignment and interchange configurations were possible at each interchange area. Transit/mainline alternatives and interchange design alternatives were developed separately to simplify evaluation and provide a clearer understanding of issues. The initial roster of seven transit/mainline and 26 interchange design alternatives underwent three screenings prior to determining those alternatives that would be documented in detail in the Draft EIS.

The transit/mainline alternatives resulting from the scoping process and from further evaluation during preparation of the Draft EIS are shown in Table S-1 with the number of highway lanes provided under each alternative. The combinations of transit/mainline alternatives and interchange base alternatives and sub-alternatives evaluated in the Draft EIS are shown in Table S-2. As well as the features specific to individual alternatives, all transit/mainline alternatives presume the implementation of transportation system management (TSM) strategies such as ramp meters and high occupancy vehicle (HOV) bypass lanes at all on-ramps, support transit facilities such as park-and-ride lots and LRT stations, and travel demand management (TDM) strategies such as carpool incentives and transit marketing.

TRANSIT/MAINLINE ALTERNATIVES

No Build: This alternative represents conditions that would exist on I-35W in the design year 2010 if no improvements were made. A full range of TSM and TDM strategies are assumed, however. For example, ramp meters would be installed at all on-ramps, incentives would be implemented to encourage more transit and carpool ridership, and transit marketing would be intensified. The establishment of Transportation Management Organizations would be pursued to implement these strategies. It is also possible that, in the future, ramps will be closed or modified if they cannot be operated safely.

Lane Conversion: Key characteristics of this alternative include: (1) conversion of an existing traffic lane in each direction north of 46th Street to a diamond lane (diamond lanes are highway lanes that are reserved for buses and other HOVs such as carpools and vanpools); (2) addition of a diamond lane in each direction between 46th Street and C.S.A.H. 42; and (3) feeder and express bus service reorganized into a timed-transfer service concept.

Diamond Lanes: Key characteristics of this alternative include: (1) one additional lane of traffic in each direction north of 46th Street designated as a diamond lane; (2) one additional traffic lane and one additional diamond lane between 46th Street and C.S.A.H. 42; and (3) feeder and express bus service reorganized into a timed-transfer service concept.

LRT in I-35W Median: Light Rail Transit (LRT) is a rail transit system powered by electricity from overhead wires. Light rail vehicles run on rail track and may be operated individually or in a train. Key characteristics of this alternative include: (1) LRT operation in a tunnel from downtown Minneapolis to Lake Street (this tunnel connection was studied as a part of the Hennepin County Light Rail Transit System EIS, and was not studied in this EIS); (2) a two-way LRT line in I-35W right-of-way between Lake Street and C.S.A.H. 42; (3) one additional traffic lane in each direction between 46th Street and C.S.A.H. 42; and (4) reorganized feeder bus service, routed and scheduled for timed transfers at LRT stations placed an average of one mile apart.

LRT on Soo Line Railroad: Key characteristics of this alternative include: (1) LRT operation in a tunnel from downtown Minneapolis to Lake Street; (2) a two-way LRT line within the I-35W right-of-way between Lake Street and the Crosstown sub-area; (3) LRT operation on the Soo Line Railroad right-of-way between the Crosstown sub-area and 96th Street; (4) LRT operation within the I-35W right-of-way between 96th Street and C.S.A.H. 42; (5) one additional traffic lane in each direction between 46th Street and C.S.A.H. 42; and (6) reorganized feeder bus service routed and scheduled for timed transfers at LRT stations spaced an average of one mile apart.

Lane Conversion Plus LRT: This alternative provides both a Light Rail Transit line and diamond lanes within the I-35W right-of-way. Key characteristics include: (1) LRT operation in a tunnel between downtown Minneapolis and Lake Street; (2) a two-way LRT line in the I-35W median between Lake Street and C.S.A.H. 42; (3) conversion of an existing traffic lane in each direction north of 46th Street to a diamond lane reserved for HOVs; (4) addition of a diamond lane in each direction between 46th Street and C.S.A.H. 42; and (5) reorganized feeder and express bus service to allow transfers with LRT on a timed basis.

	North of 46th St.	46th St. to T.H. 62	T.H. 62 to I-494	I-494 to C.S.A.H. 42	C.S.A.H. 42 to I-35E
No Build	4	3	2	2	2
Lane Conversion	3 + ◇	3 + ◇	2 + ◇	2 + ◇	2
Diamond Lanes	4 + ◇	4 + ◇	3 + ◇	3 + ◇	2
LRT (Median or Soo Line)	4 + LRT	4 + LRT	3 + LRT	3 + LRT	2
Lane Conversion +LRT	3 + ◇ + LRT	3 + ◇ + LRT	2 + ◇ + LRT	2 + ◇ + LRT	2

I-35W Preliminary Design Studies Phase 2: EIS



**I-35W ALTERNATIVES
NUMBER OF THROUGH
LANES SUMMARY**

Table

S-1

INTERCHANGE DESIGN ALTERNATIVES

The proposed interchange design alternatives are discussed by sub-areas. The transit/mainline alternatives, and base interchange design alternatives and interchange sub-alternatives being considered in the Draft EIS are shown in Table S-2.

I-94 Sub-Area

No Build: No improvements would be provided under the No Build alternative.

Lane Conversion (Stacked Mainlines): This alternative provides safety improvements including longer radius curves, right entrances and exits and improved lane continuity. I-35W would be constructed under I-94. The maximum degree of curvature on the mainline would be four degrees. Direct diamond lane connections would be provided to and from downtown Minneapolis and east and west I-94.

Lane Conversion Plus LRT (Stacked Mainlines): This alternative provides safety improvements including longer radius curves, right entrances and exits and improved lane continuity. I-35W would be constructed under I-94. Mainline curves would be designed to be between four degrees and six degrees thirty minutes. Access would be similar to the Lane Conversion alternative, with the addition of southbound I-35W to 11th Avenue and Franklin Avenue to northbound I-35W/eastbound I-94 ramps.

Base Interchange Design (Stacked Mainlines): I-35W would be constructed under I-94. This alternative assumes that all improvements would have a maximum mainline degree of curvature four degrees and would provide all existing access.

Lake Street Sub-Area

No Build: No improvements would be made. It is likely that the 31st Street ramps would be modified or closed eventually to eliminate safety problems.

Base Interchange Design (Bridged Ramps): Access would remain the same as today, but the ramps between 31st and 35th Street would be separated by bridging one set of ramps over the other.

Crosstown Sub-Area

No Build: No improvements would be made with the No Build alternative. It is likely that the ramps at 60th Street, Lyndale Avenue, Portland Avenue (west ramps) and Penn Avenue (east ramps) may eventually have to be modified or closed if they cannot be operated safely.

Lane Conversion: This alternative provides only safety improvements including longer radius curves, right entrances and exits and improved lane continuity. The maximum degree of curvature on the mainline would be four degrees. The I-35W and T.H. 62 mainlines would be separated with the eastbound and westbound T.H. 62 lanes on opposite sides of the I-35W lanes. I-35W access would be removed at 60th Street,

SUB-AREA	TRANSIT/MAINLINE ALTERNATIVES					
	NO BUILD	LANE CONVERSION	DIAMOND LANES	LRT IN I-35W MEDIAN	LRT ON SOO LINE RAILROAD	LANE CONVERSION PLUS LRT
I-94 Sub-Area	No Build	Stacked Mainlines	Stacked Mainlines	Stacked Mainlines	Stacked Mainlines	Stacked Mainlines
Lake Street Sub-Area	No Build	Bridged Ramps	Bridged Ramps	Bridged Ramps	Bridged Ramps	Bridged Ramps
Crosstown Sub-Area	No Build	Minimum Safe, Minimum Access	Side by Side, Revised Partial Access (Base)	Side by Side, Revised Partial Access (Base)	Side by Side, Revised Partial Access (Base)	I-35W in the Middle, Partial Access
			Stacked Mainlines, Existing Full Access (Sub)	Stacked Mainlines, Existing Full Access (Sub)	Stacked Mainlines, Existing Full Access (Sub)	
I-494 Sub-Area	No Build	Minimum Safe, Minimum Access	One-Way Frontage Roads (Base)	One-Way Frontage Roads (Base)	One-Way Frontage Roads (Base)	One-Way Frontage Roads
			Overlapping Diamonds (Sub)	Overlapping Diamonds (Sub)	Overlapping Diamonds (Sub)	
Bloomington Sub-Area	No Build	Minimum Safe, Minimum Access	Modified Full Access	Modified Full Access	Modified Full Access	Modified Full Access
Burnsville Sub-Area	No Build	Minimum Safe, Minimum Access	Revised Partial Directional	Revised Partial Directional	Revised Partial Directional	Revised Partial Directional

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**BASE INTERCHANGE DESIGN
ALTERNATIVES AND
INTERCHANGE DESIGN
SUB-ALTERNATIVES**

Table



S-2

Lyndale Avenue, Penn Avenue and on the west side of the Portland Avenue interchange. T.H. 62 access would be removed at Diamond Lake Road, 66th Street, Lyndale Avenue and on the west side of Portland Avenue. In addition, interchange-to-interchange movements would be restricted between the Penn Avenue, T.H. 121 and 66th Street interchanges.

Lane Conversion Plus LRT: This alternative provides safety improvements such as right entrances and exits and improved lane continuity. The maximum degree of curvature on the mainline would be five degrees fifteen minutes. The I-35W and T.H. 62 mainlines would be separated with the eastbound and westbound T.H. 62 lanes on opposite sides of I-35W. Access at Lyndale Avenue would be limited to/from the T.H. 62. Access would be removed between I-35W and Portland Avenue and Lyndale Avenue and from Penn Avenue to southbound I-35W. Access would also be removed from westbound T.H. 62 to Diamond Lake Road, from eastbound T.H. 62 to 66th Street and from 66th Street to eastbound T.H. 62. A ramp from Lyndale to westbound T.H. 62 would be added. In addition, interchange-to-interchange movements would be restricted between the Penn Avenue, T.H. 121 and 66th Street interchanges.

Base Interchange Design (Side-By-Side with Partial Access): This alternative would generally follow the existing alignment, but would provide full physical separation between I-35W and T.H. 62. I-35W is located immediately north of T.H. 62 in the vicinity of the existing common section. The degree of curvature on the mainline would be five degrees fifteen minutes. Access between the two freeways is provided via ramps. Access to I-35W is provided at Diamond Lake Road, 60th Street (north ramps only) and 66th Street. Access to the T.H. 62 is provided at Penn Avenue, Lyndale Avenue (except Lyndale to westbound T.H. 62) and Portland Avenue. Access would also be provided from eastbound T.H. 62 to Diamond Lake Road.

Stacked Mainlines (Existing Full Access): The Stacked Mainlines alternative follows the existing alignment but I-35W would be built above the existing roadway. The degree of curvature on the mainline would be five degrees fifteen minutes. All existing local access is provided except T.H. 121 to 66th Street.

I-494 Sub-Area

No Build: No improvements would be made under the No Build alternative.

Lane Conversion (Minimum Safe): This alternative would provide a full directional interchange at I-494. It would provide safety improvements including improved ramp spacing and sequencing and standard shoulder widths. The maximum degree of curvature on the mainline would be two degrees thirty minutes. East ramps at Penn Avenue, west ramps at Lyndale Avenue and north ramps at 82nd Street would be closed.

Base Interchange Design (One-Way Frontage Road System): This alternative would provide a full directional interchange at I-494 and additional through lanes. Existing inside ramps would be removed at Penn, Lyndale and 86th Street. The outer ramps would be connected to a one-way frontage road system which is a counter clockwise ring road that is located very close to the interchange, is connected to the four major adjacent streets, and travels either over or under all freeway legs.

Overlapping Diamonds (Partial Access): A full directional interchange at I-494 and additional through lanes would be provided. Access to I-35W, but not to I-494, would be provided at 82nd and 76th Streets. Access to I-494, but not to I-35W, would be provided at Penn and Lyndale Avenues. This would be accomplished by bridging the inside cross-street ramps over or under the freeway to freeway ramps.

Bloomington Sub-Area

No Build: No action would be taken. It is likely that the 94th Street interchange would eventually have to be modified to reduce traffic congestion on the freeway and improve safety.

Lane Conversion (Minimum Safe): This alternative would provide only safety improvements such as improved ramp spacing and standard shoulder widths. The maximum degree of curvature on the mainline would be two degrees thirty minutes. The 94th Street ramps would be closed.

Base Interchange Design (Modified Full Access): All existing access is provided in this alternative except that ramps would be bridged between 98th Street and 106th Street and between 94th Street and 98th Street, limiting access between adjacent interchanges.

Burnsville Sub-Area

No Build: No improvements would be made under the No Build alternative.

Lane Conversion (Minimum Safe): This alternative would provide safety improvements including improved ramp spacing and sequencing. Maximum mainline degree of curvature would be two degrees thirty minutes. Collector-distributor roads would connect the Burnsville Parkway, T.H. 13 and Cliff Road interchanges. The existing loop from eastbound T.H. 13 to northbound I-35W would be replaced with a direct ramp. Although an interchange at Black Dog Road has been shown as part of this alternative, its construction will be precluded because it requires acquisition of contaminated property which has been included on the federal Superfund list.

Base Interchange Design (Partial Directional): This alternative would provide direct connections between T.H. 13 and north I-35W. Some interchange-to-interchange movements are restricted in the T.H. 13 interchange area because ramps between T.H. 13 and Burnsville Parkway and between T.H. 13 and Cliff Road would be bridged over each other. Although an interchange at Black Dog Road has been shown as part of this alternative, its construction will be precluded because it requires acquisition of contaminated property which has been included on the federal superfund list.

ANTICIPATED ENVIRONMENTAL IMPACTS

The Build alternatives result in impacts on the I-35W study area environment due to the reconstruction proposed by each alternative. See Table S-3 for a summary of anticipated impacts.

TRANSPORTATION IMPACTS

Each Build alternative addresses the known safety, capacity and geometric deficiencies of the I-35W corridor. The Build alternatives have been developed in order to provide benefits to the transportation system within the Twin Cities region, and provide such benefits in differing degrees.

People Carried: The total number of people accommodated by the proposed Build alternatives in the p.m. peak hour peak direction is estimated to range from 14,700 to 16,800 people at Lake Street and from 8,800 to 11,300 people at the Minnesota River bridge. Of the total number of people carried, the number of transit users (LRT passengers, bus riders and carpoolers) is estimated to range between 7,600 and 9,300 at Lake Street, and between 4,400 and 6,100 at the Minnesota River. Auto occupancies range from 1.20 to 1.30 persons per vehicle at Lake Street, and from 1.28 to 1.38 persons per vehicle at the Minnesota River bridge in the p.m. peak hour.

The No Build alternative would carry 13,500 people during the p.m. peak hour peak direction at Lake Street and 6,300 people at the Minnesota River. Of the total people carried, the number of transit users on bus and in carpools would be 6,600 at Lake Street and 3,100 at the Minnesota River.

Accidents: Although each Build alternative will accommodate more people than I-35W currently accommodates, none fully satisfies the projected travel demand. Therefore, a small percentage of vehicles will be diverted to other roadways because of congestion on the mainline. The estimated number of vehicles diverted to local streets ranges from 700 to 2,400 at Lake Street and 300 to 2,300 at the Minnesota River. The number of accidents on the mainline and those added to the local street system because of diverted traffic caused by insufficient capacity on I-35W has been estimated at between 2,100 and 2,830 per year by 2010.

For the No Build alternative, it is estimated that 3,400 vehicles would be diverted at the Lake Street area and 4,300 would be diverted at the Minnesota River area. The number of accidents on the mainline and those added to the local streets because of traffic diverted caused by insufficient capacity on I-35W is estimated at 3,770 per year for the No Build alternative.

Access: All of the alternatives would result in changes in access to the highway and/or transit. Under the No Build alternative it is likely that some existing ramps would be closed in the future to improve safety as traffic volumes increase. Changes to existing highway access for each of the Build alternatives is shown in Table S-4. The locations of transit facilities directly on I-35W (freeway flyer bus stops, bus transfer stations and LRT stations) are shown in Table S-5.

ENVIRONMENTAL IMPACTS	NO BUILD		LANE CONVERSION		LANE CONVERSION PLUS LRT		DIAMOND LANES							
							BASE INTERCHANGE DESIGN		STACKED MAINLINES AT CROSSTOWN		BASE AT CROSSTOWN; OVERLAPPING DIAMONDS AT I-494		STACKED AT CROSSTOWN; OVERLAPPING DIAMONDS AT I-494	
TRANSPORTATION	MN RIVER	LAKE ST. ^(a)	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.
	Total People Carried (2010 Peak Hour Peak Direction)	6,300	13,500	9,000	14,700	8,800	15,000	11,300	16,800	11,300	16,800	11,300	16,800	11,300
	Transit Riders (Bus + LRT) (2010 Peak Hour Peak Direction)	600	3,400	1,300	3,800	1,100	4,200	1,200	3,700	1,200	3,700	1,200	3,700	1,200
	People in Car Pools (2010 Peak Hour Peak Direction):													
	In Mixed Lanes	2,500	3,200	2,000	2,300	2,000	2,300	2,700	2,800	2,700	2,800	2,700	2,800	2,700
	In Diamond Lanes	0	0	2,200	2,900	2,200	2,800	2,200	2,700	2,200	2,700	2,200	2,700	2,200
	Auto Occupancy (Persons per auto) ^(b)	1.30	1.20	1.38	1.30	1.38	1.30	1.33	1.27	1.33	1.27	1.33	1.27	1.33
	Vehicles diverted to local streets	4,300	3,400	2,200	2,400	2,300	2,100	300	700	300	700	300	700	300
	Accidents (2010 total annual) ^(c)	3,770		2,830		2,830		2,100		2,100		2,100		2,100
	Highway Access Points	173		125		167		152		170		136		154
SOCIO-ECONOMIC	Impacts on Frontage Roads	No Change		Minor Impact		Minor Impact		Minor Impact		Minor Impact		Moderate Impact		Moderate Impact
	Number of park-and-ride spaces provided	0		505		1,990		505		505		505		505
	Community Services/Facilities (Number acquired)	0		5		5		5		5		7		5
LAND USE, ACQUISITION, RELOCATION	Employment (Number of employees displaced)	0		405		910		975		975		940		940
	Property Taxes Lost	\$0		\$1.2 million		\$2.2 million		\$2.2 million		\$2.4 million		\$2.4 million		\$2.4 million
	Visual Setting (Impacts on neighbors) ^(d)	No change		Moderate change from existing		Moderate change from existing		Moderate change from existing		Substantial change from existing		Substantial change from existing		Substantial change from existing
	Existing Land Uses	Not consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans
PHYSICAL ENVIRONMENT	Parkland Acquired (Acres)	0.0		0.0		0.0		0.0		0.6		0.3		0.9
	Historic Resources (Number of properties acquired)	0		1		1		1, partial of 1		1		1		1
	Dwelling Units (Number acquired)	0		755		1,045		1,325		1,265		1,335		1,275
	Commercial Properties (Number acquired, includes businesses and vacant commercial properties) ^(e)	0		30		70		70		65		65		65
	Air Quality	Within state standards		Within state standards		Within state standards		Within state standards		Within state standards		Within state standards		Within state standards
NATURAL ENVIRONMENT	Noise:													
	Number of dwelling units above 70 dB(A) ^(f)	680		780		805		715		810		660		755
	Number of dwelling units for which noise walls cannot be built	680		495		490		420		480		365		425
	Water Quality	No change		Improved over existing		Improved over existing		Improved over existing		Improved over existing		Improved over existing		Improved over existing
COST	Potentially Contaminated Sites (Number of acquired properties)	None		20		32		37		35		35		33
	Wetlands (Number of acres of encroachment)	0.0		8.4		11.7		13.6		15.1		13.6		15.1
	Floodplains	No change		No encroachment		No encroachment		No encroachment		Minor encroachment		No encroachment		Minor encroachment
	Lakes and Rivers	No change		No impact		Potential at MN River		No impact		No impact		No impact		No impact
	Construction Cost	\$235 million		\$653 million		\$971 million		\$830 million		\$891 million		\$866 million		\$927 million
	Right-of-Way Cost	\$0		\$32 million		\$63 million		\$77 million		\$76 million		\$76 million		\$74 million
	Transit Operating and Maintenance Cost (Annual)	\$36 million		\$41 million		\$41 million		\$41 million		\$41 million		\$41 million		\$41 million
	Cost to mitigate impacts on local streets ^(g)	\$97 million		\$45 million		\$50 million		\$21 million		\$21 million		\$21 million		\$21 million

(a) P.M. peak load points are at the Minnesota River and Lake Street.

(b) Includes mixed traffic and high occupancy vehicle lanes.

(c) Includes mainline accidents and accidents involving vehicles diverted from I-35W.

(d) Will be mitigated through noise walls and landscaping.

(e) Includes properties required for transit stations and park-and-ride lots.

(f) Assumes existing abatement. Future abatement for Build Alternatives would mitigate most noise impacts.

(g) Costs provided by cities; costs do not include a new river crossing at the Minnesota River or river crossing approach work.

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SUMMARY OF STUDY AREA IMPACTS

Figure

S-3 (a)

		LRT IN I-35W MEDIAN								LRT ON SOO LINE RR					
		NO BUILD		BASE INTERCHANGE DESIGN		STACKED MAINLINES AT CROSSTOWN; BASE INTERCHANGE DESIGN AT I-494		BASE AT CROSSTOWN; OVERLAPPING DIAMONDS AT I-494		STACKED AT CROSSTOWN; OVERLAPPING DIAMONDS AT I-494		BASE INTERCHANGE DESIGN		STACKED MAINLINES AT CROSSTOWN	
ENVIRONMENTAL IMPACTS		MN RIVER	LAKE ST. ^(a)	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.	MN RIVER	LAKE ST.
TRANSPORTATION	Total People Carried (2010 Peak Hour Peak Direction)	6,300	13,500	9,300	15,100	9,300	15,100	9,300	15,100	9,300	15,100	9,300	15,100	9,300	15,100
	Transit Riders (Bus + LRT) (2010 Peak Hour Peak Direction)	600	3,400	1,100	4,200	1,100	4,200	1,100	4,200	1,100	4,200	1,100	4,200	1,100	4,200
	People in Car Pools (2010 Peak Hour Peak Direction):														
	In Mixed Lanes	2,500	3,200	3,300	3,400	3,300	3,400	3,300	3,400	3,300	3,400	3,300	3,400	3,300	3,400
	In Diamond Lanes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Auto Occupancy (Persons per auto) ^(b)	1.30	1.20	1.28	1.24	1.28	1.24	1.28	1.24	1.28	1.24	1.28	1.24	1.28	1.24
	Vehicles Diverted to Local Streets	4,300	3,400	1,900	2,300	1,900	2,300	1,900	2,300	1,900	2,300	1,900	2,300	1,900	2,300
	Accidents (2010 total annual) ^(c)	3,770		2,520		2,520		2,520		2,520		2,520		2,520	
	Highway Access Points	173		155		173		139		157		155		173	
	Impacts on Frontage Roads	No change		Minor impact		Minor impact		Moderate impact		Moderate impact		Minor impact		Minor impact	
Number of park-and-ride spaces provided	0		2,035		1,840		2,035		1,840		1,920		1,920		
SOCIO-ECONOMIC	Community Services/Facilities (Number acquired)	0		6		5		7		5		5		4	
	Businesses/Employment (Number of employees displaced)	0		1,105		965		1,055		915		1,125		1,125	
LAND ACQUISITION, RELOCATION, USE	Property Taxes	\$0		\$2.8 million		\$2.6 million		\$2.7 million		\$2.5 million		\$3.0 million		\$3.0 million	
	Visual Setting (Impacts on neighbors) ^(d)	No change		Moderate change from existing		Substantial change from existing		Substantial change from existing		Substantial change from existing		Moderate change from existing		Substantial change from existing	
	Existing Land Uses	Not consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans		Consistent with local plans	
	Parkland Acquired (Acres)	0.0		0.5		0.4		0.3		0.7		0.0		0.0	
PHYSICAL ENVIRONMENT	Historic Resources (Number of properties acquired)	0		1		1		1		1		1		1	
	Dwelling Units (Number acquired)	0		1,300		1,230		1,305		1,230		1,305		1,335	
	Commercial Properties (Number acquired, includes businesses and vacant commercial properties) ^(e)	0		75		70		70		65		75		75	
	Air Quality	Within state standards		Within state standards		Within state standards		Within state standards		Within state standards		Within state standards		Within state standards	
NATURAL ENVIRONMENT	Noise:														
	Number of dwelling units above 70 dB(A) ^(f)	680		660		740		605		685		640		730	
	Number of dwelling units for which noise walls cannot be built	680		345		410		300		365		355		405	
	Water Quality	No change		Improved over existing		Improved over existing		Improved over existing		Improved over existing		Improved over existing		Improved over existing	
COST	Potentially contaminated sites (Number of acquired properties)	None		36		33		32		29		42		42	
	Wetlands (Number of acres of encroachment)	0.0		13.0		14.4		13.0		14.4		13.0		14.4	
	Floodplains	No change		No encroachment		Minor encroachment		No encroachment		Minor encroachment		No encroachment		Minor encroachment	
	Lakes and Rivers	No change		Potential impact at MN River		Potential impact at MN River		Potential impact at MN River		Potential impact at MN River		Potential impact at MN River		Potential impact at MN River	
	Construction Cost	\$235 million		\$990 million		\$1,059 million		\$1,011 million		\$1,080 million		\$968 million		\$1,011 million	
	Right-of-Way Cost	\$0		\$83 million		\$78 million		\$82 million		\$77 million		\$86 million		\$88 million	
	Transit Operating and Maintenance Cost (Annual)	\$36 million		\$46 million		\$46 million		\$46 million		\$46 million		\$46 million		\$46 million	
	Cost to mitigate impacts on local streets ^(g)	\$97 million		\$39 million		\$39 million		\$39 million		\$39 million		\$39 million		\$39 million	

(a) P.M. peak load points are at the Minnesota River and Lake Street.

(b) Includes mixed traffic and high occupancy vehicle lanes.

(c) Includes mainline accidents and accidents involving vehicles diverted from I-35W.

(d) Will be mitigated through noise walls and landscaping.

(e) Includes properties required for transit stations and park-and-ride lots.

(f) Assumes existing abatement. Future abatement for Build Alternatives would mitigate most noise impacts.

(g) Costs provided by cities; costs do not include a new river crossing at the Minnesota River or river crossing approach work.

I-35W Preliminary Design Studies Phase 2: EIS



SUMMARY OF STUDY AREA IMPACTS

Figure

S-3 (b)

Minnesota Department of Transportation - Metropolitan Council - Federal Highway Administration

			CHANGES FROM EXISTING ACCESS								
FROM	TO	EXISTING ACCESS ^(a)	LANE CONVERSION	DIAMOND LANES BASE ALTERNATIVE	DIAMOND LANES SUB-ALTERNATIVE ^(b)	LRT IN I-35W MEDIAN BASE ALTERNATIVE	LRT IN I-35W MEDIAN SUB-ALTERNATIVE ^(b)	LRT ON 500 LINE RR BASE ALTERNATIVE	LRT ON 500 LINE RR SUB-ALTERNATIVE ^(b)	LANE CONVERSION PLUS LRT	
I-94	EB 94	SB 35W Diamond Lane		Yes	Yes						
	EB 94	Washington		Yes	Yes		Yes			Yes	
	WB 94	11TH Street			Yes		Yes				
	WB 94	SB 35W Diamond Lane		Yes	Yes						
	Grant	Grant	Yes	Yes							
	Grant	SB 35W	Yes	Yes						Yes	
	12TH Street	WB 94	Yes	Yes	Yes					Yes	
	12TH Street	SB 35W			Yes		Yes		Yes		
	12TH Street	SB 35W Diamond Lane		Yes	Yes		Yes				
	4TH Avenue	SB 35W Diamond Lane		Yes	Yes						
	16TH Street	WB 94	Yes		Yes						
	Washington	SB 35W Diamond Lane		Yes	Yes						
	Washington	11TH Avenue	Yes			DOES NOT APPLY				DOES NOT APPLY	
	Washington	11TH Street		Yes	Yes		Yes		Yes	Yes	
	Franklin (HOV only)	EB 94			Yes		Yes		Yes	Yes	
	Franklin (HOV only)	NB 35W			Yes		Yes		Yes	Yes	
	Franklin (HOV only)	Washington			Yes		Yes		Yes	Yes	
	Franklin	NB 35W	Yes				Yes			Yes	
	Franklin	EB 94	Yes							Yes	
	Franklin	Washington	Yes							Yes	
LAKE STREET	NB 35W Diamond Lane	WB 94		Yes	Yes						
	NB 35W Diamond Lane	5TH Avenue		Yes	Yes						
	NB 35W Diamond Lane	11TH Street		Yes	Yes						
	NB 35W Diamond Lane	EB 94		Yes	Yes						
	NB 35W Diamond Lane	Washington		Yes	Yes						
	NB 35W	Grant	Yes								
	SB 35W	11TH Avenue	Yes				Yes		Yes	Yes	
	SB 35W	11TH Street		Yes	Yes					Yes	
THERE ARE NO CHANGES IN ACCESS IN THE LAKE STREET SUB-AREA											
CROSSTOWN	Penn Avenue	NB 35W	Yes			Yes		Yes		Yes	
	Penn Avenue	SB 35W	Yes			Yes		Yes		Yes	
	NB 35W	Penn Avenue	Yes			Yes		Yes		Yes	
	SB 35W	Penn Avenue	Yes			Yes		Yes		Yes	
	Lyndale Avenue	EB TH 62	Yes		Yes	Yes	Yes		Yes	Yes	
	TH 121	66 TH Street	Yes	Yes						Yes	
	Lyndale Avenue	WB TH 62								Yes	
	Lyndale Avenue	NB 35W	Yes			Yes		Yes		Yes	
	SB 35W	Lyndale Avenue	Yes		Yes	Yes		Yes		Yes	
	EB TH 62	Lyndale Avenue	Yes		Yes	Yes	Yes	Yes		Yes	
	WB TH 62	Lyndale Avenue	Yes		Yes	Yes	Yes	Yes		Yes	
	Portland Avenue	NB 35W	Yes		Yes	Yes		Yes		Yes	
	Portland Avenue	SB 35W	Yes		Yes	Yes		Yes		Yes	
	Portland Avenue	WB TH 62	Yes		Yes	Yes	Yes	Yes		Yes	
	NB 35W	Portland Avenue	Yes		Yes	Yes	Yes	Yes		Yes	
	SB 35W	Portland Avenue	Yes		Yes	Yes	Yes	Yes		Yes	
	EB TH 62	Portland Avenue	Yes		Yes	Yes	Yes	Yes		Yes	
	Diamond Lake Road	EB TH 62	Yes		Yes	Yes	Yes	Yes		Yes	
	Diamond Lake Road	WB TH 62	Yes		Yes	Yes	Yes	Yes		Yes	
	EB TH 62	Diamond Lake Road	Yes		Yes	Yes	Yes	Yes		Yes	
	WB TH 62	Diamond Lake Road	Yes		Yes	Yes	Yes	Yes		Yes	
	60TH Street	NB 35W	Yes		Yes	Yes	Yes	Yes		Yes	
	SB 35W	60TH Street	Yes		Yes	Yes	Yes	Yes		Yes	
	66TH Street	EB TH 62	Yes		Yes	Yes	Yes	Yes		Yes	
	EB TH 62	66TH Street	Yes		Yes	Yes	Yes	Yes		Yes	
	WB TH 62	66TH Street	Yes		Yes	Yes	Yes	Yes		Yes	
EB TH 62	NB 35W Diamond Lane			Yes	Yes				Yes		
WB TH 62	NB 35W Diamond Lane			Yes	Yes				Yes		
SB 35W Diamond Lane	EB TH 62	Yes		Yes	Yes				Yes		
SB 35W Diamond Lane	WB TH 62	Yes		Yes	Yes				Yes		
I-494	Penn Avenue	EB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	Penn Avenue	NB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	Penn Avenue	SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	WB 494	Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	NB 35W	Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	SB 35W	Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	Lyndale Avenue	WB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	Lyndale Avenue	NB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	Lyndale Avenue	SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	NB 35W	Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	SB 35W	Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	EB 494	Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	76TH Street	SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	76TH Street	EB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	76TH Street	WB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	NB 35W	76TH Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	EB 494	76TH Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
	WB 494	76TH Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
82ND Street	NB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
82ND Street	EB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
82ND Street	WB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
SB 35W	82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
EB 494	82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
WB 494	82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes		
THERE ARE NO CHANGES IN ACCESS IN THE BLOOMINGTON SUB-AREA											
BURNSVILLE	Black Dog Road	SB 35W	Yes								
	NB 35W	Black Dog Road	Yes								

(a) Existing access points that are subject to change under one or more alternatives. All other access points remain unchanged.

(b) "Sub-Alternative" indicates the Stacked Mainlines interchange design in the Crosstown sub-area and the Overlapping Diamonds interchange design in the I-494 sub-area.

I-35W Preliminary Design Studies Phase 2: EIS



COMPARISON OF ACCESS CHANGES

Table

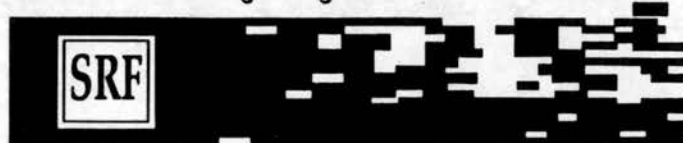
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			CHANGES FROM EXISTING ACCESS										
			EXISTING ACCESS ^(a)	LANE CONVERSION	DIAMOND LANES BASE ALTERNATIVE	DIAMOND LANES SUB-ALTERNATIVE ^(b)	LRT IN I-35W MEDIAN BASE ALTERNATIVE	LRT IN I-35W MEDIAN SUB-ALTERNATIVE ^(b)	LRT ON 500 LINE RR BASE ALTERNATIVE	LRT ON 500 LINE RR SUB-ALTERNATIVE ^(b)	LANE CONVERSION PLUS LRT		
SUB-AREA	I-94	EB 94		Yes	Yes								
		EB 94		Yes	Yes			Yes		Yes	Yes		
		WB 94			Yes			Yes		Yes			
		WB 94			Yes								
		Grant	Yes										
		Grant	Yes	Yes							Yes		
		Grant	Yes	Yes							Yes		
		12TH Street				Yes		Yes		Yes			
		12TH Street	Yes			Yes		Yes		Yes			
		12TH Street			Yes								
		4TH Avenue			Yes								
		16TH Street	Yes										
		Washington		Yes	Yes								
		Washington	Yes										
		Washington		Yes									
		Franklin (HOV only)			Yes					Yes	Yes		
		Franklin (HOV only)								Yes	Yes		
		Franklin (HOV only)								Yes	Yes		
		Franklin	Yes								Yes		
		Franklin	Yes								Yes		
		Franklin	Yes								Yes		
		NB 35W Diamond Lane			Yes								
		NB 35W Diamond Lane				Yes	Yes						
		NB 35W Diamond Lane				Yes	Yes						
		NB 35W Diamond Lane				Yes	Yes						
		NB 35W Diamond Lane				Yes	Yes						
		NB 35W	Yes										
		SB 35W	Yes										
		SB 35W		Yes	Yes					Yes	Yes		
		SB 35W			Yes	Yes					Yes		
		SUB-AREA	LAKE STREET	THERE ARE NO CHANGES IN ACCESS IN THE LAKE STREET SUB-AREA									
Penn Avenue	Yes					Yes		Yes		Yes	Yes		
Penn Avenue	Yes					Yes		Yes		Yes	Yes		
NB 35W	Yes					Yes		Yes		Yes	Yes		
SB 35W	Yes					Yes		Yes		Yes	Yes		
Lyndale Avenue	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes		
TH 121	Yes			Yes							Yes		
Lyndale Avenue											Yes		
Lyndale Avenue	Yes					Yes		Yes		Yes	Yes		
SB 35W	Yes					Yes		Yes		Yes	Yes		
EB TH 62	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes		
WB TH 62	Yes					Yes		Yes	Yes	Yes	Yes		
Portland Avenue	Yes					Yes		Yes		Yes	Yes		
Portland Avenue	Yes					Yes		Yes		Yes	Yes		
Portland Avenue	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes		
NB 35W	Yes					Yes		Yes		Yes	Yes		
SB 35W	Yes					Yes		Yes		Yes	Yes		
EB TH 62	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Diamond Lake Road	Yes					Yes		Yes		Yes	Yes		
Diamond Lake Road	Yes					Yes		Yes		Yes	Yes		
EB TH 62	Yes					Yes		Yes		Yes	Yes		
WB TH 62	Yes					Yes		Yes		Yes	Yes		
Diamond Lake Road	Yes					Yes		Yes		Yes	Yes		
60TH Street	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes		
SB 35W	Yes					Yes		Yes	Yes	Yes	Yes		
66TH Street	Yes					Yes		Yes		Yes	Yes		
EB TH 62	Yes					Yes		Yes		Yes	Yes		
WB TH 62	Yes					Yes		Yes		Yes	Yes		
EB TH 62	Yes					Yes		Yes		Yes	Yes		
WB TH 62	Yes					Yes		Yes		Yes	Yes		
SB 35W Diamond Lane					Yes	Yes							
SB 35W Diamond Lane			Yes	Yes									
WB TH 62			Yes	Yes									
SUB-AREA	I-494	Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		Penn Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		WB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		NB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		Lyndale Avenue	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		NB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		EB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		76TH Street			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		76TH Street			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		76TH Street			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		NB 35W			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		EB 494			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		WB 494			Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		SB 35W	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		EB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		WB 494	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		82ND Street	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
		SUB-AREA	BLOOMINGTON	THERE ARE NO CHANGES IN ACCESS IN THE BLOOMINGTON SUB-AREA									
				Black Dog Road	Yes								
				NB 35W	Yes								
				Black Dog Road									
Black Dog Road													
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Transit Access Point	No Build	Lane Conversion	Diamond Lanes	LRT in I-35W Median and Lane Conversion Plus LRT	LRT on Soo Line RR
Lake Street	Flyer	Bus Station	Bus Station	LRT	LRT
38th Street				LRT	LRT
46th Street				LRT	LRT
Diamond Lake Road				LRT	LRT
61st Street				LRT	LRT
66th Street				LRT	LRT
77th Street					LRT
79th/80th Street				LRT	
84th Street					LRT
95th/96th Street				LRT	LRT
102nd Street		Bus Station	Bus Station	LRT	LRT
Cliff Road				LRT	LRT
Burnsville Center				LRT	LRT

Key: Flyer = Freeway Flyer Bus Stop
LRT = LRT Station

I-35W Preliminary Design Studies Phase 2: EIS



I-35W TRANSIT STATIONS

Table



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Bikeway/Pedestrian Impacts: Adverse impacts on bikeways and pedestrian facilities is not anticipated unless diversion of traffic to local streets because of unmet demand on I-35W causes a currently good or satisfactory bikeway rating to change to a poor or unsatisfactory rating. All bridges crossing I-35W currently have at least one sidewalk, and will continue to have at least one sidewalk following reconstruction. There will be temporary impacts on pedestrian movement across I-35W during the construction phase. Sidewalks, crosswalks and other pedestrian facilities will be provided at all proposed transit stations. Handicapped parking, curb cuts, ramps and other disabled access facilities will also be provided at all transit stations.

Impacts on Local Streets: Generally, congestion on local streets is expected to increase for two reasons: overall growth in traffic volumes locally and the inability of the I-35W alternatives to satisfy the full freeway demand. The degree of projected congestion varies by alternative. The No Build alternative would result in the highest levels of congestion on local streets. The Lane Conversion and Lane Conversion Plus LRT alternatives would result in less impact on local streets. The Diamond Lanes, LRT in I-35W Median and LRT on the Soo Line Railroad alternatives would result in the least congestion on local streets. Despite improvements to mainline capacity on I-35W, some local streets will remain over capacity at some locations with each Build alternative.

Impacts on Energy: Overall, direct operational energy savings for Build alternatives are expected to more than offset their initial indirect energy requirements, generally resulting in long-term net energy savings when averaged over the lifetime of the project. The difference between alternatives regarding energy consumption is expected to be less than ten percent.

SOCIO-ECONOMIC IMPACTS

Neighborhood Impacts: The proposed reconstruction will result in some change in the existing neighborhoods of the I-35W study area. The proposed Build alternatives require the acquisition of between 720 and 1,335 dwelling units, most of which are apartment units located in low and moderate income neighborhoods near I-94 and T.H. 62. The composition of the populations within these neighborhoods will be impacted to the extent that comparable replacement dwelling units are not available for relocation within the neighborhoods.

Community Facilities: All Build alternatives will require the acquisition of between three and seven community service facilities such as resident-based treatment centers. These facilities will be relocated within the area they are currently located to the greatest extent feasible.

Property Taxes: There will be minor impacts on property taxes assessed by each community within the study area. The taxes associated with property proposed for acquisition that could be lost with each of the Build alternatives range from \$1.2 million to \$3.0 million.

Visual Setting: The existing visual environment will also experience change due to the reconstruction of I-35W. All alternatives will result in more impervious surface and new roadway structures. The Stacked Mainlines interchange sub-alternative at the Crosstown sub-area and the One-Way Frontage Road and Overlapping Diamonds interchange sub-alternatives at I-494 will introduce new structures at significantly increased heights over those in the T.H. 62 and I-494 interchange areas today.

LAND USE, ACQUISITION AND RELOCATION IMPACTS

Land Use: The acquisition of residential and commercial properties within the sub-areas is unavoidable in order to meet the safety, capacity and geometric objectives of the proposed reconstruction. There may be some change in land uses adjacent to the reconstructed roadway as a result of acquisition and relocation. However, it is anticipated that any changes in land use induced by the proposed reconstruction will be consistent with local land use plans.

Impacts Due to Acquisition of Residential Properties: The number of dwelling units proposed for acquisition under the Build alternatives ranges from 720 to 1,335. The majority of these units are multiple-family rental properties located directly adjacent to the existing freeway near I-94 and T.H. 62. Because of the limited availability of vacant owner-occupied dwelling units within the Crosstown sub-area, some residents may be unable to relocate within the same neighborhood but may be able to relocate within other nearby neighborhoods in Richfield or Minneapolis. The number of vacant rental units is adequate to accommodate the residents needing relocation; however, it is possible that there may be a shortage of larger rental units.

Impacts Due to Acquisition of Commercial Properties: The number of businesses proposed for acquisition ranges from 10 to 34. This acquisition would affect between 405 and 1,125 employees. As is the case with rental dwelling units, it may not be possible for some businesses to relocate within the same sub-area if suitable sites are not available.

IMPACTS ON THE PHYSICAL ENVIRONMENT

Air Quality Impacts: No adverse impacts on the existing air quality within the study area are anticipated as each Build alternative falls within state and federal air quality standards.

Noise Impacts: Each alternative will result in increased numbers of dwelling units exposed to noise levels above the federal noise abatement criteria of 70 decibels without additional noise abatement over existing conditions. Additional abatement, provided as part of the Build alternatives, would mitigate these impacts.

Water Quality: There will be beneficial impact on the existing water quality in the study area as a result of the proposed improvements to the drainage system throughout the study area associated with each Build alternative. An improved drainage system will also help to alleviate the risk of spilled hazardous materials reaching the study area's groundwater. Each alternative would be constructed so as to avoid large-scale impacts on groundwater elevation within the study area.

Potentially Contaminated Sites: Between 20 and 42 properties proposed for acquisition associated with the Build alternatives are potentially contaminated. One of the sites is on the federal Superfund list; another is being considered for the Superfund list.

IMPACTS ON THE NATURAL ENVIRONMENT

Wetlands: Wetlands were avoided to the extent feasible in the preliminary design of each Build alternative. The acreage of wetlands affected by Build alternatives ranges from 8.4 to 15.1 acres.

Floodplains: There is unavoidable encroachment on the Grass Lake floodplain in association with the Stacked Mainlines interchange sub-alternative in the Crosstown sub-area. No other Build alternative encroaches on floodplains within the study area.

The LRT alternatives include adding a new LRT bridge across the Minnesota River directly adjacent to the existing roadway bridge. Although significant impacts to the river are not anticipated, a risk assessment of the new crossing should be completed if a LRT alternative is chosen as the preferred alternative.

Other Issues: No impacts on threatened and endangered species, wild and scenic rivers, or canoe and boating rivers are anticipated with any Build alternative. Other than those impacts associated with wetland encroachment, no impacts on wildlife and vegetation are anticipated.

ESTIMATED PROJECT COSTS

The total project costs (in 1991 dollars) for Build alternatives, including right-of-way acquisition and construction costs, range from \$691 million to \$1.2 billion. The cost of the No Build alternative, \$235 million, includes the replacement of the existing pavement and bridges. The existing roadway and bridges must be replaced because of advancing deterioration.

IMPACTS DURING CONSTRUCTION

Disruption of traffic in the form of delay, alignment shifts and access changes during the construction period will impact both users and neighbors of I-35W in the study area. Construction noise impacts will also temporarily impact some neighbors of the roadway. Airborne particulates will increase during this period in some areas. All construction specifications related to minimizing the impact of construction on neighboring residences and businesses will be enforced.

Although the overall staging of the reconstruction of I-35W will not be determined until the design phase, the first construction stage will likely include the addition of a traffic lane in each direction between I-494 and T.H. 13. This construction is a component of each Build alternative for I-35W.

AREAS OF POTENTIAL CONTROVERSY

There are areas of potential controversy remaining in the I-35W Draft EIS. The two major issues are discussed briefly below:

RIGHT-OF-WAY ACQUISITION

The Build alternatives all require substantial right-of-way acquisition. Many residents and businesses would need to be relocated and a low income housing replacement program is being developed. Properties which are acquired would no longer provide tax base to the cities in which they were located. The relationship between the benefits provided by the reconstruction project and right-of-way acquisition needed for the project remains a major issue.

SELECTION OF A PREFERRED TRANSIT ALTERNATIVE

Diamond lanes for high occupancy vehicles are included in two of the Build alternatives, light rail transit (LRT) is included in two alternatives, and both diamond lanes and LRT are included in one alternative. The Twin Cities metropolitan area has relatively limited experience with diamond lanes and LRT is only in the planning stages. Both types of transit facility will require construction in downtown Minneapolis. The success of LRT, in particular, depends on the availability of a full transit system. The selection of the appropriate transit facility in the I-35W corridor will be influenced by what transit facilities are supported by the regional plans.

UNRESOLVED ISSUES WITH OTHER AGENCIES

There are several issues which have not been resolved and require coordination with other agencies. These are described briefly below:

LRT TERMINUS LOCATION

The I-35W Draft EIS alternatives which include LRT assume that LRT would terminate at Burnsville Center. Although this would be the long-range plan, it is likely that LRT would be built in stages. The location of the first LRT terminus and how its construction would be staged is unresolved. Continued coordination with the Metropolitan Council, Regional Transit Board, Dakota County Regional Railroad Authority and Hennepin County Regional Railroad Authority is necessary.

IMPACTS OF LRT BRIDGE OVER THE MINNESOTA RIVER

The LRT alternatives would require the construction of a new bridge over the Minnesota River. The impacts of this bridge will be studied in more detail in the Final EIS if LRT is selected as the preferred alternative. This study would be coordinated with the Department of Natural Resources, U.S. Coast Guard, Corps of Engineers and other local agencies.

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

This evaluation will be completed for the Final EIS. The evaluation of effects on historic properties is being coordinated through the Federal Highway Administration, Advisory Council on Historic Preservation, State Historic Preservation Office and other local agencies.

CROSSTOWN SUB-AREA ACCESS

The design of Build alternatives in the Crosstown sub-area involves changes in highway/local street access. Coordination with the cities of Richfield and Minneapolis is necessary to develop an access plan which is acceptable to those communities.

LEGION LAKE IMPACTS

The design of the Build alternatives includes the redirection of runoff to Legion Lake. A detailed water level study addressing the proposed drainage changes in the Grass, Richfield, Diamond and Legion Lake areas would be conducted during preliminary design of the preferred alternative. This would be conducted under a cooperative agreement between Mn/DOT and the cities of Richfield and Minneapolis and reviewed by appropriate agencies during the permitting process.

FEASIBILITY OF STORMWATER POND CONSTRUCTION

Stormwater ponds to improve water quality would be constructed under the Build alternatives where excess right-of-way is available. In some areas, stormwater pond construction would require right-of-way acquisition and residential and commercial relocations. The issue of whether ponds should be built when right-of-way acquisition and relocations are needed will be resolved with the local communities and other appropriate agencies.

WATER QUALITY ANALYSIS

The water quality analysis conducted for the Draft EIS assessed the incremental impact of the I-35W project on pollutant loadings on the receiving water bodies. The city of Minneapolis has suggested that the EIS include an analysis of the impact of the project on existing lake trophic status. The joint lead agencies determined that because the lakes are already eutrophic or hypereutrophic, because the construction of stormwater ponds would result in reduced pollutant loadings, and because I-35W accounts for a small percentage of each drainage basin, the extensive analysis required to assess the impact on trophic status is not necessary. This remains an unresolved issue.

LOW INCOME HOUSING REPLACEMENT

Mn/DOT will comply with applicable state laws regarding the replacement of low income housing as well as federal guidelines for the provision of last resort housing according to the Housing Relocation Assistance Act. However, details of the mechanics have not been fully worked out among the lead agencies. These issues will be negotiated among the lead agencies and the city of Minneapolis.

OTHER REQUIRED FEDERAL ACTIONS

The following federal permits are necessary to begin the proposed reconstruction of I-35W:

U.S. Army Corps of Engineers	Section 404 (Clean Water Act)
	Section 10 (Rivers and Harbors Act)
U.S. Department of Transportation, Coast Guard	Section 9 (Bridge over Navigable Waters)
Federal Highway Administration	Access change approvals
	Location and design approvals
	EIS approval
	EIS Record of Decision
	Section 4(f)/6(f) Approvals
Advisory Council on Historic Preservation and Federal Highway Administration	Section 106 Memorandum of Agreement

SPECIAL STUDIES

The analysis of alternatives within the Draft EIS is based on the findings of more detailed special studies and/or technical memoranda completed during the preparation of the Draft EIS. These studies and memoranda represent responses to issues raised by concerned public and agencies during the Scoping and Draft EIS processes. The subject and availability of the special studies and technical memoranda is outlined in Appendix A of this Draft EIS.

**COMMENTS OF THE
HENNEPIN COUNTY REGIONAL RAIL AUTHORITY
ON THE I-35W DRAFT EIS**

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I. INTRODUCTION

The decision regarding which alternative to implement in the I-35W corridor is of critical importance to the entire Twin Cities metropolitan area and will undoubtedly have a lasting impact on regional development, implementation of transit, and housing and retail business patterns well into the twenty-first century. The alternative selected will have major sociological, employment and economic effects on both the I-35W corridor and the greater metropolitan area. The importance of this decision to the region and the high public profile and controversy of the project dictate both as a matter of sound public policy and as a matter of law, that the major effects of all reasonable alternatives be fully and objectively evaluated in accordance with current, state-of-the-art knowledge and techniques. The EIS, while large in volume, fails to fully and completely evaluate key impacts, omits one reasonable alternative and uses cursory and inadequate evaluation techniques or uses debatable assumptions without adequate sensitivity or alternative analysis.

We recognize the EIS preparers have worked hard, but much more analysis is needed. HCRRA is committed to helping in your preparation of the final EIS. Our goal is an adequate EIS and a full, fair analysis of the LRT alternative.

II. SUMMARY OF COMMENTS

The Draft Environmental Impact Statement ("DEIS") is inadequate in several key areas. For example, it fails to address the differential abilities of the various alternatives to handle travel demand after the year 2010, even though construction of the project at best will not be completed until almost that year and will control the alignment and capacity of the corridor for at least 30 to 50 years beyond 2010. It fails completely to address the differential land use/development, employment and economic impacts of the identified alternatives along the I-35W corridor--information which is absolutely essential to evaluate the true costs and benefits of each alternative. It fails to address the necessary, feasible and prudent alternative of early implementation of LRT. It further contains several questionable assumptions and technical analyses which result in overly optimistic HOV ridership forecasts and which underestimate the ridership forecasts for LRT. It also fails to give a reviewer the sensitivity analysis of alternate likely events, e.g., higher parking or fuel costs, that significantly change travel behavior. Because of these inadequacies (and other inadequacies noted below), the DEIS fails to give decision-makers the information necessary to make the reasoned and informed decision required by law.

These inadequacies are very material and must be corrected to meet EIS adequacy requirements and allow the EIS to be a fair

decision-making tool. These types of analysis are easily within the current state of the art for urban planning, transit and transportation planning and EIS preparation.

Post-2010 traffic and trip demand must be considered. This is not a limited project, to be done in a year or two, with 15-18 years of service until the design year. To the contrary, this is a long-term project requiring a long-term analysis. Such longer term analysis can be done based on reasonably probable scenarios. The Hennepin County Regional Rail Authority ("HCRRA") believes this analysis will demonstrate that the non-LRT alternatives would result in significant congestion and unmet travel demand, post 2010, which could be substantially mitigated by the LRT alternatives.

With respect to secondary impacts on development and land use, there is data available from many cities of the impacts LRT systems have on development, particularly in areas adjacent to LRT stations. It is commonplace in the planning area to select and analyze development, economic and employment impacts of a project and the alternatives in certain key areas such as (in this case) downtown, the Art Institute area, Honeywell and Abbott-Northwestern job complex, the Crosstown area and the 98th Street area and extrapolate projected impacts from these areas. Certainty is not required, but a reasonable discussion of the likely impacts is essential and required by law. The economic vitality of the City and the suburbs and the quality of life in the entire metropolitan area are synergistically tied together. The I-35W decision will, with certainty, have enormous sociological, economic and employment impacts through the corridor cities and significant impacts on the entire metropolitan area for many years into the future. The final EIS must evaluate and compare these impacts.

Similarly, early implementation of LRT is a feasible and prudent alternative which could substantially mitigate construction impacts of the project. This alternative must be studied. Other inadequacies noted below require even less revision to the DEIS, yet it is vitally important that the issues be raised and fully discussed in the final EIS to ensure an informed decision.

In summary form, inadequacies in the DEIS technical analysis include:

- Failure to Analyze Impacts Beyond 2010
- Failure to Analyze Development/Land Use Impacts and Location of New Job Formation, i.e., Secondary Costs and Benefits of Each Alternative
- Failure to Analyze Changes in Demographics Over the Project Lifetime, Ignoring a Significantly Increased Senior Citizen Transit User Group

- Failure to Analyze and Compare Development Impacts at LRT Stations
- Failure to Analyze Early Implementation of LRT
- Overly-Optimistic High Occupancy Vehicle (HOV) Forecast
- Underestimated LRT Forecast
- Failure to Analyze and Compare Reverse Commute Benefits of the LRT Alternative
- Failure to Consider State and Federal Transportation Goals
- Failure to Assess Relative Compliance with Regional and Local Land Use Plans and Policies
- Failure to Analyze Downtown Parking, Street, Bus Capacity/Shuttle Bus Transfer and Other Similar Behavior Causing Impacts
- Failure to Fully Evaluate Indirect Costs of the Alternatives
- Failure to Analyze Regional Air Quality Impacts and Relative Air Quality Characteristics of Identified Alternatives
- Failure to Support and Analyze the Assumptions Underlying the Projected Reductions in Travel Growth Used in the Model

III. GENERAL LEGAL FRAMEWORK

The DEIS is a joint state and federal EIS, meaning that the document must comply with the requirements of both federal and state law, including the National Environmental Policy Act ("NEPA") and the Minnesota Environmental Policy Act ("MEPA"), as well as all implementing rules and regulations of the Council on Environmental Quality ("CEQ"), the Minnesota Environmental Quality Board ("MEQB") and the Federal Highway Administration ("FHWA"). For example, under MEQB rules, the EIS must contain a thorough discussion of any direct or indirect environmental, economic, employment and sociological impacts, both adverse and beneficial, for the project and each major alternative. The level of analysis must be commensurate with the importance of the impact. In this case, the importance of the economic, employment and sociological (including land use and development patterns) impacts of the various expansion

alternatives can hardly be overstated, yet these matters are omitted or receive only minimal consideration in the DEIS.

Current law (as discussed below) requires that to be adequate, an EIS must:

- take a "hard look" at the environmental consequences of a proposed action and alternatives
- provide sufficient detail to allow those who did not participate in its preparation to understand and consider the pertinent environmental influences involved
- explain the alternatives in sufficient detail to permit a reasoned choice among the different courses of action
- contain an analysis of the relationship of a proposed action to local land use plans and a discussion of how the project conforms or conflicts with the objectives and terms of the land use plans, policies and controls for the area
- consider cumulative or synergistic environmental effects
- utilize effective methods and reflect the current state of the art of the relevant planning or scientific disciplines
- indicate the extent to which environmental effects are unknown; where information is lacking which is essential to a reasoned choice among the alternatives and the cost of obtaining it is excessive or beyond the state of the art, the EIS must include, under state law, a worst case analysis
- utilize reasonable assumptions and evaluate present alternative results based on different assumptions which are reasonably probable, i.e., a sensitivity analysis of the impacts

This DEIS for a project with a 50-plus year decision vitally shaping our region is simply not in compliance with these basic legal tenets.

IV. INADEQUACIES IN THE DEIS

A. The Failure of the DEIS to Evaluate Impacts Beyond the Year 2010 Results in the Lack of Critical Information Necessary To Make An Informed and Reasoned Decision

The HCRRA recognizes that it has been customary for many highway projects to use a 20-year horizon for certain EIS technical analyses, *although no regulation requires that result*. However, for the reasons set forth below, a 20-year horizon is totally inadequate for this project.

The first page of the executive summary of the DEIS demonstrates that the original design of I-35W was shortsighted:

I-35W was built in segments between 1959 and 1968 for traffic volumes forecast for 1975 using design standards which are not as safe or effective as those used today. In response to high traffic volumes in the mid-1970s, the Minnesota Department of Transportation (Mn/DOT) implemented a number of Transportation System Management (TSM) strategies to improve levels of service on I-35W However, in spite of continued efforts to maintain acceptable levels of service on the existing facility, the system is again approaching its operational limits.

We must not make the same mistakes this time. Based on data in the DEIS, in the year 2010, none of the build alternatives will meet the projected travel demand for I-35W. It is estimated that construction on I-35W will not start until approximately 1997. The Metropolitan Council's 1992 Regional Transit Facility Plan estimates that reconstruction of I-35W will take up to 20 years. Even assuming a 15 year construction period and a very optimistic construction start date of 1995, construction will not be completed until 2010, the design year used for analysis. Based on traffic forecasts in the DEIS, on the day the project is built it will not meet projected travel demands. The DEIS indicates that cars must be diverted from the improved facility to other streets by 2010 because of insufficient roadway capacity. The ability and flexibility of various alternatives to handle post-2010 traffic is perhaps the single most important factor in the I-35W alternative choice decision.

Despite its critical importance, impacts beyond 2010 are not studied in the DEIS. The majority of the useful life of the project will occur beyond 2010. Whatever is built in the corridor will certainly govern the alignment and transit capabilities of the corridor until approximately 2040 to 2060. There is no additional right-of-way available in the corridor to further increase travel

capacity beyond the proposed alternatives. All additional capacity must come from increased vehicle occupancy or increased transit frequency or it means much increased use of city streets.

The attached tables indicate the potential severity of travel conditions in the corridor beyond the 2010 horizon. Table 1, in the Appendix, reflects the range of travel impacts on 35W at Lake Street if traffic continues to grow at the conservative rate used in the DEIS, or returns to the growth rate for the 15 year period ending in 1990. Historic traffic volume on I-35W at Lake Street has grown at an annual rate of 3.4% from 1976 to 1990. The DEIS, however, projects only 0.6% annual growth from 1990 to 2010. No rational basis or sound explanation is given. No analysis of the effect if it is in error is offered, yet prior growth renders it highly suspect. The 3.4% historic growth rate would almost double travel demand in the corridor in the twenty years between 2010 and 2030, even if it is presumed that the 0.6% growth rate from 1990 to 2010 is accurate.

Either scenario (i.e., 0.6% or 3.4% growth rate) will severely tax a facility that is not expected to satisfy auto volumes already projected for 2010. The extended traffic growth to the year 2030 shown for the Minnesota River crossing in Table 2 reflects a similar situation at that location.

LRT is the only identified alternative with flexibility and capacity to meet increased travel demand and to shape development to use more transit. Simply increasing the LRT train frequency from the DEIS projected demand of 7.5 minutes to 3 minutes provides the capacity equivalent of four freeway lanes in each direction. Without LRT, the I-35W improvements will be outmoded the day they are built. It will not have the flexibility to handle even modest projections of increased traffic.

To be adequate, the existing DEIS must be expanded to include analysis of travel conditions for reasonable project operating points, say years 2020, 2030 and 2040. This analysis should evaluate each alternative with respect to:

- ability to serve increased travel demand
- quality of transportation service provided
- impact on development patterns

In addition, the baby boom, the leading edge of which is 47 today, will be 65 in 2010. During the facility life, the age of the region's population and that of the already-built neighborhoods will change dramatically. LRT is the best option to serve a senior population due to better service, secure stations, better access and other factors. To ignore these post-2010 population implications is a serious deficiency in the DEIS.

This information is absolutely essential to an informed decision and must be included in the final EIS.

B. By Assuming that the Land Use/Development Impacts of all Alternatives are the same, the DEIS is Inadequate in Failing to Address the Differential Development and Land Use Impacts of the Various Alternatives

The Metropolitan Council's 1992 Regional Transit Facilities Plan clearly recognizes that "transportation is a development shaper." Furthermore, the joint report prepared by the Regional Transit Board ("RTB") and the Metropolitan Council dated August, 1990, entitled *LRT/Land Use Coordination: The Land Use Element of the Regional Transit Board's Light Rail Transit Coordination Plan* declares on page one: "LRT has the potential to have a long-term impact on urban development. It can encourage, as documented in this report, new development and redevelopment along corridors, particularly around stations, because it provides increased accessibility." Positive development impacts of LRT listed on page 33 of the report include:

- LRT not only moves people, but because of the enhanced accessibility, offers cities an opportunity to shape and guide additional city growth, consuming less land and generating less traffic.
- Increased land use densities around stations can create more dynamic pedestrian centers that possess an active, human character.
- Under-utilized or run-down properties in the vicinity of stations can be redeveloped or upgraded, revitalizing that portion of the community.
- LRT can increase a community's property tax base with increased land valuations, particularly in LRT station areas.
- Commercial properties in station areas attribute improved business to the increased pedestrian activity and visibility that the LRT has provided.

The report goes on to cite examples in Portland, Calgary, Toronto and Edmonton where LRT has shaped development and been a catalyst for development, including increasing property values. In addition, the bibliography to the report lists numerous publications documenting the direct tie between LRT and development/land use impacts. Similarly, state-of-the-art urban planning research now being done at numerous academic institutions demonstrates development patterns to be the primary issue of environmental impact of highways versus LRT. These issues include

inner-city neighborhood redevelopment potential, reverse commute access of city neighborhoods to suburban jobs, access to the core city, access to major job concentrations and cultural institutions, and a pro-active versus passive response to development densities and patterns.

Much of the new development occurring in downtown Atlanta in the 1980's is located near MARTA heavy rail stations. Peachtree Center Plaza, Georgia Pacific, Southern Bell and the State Office building are each connected directly to the rail system.

The Light Rail System in Portland has had a similar influence on land development. The LRT facility has stimulated the remodeling of a major retail center and influenced the location of the new convention center. In addition, almost \$700 million of development has been built or is under development along the LRT line since the decision to build the facility. A \$100 million retail mall is currently under consideration in the air rights over a suburban station location.

In Sacramento, development has also focused along the LRT facility. Of the regional development planned, proposed and/or constructed between 1985 and 1988, 90% is located within one quarter mile of an LRT station. Similarly, developers in San Jose are building condominiums at future station locations along the planned LRT route.

The influence of rail transit on development patterns noted above results from the high concentration of transportation service available at each station location. The operating characteristics of HOV facilities do not provide the same locus of service, and consequently have minimal impact on development patterns.

The analysis of the transportation options in the corridor should recognize the relative influence of the different transit modes on urban development patterns. This impact is particularly important as the analysis period extends beyond the 2010 horizon. A major inadequacy of the DEIS is its failure to discuss the varying development and secondary land use impacts of the identified alternatives. Instead, the DEIS simply assumes that the land use impacts of all alternatives will be the same. This is simply wrong.¹ The environmental review process requires a

¹ E.g., Brooks v. Volpe, 350 F. Supp. 269 (W.D. Wash. 1972), aff'd, 487 F.2d 1344 (9th Cir. 1973) (EIS on federal highway project was inadequate because it relied on assumptions without reference to supporting objective data); Louisiana Wildlife Federation v. York, 761 F.2d 1044 (5th Cir. 1985) (supplemental EIS was required for flood control project because assumption in EIS that 17,300 acres would be destroyed with or without the

discussion of direct and indirect economic, employment and sociological impacts, both adverse and beneficial, for the project and each major alternative.² The level of analysis must be commensurate with the importance of the impacts.

The importance of the development/land use impacts of the various alternatives can hardly be overstated. Whatever alternative is chosen, the development and secondary land use impacts in Minneapolis, Richfield, Bloomington and Burnsville will be tremendous.

Taking just one example, assume that an LRT station is built in the area of the Minneapolis Art Institute. The LRT station will add visibility and access to the institution. It is very likely to spur renewal in this location with higher-density housing and mixed-use commercial development. The area could develop with higher density due to its access to downtown, the attraction of the

project was no longer a reasonable assumption).

² Minn. Stat. § 116D.04, Subd. 2a; Minn. Rules § 4410.2300 H. For supporting case law, see, Coalition for Canyon Preservation v. Bowers, 632 F.2d 774 (9th Cir. 1980) (EIS on highway project held inadequate because it failed to look at significant secondary impacts on the character of towns through which it passed); Rankin v. Coleman, 394 F. Supp. 647 (E.D.N.C. 1975), *modified*, 401 F. Supp. 664 (E.D.N.C. 1975) (EIS on highway project held inadequate because it contained no discussion of secondary effects of increased development); Marble Mountain Audobon Society v. Rice, 914 F.2d 179 (9th Cir. 1990) (EIS was inadequate because it merely asserted without analysis that project would have no significant secondary impacts on surrounding biological corridor); McDowell v. Schlesinger, 404 F. Supp. 221 (W.D. Miss. 1975) (EIS for moving Air Force base held inadequate because it failed to look at impact on existing land use patterns and neighborhood character); Sierra Club v. Army Department, 20 ERC 1945 (D. Maine 1989) (EIS on marine dry cargo terminal held inadequate because it failed to look at likely secondary impacts, specifically new industrial development likely to occur as a result of the project); Association Concerned About Tomorrow, Inc. v. Dole, 610 F. Supp. 1101 (D.C. Tex. 1985) (EIS for highway project held inadequate because it failed to adequately discuss noise pollution, air pollution and secondary economic impacts on surrounding property); City of Rochester v. U.S. Postal Service, 541 F.2d 967 (2nd Cir. 1976) (EIS required for moving site of post office because of secondary impacts on neighborhood and traffic patterns as a result of moving 1,400 employees).

college and the Art Institute, and its unique historical character. This, in turn, will increase the property tax base in the city and do much to revitalize a potentially declining area. This will shift development from outlying car-dependent areas, reducing overall I-35W demand. Similar impacts can occur elsewhere in the corridor. The final EIS must make reasonable assumptions and evaluate these impacts.

Conversely, construction of an expanded I-35W without LRT could have adverse impacts on development surrounding an extremely congested I-35W corridor. Because of traffic congestion, development will be pushed further outward, resulting in greater urban sprawl and associated high infrastructure costs. The secondary economic costs and benefits of the various alternatives, while difficult to quantify, will undoubtedly be enormous. The final EIS must discuss these impacts and where there is uncertainty, acknowledge the uncertainty while at the same time making reasonable projections. This information is critical to properly evaluating the economic, environmental, sociological and employment costs and impacts of the various alternatives.

C. The DEIS is Inadequate Because it Fails to Address the Policies Set Forth in the Intermodal Surface Transportation Efficiency Act of 1991 ("ISTEA") and the Transportation Goals Established by the Minnesota Legislature in 1991

The Declaration of Policy in the ISTEA provides in relevant part:

It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy-efficient manner. The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce.

. . . .

The National Intermodal Transportation System shall include significant improvements in public transportation necessary to achieve national goals for improved air quality, energy conservation, international competitiveness, and mobility for elderly persons, persons with disabilities, and economically disadvantaged persons in urban and rural areas of the country.

. . .

The National Intermodal Transportation System shall give special emphasis to the contributions of the transportation sectors to increase productivity growth. Social benefits must be considered with particular attention to the external benefits of reduced air pollution, reduced traffic congestion and other aspects of the quality of life in the United States. (Emphasis added.)

The DEIS fails to address the consistency of the various alternatives with these goals. The LRT alternatives clearly provide the greatest opportunity to "reduce energy consumption and air pollution while promoting economic development" as compared to the non-LRT alternatives. Because of raised platform loading, the LRT alternatives are clearly superior in terms of mobility for elderly persons and persons with disabilities. Further, the goals stated in the Intermodal Surface Transportation Efficiency Act require special emphasis on the contributions of transportation to increased productivity growth and requires that "social benefits must be considered with particular attention to the external benefits of reduced air pollution, reduced traffic congestion and other aspects of the quality of life in the United States." In these areas, the LRT alternatives far outweigh the non-LRT alternatives. The final EIS must evaluate the alternatives in terms of their ability to meet these goals.³ The increased funding flexibility of ISTEA on the likelihood that LRT in I-35W and the Central Corridor will be implemented also must be included in the EIS discussion.

Similarly, the Minnesota Legislature established new state transportation goals in 1991. Minn. Stat. § 174.01, subd. 2. These goals include:

To provide multi-modal and intermodal transportation that enhances mobility and economic development and provides access to all persons and businesses in Minnesota while insuring that there is no undue burden placed on any community.

To provide transit services throughout the state to meet the needs of transit users.

³ E.g., No Gwen Alliance of Lane County, Inc. v. Aldridge, 814 F.2d 946 (9th Cir. 1988) (NEPA requires evaluation of whether proposed action threatens to violate laws imposed for the protection of the environment).

To ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.

To increase transit use in the urban areas by giving highest priority to the transportation modes with the greatest people-moving capacity. (Emphasis added.)

Again, the DEIS fails to address the ability of the various alternatives to meet these goals. The LRT alternatives clearly have the least adverse environmental impacts and the "greatest people-moving capacity" in relation to the geographic area needed for an LRT line versus HOV lanes.

Both Congress and the Minnesota Legislature are saying in very strong terms that continued pouring of concrete and encouragement of automobile use, particularly single-occupant vehicles, can no longer be tolerated. The non-LRT alternatives do not respond to these new federal and state transportation and transit goals. This must be fully disclosed and considered in the alternative evaluation in the final EIS.

D. The DEIS Fails to Evaluate the Extent to Which the Specific Alternatives are Consistent With Local Land Use Plans and Policies

To be adequate, an EIS must contain an analysis of the relationship of a proposed highway to local land use plans and must discuss how the highway may conform or conflict with the objectives and specific terms of the land use plans, policies, and controls for the area.⁴ Section 5.3 of the DEIS addresses local land use plans and policies; however, the discussion is overly generalized and treats all alternatives as equally consistent with the policies. They are not. The final EIS must address the degree of consistency of the identified alternatives with the local land use plans and policies.

For example, Bloomington's Comprehensive Plan provides: "transportation and land use decisions should reduce dependence on the automobile and provide safe movements for pedestrians and bicyclists. The transportation system should remain flexible to allow for expansion and change and should be safe, environmentally attractive and minimize nuisance from noise and pollution." This

⁴ See Stop H-3 Association v. Dole, 740 F.2d 1442 (9th Cir. 1984), cert. denied 471 U.S. 1108 (1985) (an EIS must contain an analysis of the relationship of a proposed highway to local land use plans and must discuss how the highway may conform or conflict with the objectives and specific terms of land use plans, policies and controls for the area).

policy is clearly more consistent with the LRT alternatives than the non-LRT alternatives. Similarly, the City of Minneapolis transportation objectives provide in relevant part: "give increased attention to the transportation needs of special groups: handicapped, seniors and the poor Encourage more people to ride in fewer vehicles, thereby conserving fuel, reducing congestion, shortening trip times and reducing pollution." Again, these goals are more consistent with the LRT alternatives than the non-LRT alternatives.

Moreover, the focus on general goals alone misses the primary difference discussed infra, that LRT will change development patterns, allowing nodes of higher density redevelopment at stations, reducing sprawl, allowing easier multi-access reverse commuting and reducing highway demand. All other alternatives probably do not change the base case of more development as usual at the urban edge. The land use consistency evaluation should also look at how consistent density increases at the stations would be, and assume reasonable planning and public development tools will accommodate as well as foster such growth.

Metropolitan goals are also better served by the LRT alternatives. The Regional Transit Board's *Vision for Transit* provides that light rail transit is a key component to the RTB's overall vision. The RTB's plan calls for two initial lines, including along the I-35W corridor.

The April 24, 1992 Metropolitan Council Staff Report to the Metropolitan Systems Committee provides: "In February, 1992 the Council adopted the Regional Transit Facilities Plan which analyzed various modes for several corridors. This plan concluded that the LRT plus lane conversion offers the greatest flexibility in terms of what transit solution is implemented on I-35W." The 1992 *Regional Transit Facilities Plan* provides at page 26:

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

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

options. This assumes LRT frequencies of a train every five-six minutes.

If an adequate analysis of the relative consistency of the identified alternatives with local and regional land use plans and policies is conducted, the clear result will be that the non-LRT alternatives are not consistent with most applicable plans and policies for the area. Such analysis is crucial to a reasoned and informed decision.

E. The DEIS Cost Analysis of the Non-LRT Alternatives Fails to Consider the Full, Actual Costs of Freeway Expansion and Maintenance

The DEIS cost analysis concluding that the LRT alternatives have the greatest economic cost is simplistic and fails to include the complete costs of freeway expansion.⁵

LRT decreases public costs in several ways. First, it increases the efficiency of delivery of public transportation services. As train length is increased to two and three cars, the number of passengers carried by each train driver increases dramatically. The relatively even staffing levels throughout the day facilitated by varying train lengths also improves staffing efficiency.

As discussed above, LRT can result in increased development density at stations along the route. This increased density reduces the need to expand costly public infrastructure such as water and sewer. In addition, dense development can improve the economic delivery of public services such as police and fire protection.

It is also important to note that the effective transit service capacity provided by the LRT option in the DEIS is considerably higher than that offered by the HOV alternative. This is not reflected in the operating cost comparison which implies that the same amount of transit service is provided by both HOV and LRT options. Cost per unit of service would be a more effective representation of cost data for comparison between alternatives.

In addition, as LRT attracts more travelers from their automobiles, less urban land is required for the movement and storage of automobiles. This leaves more land to be developed at

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See Minnesota Public Interest Research Group v. Butz, 541 F.2d 1292 (8th Cir. 1976), cert. denied, 430 U.S. 922 (1976); Residents in Protest--I-35E v. Dole, 583 F. Supp. 653 (D. Minn. 1984) (an agency's balancing of the costs and benefits of a project cannot be arbitrary or clearly give insufficient weight to environmental values).

a higher and better use, which increases property tax resources for public services.

A recent article in the American Planning Association Journal (*Automobile and Subsidies and Lane Use, Estimates and Policy Responses*, Mark E. Hanson, APA Journal, Winter 1992) addresses the issue of how automobile use has been subsidized directly through highway funding policies, and indirectly through externalities and petroleum subsidies. The report provides:

Direct highway subsidies are for construction, maintenance, and operation of highways that are not funded by user fees. Indirect subsidies include air pollution and related aesthetic losses, water pollution, losses to society from human injuries and opportunity cost of land used for the highway system.

The report concluded that direct subsidies for the City of Madison, Wisconsin totalled \$11.7 million (1983 dollars), while indirect subsidies were estimated at \$23 million (1983 dollars). The study pointed out that because of the uncertainty associated with the indirect cost figures, and the inclusion of truck-related costs, the indirect cost estimates could vary from 50 percent lower to at least 100 percent higher than the identified \$23 million. "The total \$34 million subsidy is equivalent, in 1987 dollars, to \$257 per year per capita, \$412 per motor vehicle, and \$564 per dwelling unit. Prorated to gasoline sales, the subsidy is equivalent to \$1.27 per gallon in 1987 dollars, with \$0.53 of that for direct highway costs." (Hanson 1992.) The final EIS should contain an analysis of the indirect costs of freeway subsidies.

In addition to the underestimated costs of freeway construction and maintenance discussed above, the DEIS fails to factor in secondary costs and benefits of the various alternatives. There is now a sufficient body of data demonstrating that LRT lines and stations can spur development and increase land values. Conversely, the devastating impacts of building more freeways in cities such as Los Angeles and Houston is well documented in the literature. These impacts can be estimated and should be included in the final EIS. Over time, it is likely that the spread between the secondary cost/benefits of LRT as opposed to the secondary cost detriments of freeway expansion will dwarf the initial capital costs of LRT construction. The HCRRA is not suggesting that this cost differential can be proven in the I-35W corridor to a certainty. We are, however, suggesting that there is a synergistic and cumulative relationship between the I-35W build decision and the future development and economic vitality of the region. This must be discussed in the final EIS, probably best by a "reasonable scenario" analysis, but if necessary, through a worst-case type analysis under MEQB regulations.

F. Early LRT Implementation

The LRT options are examined in the DEIS only as companion projects to be constructed with the freeway improvements. Construction of LRT prior to major freeway expansion is not considered. Early implementation of LRT is a feasible and prudent alternative. Hennepin County and the City of Minneapolis are on record as supporting early implementation of LRT as the preferred alternative. On I-394, early Sane Lane implementation was the selected alternative providing a precedent for this type of early introduction of a high-volume, behavior-changing mode. The final EIS cannot ignore this alternative.

Early implementation of the LRT portion prior to freeway construction would result in a number of economic and environmental benefits not documented in the DEIS. For example, early implementation will substantially mitigate traffic impacts during the extended construction period. It will have environmental benefits and assist the region in developing a safe, efficient and comprehensive transit system at an earlier date than otherwise possible. Further, early implementation will foster a modal shift from single occupancy vehicles to LRT because of inconvenience and delays during the extended construction period. Early LRT would provide a high volume solution if the 0.6% growth rate during construction is in error and instead growth at or closer to the historic 3.4% occurs. It is expected that many of these riders will remain LRT users even after completion of all corridor improvements. Early LRT will also accelerate redevelopment at station locations.

In short, early implementation of the LRT offers three significant transportation advantages:

- Earlier transportation benefits
- Relief capacity during freeway construction
- Permanent mode shift to transit during freeway construction

The only apparent disadvantages may be earlier construction disruption and cost, although costs of early construction may be offset by energy savings and earlier development at stations.

The significance of these benefits mandates that early LRT implementation should be examined on an equal basis with the other build alternatives.

G. HOV Analysis

The DEIS overestimates the benefits of HOV lanes. The HCRRA has continuously questioned both the HOV operating assumptions and

resulting ridership forecasts in previous correspondence to MnDOT. These concerns are documented in letters from Ken Stevens to Craig Robinson dated 6/8/91 and 9/5/91, incorporated herein by reference.

The carpool forecasts included in the DEIS reflect a significant increase in carpooling as a result of the travel benefits of the HOV facility. The forecast assumes 1500 vehicles per hour operating in the diamond lane at a speed of 55 miles per hour. This capacity and operating speed do not appear to be reasonable.

According to Baugh and Associates in the 1979 USDOT report *Freeway High-Occupancy Vehicle Lane and Ramp Metering Evaluation Study*, a minimum of one minute of travel time savings should be provided for each mile of HOV operation in order to attract new carpools. The model used by Orange County, California, to predict carpool use of HOV facilities is calibrated to reflect similar conditions. Dr. Dennis Christiansen of the Texas Transportation Institute has stated that a transitway must provide travel time savings in excess of 7 to 8 minutes during the peak hour, or use will be marginal (TRB Record 1280).

The travel time savings projected for the I-35W HOV lane, appear to be considerably less than the mile per minute suggested by Baugh and Associates. Most of the corridor also fails to achieve the 7-8 minute savings requirement identified by Dr. Christiansen.

Based upon these considerations, the increase in carpool usage predicted by the model appears unreasonably high. At a minimum, satisfactory documentation of the model, its calibration, validation and application to the I-35W corridor is required. Alternative assumptions should also be used to give the reviewer a fair measure of the sensitivity of the EIS impacts. Even minimal shifts of use here mean the off I-35W diversion and accident rates that the EIS evaluates would be far different.

In addition to the model results, the model inputs appear unreasonable. The HOV speed of 55 miles per hour at 1500 vehicles per hour is not feasible. According to the HOV manual prepared by Charles A. Fuhs, *High-Occupancy Vehicle Facilities, Current Planning, Operation and Design Practices*, 1990, HOV speed begins to drop between 1000 and 1500 vehicles per hour. At 1500 vph, facility speed could range between 40 and 52 miles per hour, depending upon the facility design. Sensitivity should also be calculated for this impact. Again, the cost/benefit differences, we feel, would be major.

The design of the HOV alternatives in the I-35W DEIS is not conducive to optimal HOV operations. The single-lane operation results in overall speed being dictated by the slowest vehicle in the lane. In addition, the lack of a physical barrier (HOV lanes

are separated by paint stripe only) between the HOV and regular traffic lane permits frequent vehicle movement between these lanes, significantly disrupting HOV travel. As vehicles slow to merge from the HOV lanes to the slower-moving traffic lanes, significant decreases in HOV travel speed could result. Therefore, the I-35W HOV option is not likely to achieve the higher end of the speed range identified in Mr. Fuhs' report, but rather the 40 miles per hour range--well below the 55 miles per hour used in the DEIS.

Finally, the travel forecasts cited in the DEIS suggest that there will be carpools travelling in the main lanes parallel to the HOV lanes that are projected to be operating at design capacity. How will these additional 2 person carpools be prohibited from entering the carpool lane? Their entry into the facility would further deteriorate HOV travel speeds as the vehicle volumes increase.

The HOV design speed assumptions used in the forecasts should be modified. Further, terminal time calculations representing carpool pick-up and drop-off appear to be underestimated. For example, there is no discussion of the shuttle bus facility in downtown or capacity issues for buses on downtown streets. If a switch to three-person HOV minimum occupancy is made in 2010, no analysis of how this added pick-up time deteriorates use is given. With a decision of the importance of I-35W, it is not reasonable to fail to analyze in detail such trade-offs and sensitivities.

H. LRT Ridership Forecasts

The LRT ridership forecasts assume a single LRT route extending from Burnsville through downtown Minneapolis. Furthermore, a single forecast was prepared for each LRT alternative assuming that there is no rider preference for LRT over bus transit. Neither of these are realistic assumptions.

The *Regional Transit Facilities Plan* recommends initial implementation of LRT in the Central Corridor between Minneapolis and St. Paul. This should be assumed and included in the analysis of the LRT facility modelled for I-35W. This will add I-35W Corridor LRT trips to the University of Minnesota, Capitol area, and downtown St. Paul, and reverse commute trips from the Central Corridor to I-35W. The result is expected to be a significant increase in trips.

MnDOT's reason for assuming only a single LRT facility in the I-35W analysis was to comply with Federal Transit Administration (FTA) planning regulations known as Alternatives Analysis. These regulations do not apply here. They simply identify a standard approach to be used by all cities pursuing FTA funding to calculate project cost-effectiveness rankings for consideration in the distribution of federal rail construction grants.

It is not the purpose of an EIS to conduct an FTA Alternatives Analysis. The DEIS must be prepared as a tool to identify and evaluate environmental, sociological, economic and employment impacts and select a locally preferred alternative for the corridor. It is both appropriate and necessary for this analysis to reflect a realistic LRT scenario, which includes the Central Corridor LRT route identified in the *Regional Transit Facilities Plan*. The approach used here would be akin to assuming I-35W without other planned roadway improvements.

It was also determined by MnDOT not to include any kind of rail preference adjustments in the model because they are not permitted by FTA in the Alternatives Analysis process. Again, the DEIS is not an FTA Alternatives Analysis. It has been demonstrated in Washington D.C. and Portland and by a UMTA-funded study that a rail preference exists. This preference should be included in the sensitivity analysis outlined above. Failure to include known impacts due to an arbitrary modeling approach is inadequate. At a minimum, two alternative assumptions must be discussed along with their likelihood.⁶

I. Sensitivity Analysis

Due to the volatility of the assumptions used in the transit ridership forecast, sensitivity analysis is typically conducted to identify the potential impacts of changes in model assumptions. Generally, a range of auto cost assumptions including parking and gasoline costs are included in the analysis. Similarly, travel time changes that change use, e.g., two versus three pick-ups, Leamington bus transfer time, should be analyzed. Because of the uncertainty in the assumptions, the final EIS must evaluate a range of projected costs and time impacts. Such an analysis should be used to provide a range of travel forecasts for all of the alternatives. The failure of the DEIS to discuss, let alone analyze, the sensitivity of the model assumptions is a serious flaw.

J. Air Quality Analysis

The air quality analysis conducted for the DEIS does not include regional impact analysis. In addition, the local impact

⁶ E.g., Keith v. Volpe, 352 F. Supp. 1324 (C.D. Cal. 1974) *aff'd*, 506 F.2d 696 (9th Cir. 1974) (EIS on highway project inadequate because it failed to incorporate recent advances made in air quality measurement technology; Movement Against Destruction v. Trainor, 400 F. Supp. 533 (D. Md. 1975) (EIS must undertake diligent research effort which utilizes effective methods and reflects the current state of the art of the relevant scientific discipline).

analysis for carbon monoxide is limited in scope to the presumed worst case alternative. The EIS does not in any way evaluate CO₂ emissions.

The air quality analysis should be conducted on both the local and regional scale for all alternatives. This will permit an informed decision on the preferred alternative including consideration of the relative air quality impacts of the various alternatives.

K. Downtown Operational Issues

The impact analysis in the DEIS inappropriately stops at the edge of the downtown area. The operation of HOV buses and carpools into the downtown areas would cause substantial and costly traffic management impacts on the use of downtown streets. This influx of vehicles will require more dedicated transit lanes, impede traffic operations, and increase air pollutant loads in the downtown area. The analysis of HOV alternatives should be expanded to include the downtown area. Since the EIS uses local street improvement costs as a differentiator among the options, a similar analysis downtown is appropriate regarding HOV costs and operational problems. By contrast, HCRRA and Minneapolis believe LRT costs and operational issues are minimal in the downtown area, a major factor favoring LRT.

The potential impact of the downtown Leamington Transit Center on HOV usage has not been considered in the HOV travel forecasts. As HOV bus passengers are forced to transfer at the Center, their travel time will increase and ridership will decrease. The Leamington transfer center activity should be evaluated in the forecast for the HOV usage.

V. HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY PREFERRED ALTERNATIVE

The Hennepin County Regional Railroad Authority recommends LRT as the preferred alternative in the I-35W Corridor. In addition, the HCRRA recommends that the LRT component of the corridor transportation improvements be constructed in advance of the roadway project. In order for the final EIS to be adequate, this option must be fully evaluated.

A. HCRRA Recommendation for the Light Rail Transit Alternative in the I-35W Corridor

The Hennepin County Regional Railroad Authority recommends LRT as the preferred alternative for the I-35W corridor based upon the following considerations.

- Service

- Capacity
- Environment
- Development
- Quality of Life
- Federal, State, and Local Transportation Goals

1. Service

Rail transportation offers the highest overall level of service of any transit option for a metropolitan area. By operating in an exclusive right-of-way, LRT provides reliable, on-time performance regardless of congestion levels on parallel roadways. The use of a guided vehicle on an exclusive right-of-way also significantly reduces accidents compared to other modes of urban transportation. The traction characteristics of the steel wheel on steel rail ensure vehicle operation in virtually any weather condition. As demonstrated in Buffalo, Boston, Cleveland, Toronto, Calgary, and Edmonton, LRT can operate successfully under severe snow conditions. The steel wheel on steel rail and electric propulsion also combine to provide a smooth ride for passengers.

The frequent stations along the I-35W LRT route provide convenient access for the entire length of the facility. This access facilitates travel from virtually all points in the corridor to all points in the corridor. The traditional suburban to downtown transit commute is well served, as well as the growing reverse commute to suburban jobs.

Intermediate institutions and destinations such as the Art Institute, Honeywell, Abbott-Northwestern or the Richfield Hub also become more accessible. Crosstown transit trips become more convenient as the bus service is adjusted to feed the LRT stations, which also function as multiple (versus two in the HOV options) transit hubs.

The rail service between these corridor destinations continues for 18-20 hours throughout the day, similar to existing bus service. The system does not shift to shared operation with other vehicles during the off-peak as do diamond lanes.

This combination of frequent access and continuous service throughout the day meets the needs of all transit client groups: suburban commuters, urban reverse-commuters, low-income "transit captives," students and seniors. In particular, over the I-35W lifetime, senior-age cohorts will increase dramatically, favoring a higher volume LRT solution. The high platform stations further enhance system use by maximizing transit system accessibility by

the disabled and elderly. It is the better service of LRT that results in the "rail preference" such systems regularly exhibit.

Most critically, LRT on I-35W cannot be viewed in isolation. It will be an integral part of a system that ultimately will comprise many lines and destinations. Even two lines (Central and I-35W) have synergy in use; adding more lines improves economies of use and scale. LRT on I-35W is more than a one-line decision. Construction of this alternative presages construction of a larger LRT system with its cumulative benefits.

2. Capacity

LRT offers a wide range of capacity within a narrow right-of-way. By varying train length and service frequency, this technology can meet low volume needs of evening service or provide the service equivalent of four traffic lanes in each direction for peak hour service. By varying the train lengths, train staffing can remain relatively constant during the day. The flexibility of LRT in providing capacity is shown in the table below.

ONE-WAY LRT HOURLY PASSENGER CAPACITY			
Frequency (Minutes)	Cars/Trains		
	1	2	3
3	3,300	6,600	9,900
5	1,980	3,960	5,940
7.5	1,320	2,640	3,960
10	990	1,980	2,970
15	660	1,320	1,980

As the above table demonstrates, LRT can easily move from 660 passengers/hour to 9,900 passengers/hour simply by varying frequency and number of cars. In addition to meeting daily peak period travel needs, the high-end capacity can be used to satisfy special event traffic such as sporting events or local festivals. Fenway Park in Boston and Calgary Stadium do not offer any parking on site, and are entirely dependent upon LRT to move fans and employees to and from sporting events on a regular basis.

The capacity "buffer" available with LRT is also useful in planning for long-term growth. Comparing the maximum with three-minute headway of 9,900 passengers to the DEIS 2010 peak hour forecast of 3,900 riders shows the expansion potential of LRT for post-2010 demand. Without expanding the right-of-way, capacity can be increased in response to travel growth for many years in the

future simply by increasing the frequency of train trips, thereby providing increased services.

Increasing transit capacity for the HOV alternatives by increasing bus frequency is a much less desirable option. Since HOV lanes are projected to be at vehicle capacity by 2010, the auto occupancy requirement for use of the HOV lane must be increased from 2+ to 3+ occupants in order to reduce carpool volumes on the HOV lane and provide capacity to add buses.

According to the HOV design guidelines developed by the American Association of State Highway and Transportation Officials, this increase in occupancy requirements could result in an immediate decrease of 75-85% in carpools on the facility. For those carpools continuing to use the HOV facility, passenger pick-up and drop-off time will increase and schedule flexibility will be reduced. Diversion to local streets will increase dramatically and downtown operation problems will grow markedly.

Also previous research has indicated that enforcement of HOV occupancy requirements may become a problem as the HOV carpool volumes are reduced to provide room for buses. Solo drivers in the adjacent lanes perceive a great deal of unused capacity in the diamond lane and may therefore rationalize their illegal use of the lane.

Although the increased bus service which displaces the 2+ carpools will improve service for transit users on individual bus routes, no service benefit accrues to transit riders who are "downstream" from the collection area of the route receiving additional buses. Moreover, as bus volumes in dedicated downtown bus lanes exceed 120 vehicles per hour, additional street capacity must be made available for buses. This increase in bus frequency on downtown streets will further reduce auto travel speeds, causing greater congestion and increasing air pollution. Neither problem arises with LRT.

3. Environment

The superior service characteristics and attractiveness of state-of-the art LRT service typically result in a shift of auto drivers to transit. This shift effectively replaces gasoline propulsion with electric power, reducing air pollutant generation and consumption of limited petroleum resources. While pollutants are produced at the electric-generated plant, they are more readily controlled at a single source. The shift of existing bus passengers to LRT substitutes electric for diesel power, further reducing corridor air pollution and petroleum consumption for transportation services.

As LRT reduces the need for auto-oriented land uses, and increases development density near stations, the need to use undeveloped land (urban sprawl) decreases.

4. Development

Based upon the experience in other cities, the opportunity to use transit as a tool to shape development rather than merely responding to transportation demand must not be overlooked. When used together with local planning efforts and development incentives in a favorable economic climate, LRT can be the catalyst to achieve local land use goals. This opportunity is not available with the HOV alternatives.

5. Quality of Life

The LRT characteristics outlined above combine to enhance the quality of life in the urban area. This is a goal expressly recognized by ISTEA and the state's new DOT policies. Mobility is improved by providing high-quality transit service to a broad cross-section of the travelling public. Environmental quality is improved as travelers shift from petroleum-powered to electric vehicles. The economic vitality of the corridor is reinforced by its continued accessibility and development opportunities near LRT stations. Finally, the competitive stature of the region is improved in its ability to attract conventions and special events, and capture the jobs that are linked to those activities.

The intangible aspects of LRT have a recognized impact on quality of life. In a 1989 report by Katherine Turnbull from the Texas Transportation Institute entitled *The Intangible Aspects of Rail Transit*, Ms. Turnbull documents qualitative benefits of rail transit systems. The report makes the following points:

- **Quality of Life.** All the individuals interviewed in Atlanta, Miami, Portland and San Diego indicated that they felt the rail systems have had a positive impact on the quality of life, accessibility and attractiveness of the areas. The most commonly mentioned impacts were maintaining and enhancing the viability and vitality of the downtown area, providing access to other major activity centers, such as suburban shopping centers, educational institutions, and major attractions, and providing a high level of service to both transit dependent groups and choice riders.
- **Image.** Individuals in Atlanta, Portland and San Diego all expressed strong opinions that the rail systems presented very positive images and contributed to the image of the city.

- Perception of Rail. Individuals interviewed in Atlanta, Miami, Portland and San Diego all indicated that they felt rail transit was perceived differently than buses. Terms used to characterize the better perception of rail included: more dependable and reliable, a fixed facility which people know will be there, more comfortable and attractive, sleeker, a higher class of service, faster and a more positive image.
- Development and Land Use. The impact the rail systems have had on development and land use patterns was perceived differently in the four cities, although all of the individuals interviewed felt that the impact was positive. Individuals in Portland and Atlanta expressed stronger support for the impact the rail systems have had on development than those in Miami and San Diego. This was due in part to the planned effort in these two cities to focus growth around the rail system and to encourage transit use through supporting policies. In all cases, the individuals interviewed noted that the impact has been primarily on regional locational decisions, rather than attracting new businesses from outside the region. These comments are in agreement with the findings of the peer group on economic development prepared by Dr. Michael Meyer.

The likely impacts of the I-35W decision on quality of life should be addressed in the final EIS.

6. Project Staging in Advance of Highway Construction

The Hennepin County Regional Railroad Authority recommends that the LRT element of the I-35W project be implemented as soon as possible. According to the analysis documented in the September, 1991, *I-35W LRT Implementation Feasibility Study*, LRT service could be operational seven years earlier if it were constructed in advance of the roadway project. In addition to providing earlier service benefits to the corridor, the facility would provide congestion relief during the construction period for the roadway. This would also be an opportunity for people to break the driving habit and shift to transit to avoid construction delays.

The right-of-way and freeway design associated with the I-35W project can generally accommodate early LRT construction in its ultimate design. Both the section north and south of the Crosstown Commons are suitable for accelerated LRT construction with no loss in investment when the roadway improvements are completed. The Crosstown LRT section would be modified during roadway construction.

The construction and modification of the HOV lanes on I-394 have established a precedent for construction of a transit facility in advance of the roadway project. The additional expense of periodic changes to the transit element are offset by the capacity advantages during the roadway construction period.

VI. CONCLUSION

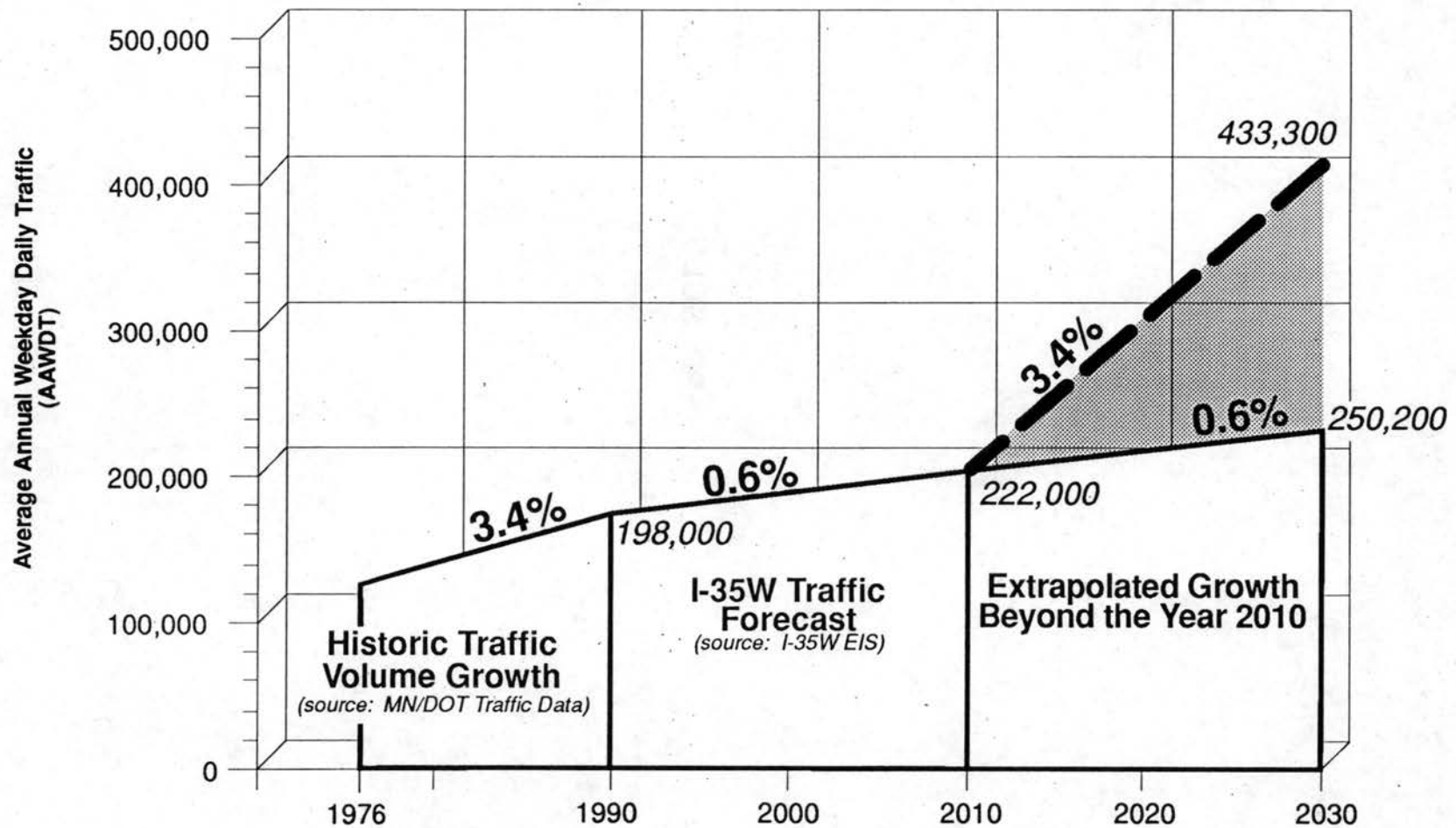
I-35W is the most important transportation, development and quality of life decision our region will make. It will determine whether we build for the future or face an over-capacity problem again in 2010; it will likely ensure or possibly foreclose LRT, not just here, but on other routes; it will shape or passively allow development and it will be a major factor in the future health of the downtown and region. The EIS cannot be a "business as usual" document for such a pivotal project. It must cover all alternatives and all impacts, especially the development and land use effects of such a shaping project. It must accurately indicate HOV versus LRT trade-offs and usage. And it must not artificially stop at 2010, the year the project is done and already over capacity.

Again, we recognize the EIS preparers have worked hard, but much more analysis is needed. Our goal is an adequate EIS containing a full and fair evaluation of all the significant impacts of the various alternatives. Thank you for the opportunity to comment here.

APPENDIX

I-35W Projected Traffic Growth

At Lake Street



I-35W Projected Traffic Growth

At Minnesota River

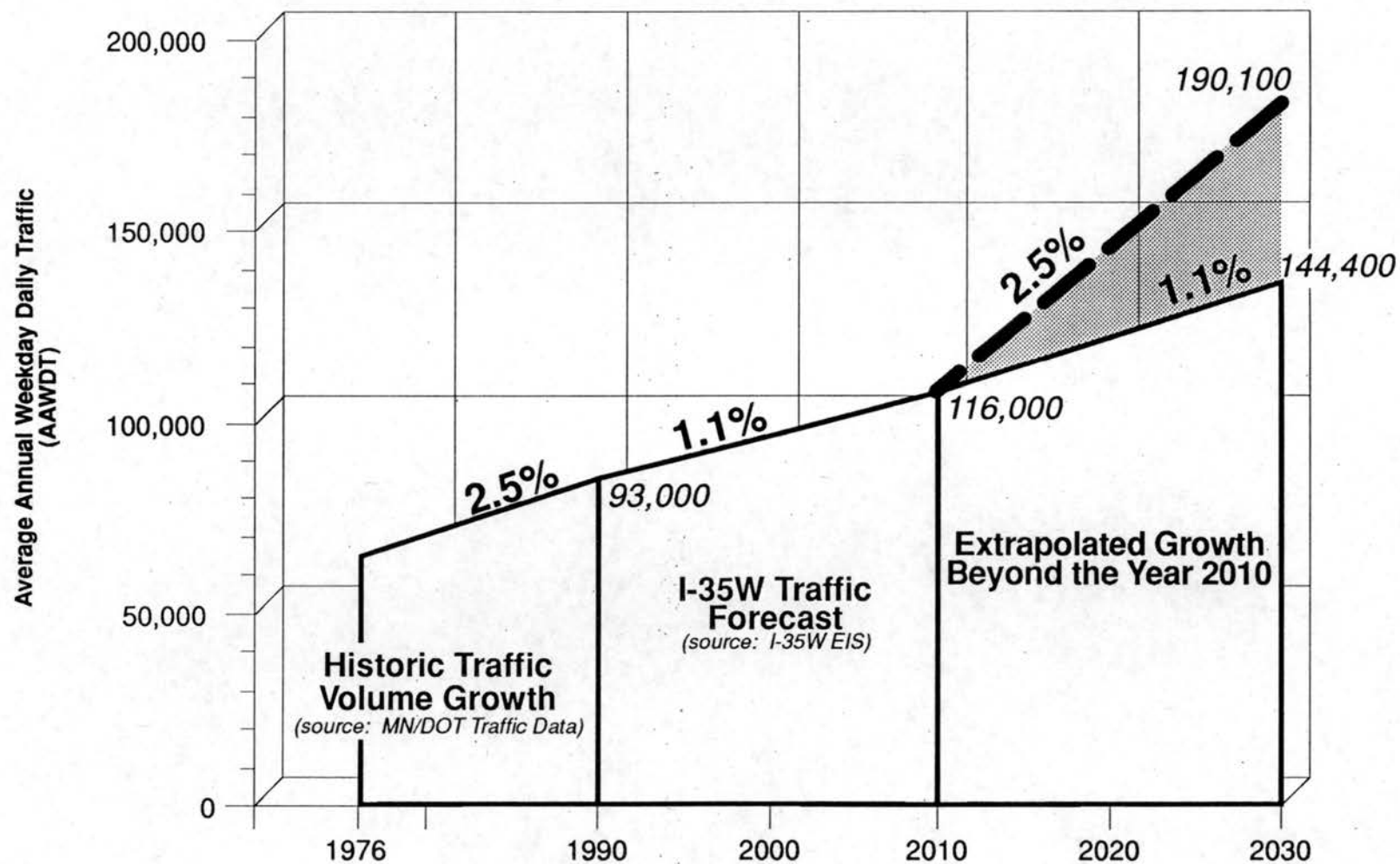


Table 2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

Killedpielsen 7/2/92
Authorized Signature Date

Board Action Requested

Metro LRT Joint Powers Board actions.

DISCUSSION ONLY

Request Justification

See attached:

Material from 7/1/92 Joint Powers Board meeting

Budgeting and Accounting

Ed Blankitz

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

July 14, 1992

Board Date

F. L. Henderson
Signature

7/6/92

Date

Metropolitan LRT Joint Powers Board

AGENDA

Wednesday, July 1, 1992

8:30 a.m.

*Hennepin County Government Center
Commissioners Boardroom
Minneapolis, Minnesota*

Action Requested

- | | |
|--|---|
| 1. Minutes for June 3, 1992* | Approval |
| 2. Claims List for period June 1 -
June 31: Richardson, Richter
and Associates, Inc. in the amount
of \$3,012.53. | Approval |
| 3. Budget Explanation* | Information |
| 4. Meeting with State Legislators | Discussion |
| 5. Federal Funding:
a. Meeting with Congressman
b. Resolution from RCRRA*
c. Staff meeting with FTA* | Information |
| 6. Central Corridor Update* | Information |
| 7. Corridor Management Committee
Recommendations* | Adopt Recommendation
to Joint Lead
Agencies |
| 8. Other - Staff Report | |

* Documentation Enclosed.

Next Meeting - August 5, 1992, 8:30 a.m.

1

Minutes

Agenda Item #1

Metropolitan Joint LRT Board

June 3, 1992

Location: Hennepin County Government Center

Members present included Commissioners McCarron, Hauser, Finley, Chapdelaine, and Derus. Others present included Ken Stevens, Kathy Despiegelaere, Tim Yantos, Allan Moe, Stephanie Eiler and Mary Richardson.

Agenda Item #1. Minutes for May 6 and May 20, 1992.

Commissioner Finley moved approval of the minutes. Commissioner McCarron seconded the motion. The motion passed.

Agenda Item #2. Claims list for period May 1 to May 31; Richardson, Richter and Associates in the amount of \$4,471.32.

Commissioner McCarron moved approval. Commissioner Finley seconded the motion. The motion passed.

Agenda Item #3. 1993 Workplan and 1993 Budget.

Ken Stevens presented the work plan and budget as proposed in the enclosed documentation. Commissioner Finley questioned whether the budget represented an increase over last year's budget. Mary Richardson reviewed the differences. Commissioner Finley asked why the Joint Powers Board was considering the budget at this point. Mary Richardson responded that the Joint Powers Agreement requires the Board to adopt its budget in June. Commissioner McCarron moved approval of the 1993 Workplan and Budget. Commissioner Derus recommended that they approve the budget now; and Commissioner Hauser seconded the motion and questioned a number of items in the budget. Under consulting services, she questioned the line item for engineering in the amount of \$20,000. Ken Stevens responded that the Joint Powers Board is charged under the governance bill to review system standards. The amount of \$20,000 was included to cover expenditures for a peer review of the system standards; alternatively it could be used for site visits to look at other systems. Commissioner Hauser requested additional information about the budget and Ken Stevens responded that staff will put together a background memorandum and a report on the status of expenditures in 1992. The motion unanimously passed.

Agenda Item #4. Central Corridor Progress Report.

Kathy Despiegelaere reviewed the alignment, stations, capital area planning area effort, and process that the Ramsey County Regional Rail Authority has used to accomplish the work on its portion of the Central Corridor. She reported that the preliminary engineering contract is about one-third of the way done. They expect to complete it next winter or spring. Ken Stevens then discussed the alignment starting at the Westgate area and reviewed the alignment and stations through the University to Downtown Minneapolis. He noted that the proposed tunnel in Downtown Minneapolis had been rejected by the regional agencies and current efforts will define a surface alignment.

Agenda Item #5. Federal Funding Update.

Ken Stevens provided an update on the process to obtain federal funding, noting that we have a grant in the amount of \$2 million from the federal government to do an AA/DEIS. This effort will include a study of the at grade alternative in Downtown Minneapolis. He reviewed the process and the timetable that we have proposed, including that an RFP will be issued for a consultant at the end of June and it is anticipated that the consultant will start work on September 1 for a twelve month period. Mr. Stevens further noted that a staff meeting is scheduled in Washington for next week to talk about federal funding. Mn/DOT will be the contracting agency. Commissioner McCarron asked what the commitment at Mn/DOT was. He noted that the focus at the North Star conference still appeared to be highways. Stephanie Eiler reported that Mn/DOT will select a project manager for the Central Corridor by June 18. Commissioner Derus noted that Jim Denn was the best thing that has happened to Mn/DOT.

Commissioner Derus suggested that all the members of the Joint Powers Board and the Chairs of the Metropolitan Council and the RTB, the Commissioner of Mn/DOT and MTC go to Washington and make a presentation. He said that we are ready and we need the federal cooperation. All of the Counties should be represented on the trip. Commissioner McCarron agreed. Commissioner Finley asked whether in fact we are ready to make such a trip. Ken Stevens noted that we are starting the FTA track to obtain funding. Commissioner Hauser said that maybe we should start locally. She would be more comfortable if the federal piece was in place at FTA before making a foray to Washington D.C. Commissioner Derus said based on the Central Corridor work presented today, we are ready. The congressional delegation wanted this.

Commissioner Finley asked when the transportation alliance fly-in to Washington D.C. was. Ken Stevens responded that it is today and he passed out the summary that the Joint Powers Board had directed staff to prepare at its last meeting. Mr. Stevens reported that Commissioner Denn took this today and that he will

get Commissioner Koniarski a copy. Commissioner Derus said that the reason for the fly-in is roads. We need to send the LRT message more strongly.

Commissioner McCarron asked when the staff was going to Washington and Ken Stevens responded next week. Commissioner McCarron said that it is important to do the staff trip first. But We should start planning the trip for the Commissioners. Commissioner Derus asked whether perhaps we should invite the delegation here during the NACO conference as they are likely to be in town. After some discussion, Commissioner Derus recommended that we put the issue of a congressional meeting on the July 1 agenda for the Joint Powers Board.

Commissioner McCarron said that issues relating to regional reorganization are still current at the legislature. We must develop strategies to be part of that debate this summer.

Commissioner Derus adjourned the meeting. The next meeting of the Joint Powers Board will be July 1 at 8:30 a.m. at the Hennepin County Government Center.

Agenda Item #3

MEMORANDUM

DATE: June 17, 1992
TO: Metropolitan LRT Joint Powers Board
FROM: Staff
SUBJECT: 1993 Budget Explanation

At the June meeting of the LRT Joint Powers Board, the Board adopted the 1993 Budget and requested that staff provide additional information. Attached to this memorandum are: 1) a line item comparison of the 1992 and 1993 Budgets; 2) an explanation of each of the line items in the 1993 Budget; 3) the 1993 Workplan as adopted; and 4) a summary of the expenditures made to date in 1992.

ACTION REQUESTED: Information Only.

1992/1993 Budget Comparison

	1992 Budget, <u>(as amended)</u>	1993 <u>Budget</u>
Printing, Postage and Reproduction	\$ 4,000.00	\$ 5,000.00
Administrative Expense	2,000.00	0
Administrative Costs	80,000.00	80,000.00
Legislative Activities	16,000.00	10,000.00
Engineering	0	20,000.00
Public Information	0	10,000.00
Contingency	<u>835.00</u>	<u>6,250.00</u>
	\$116,835.00	\$131,250.00 (12% increase)

ASSESSMENTS

	<u>1992</u>	<u>1993</u>
Anoka County	\$ 22,440.00	\$ 24,607.80
Carver County	0	3,117.00
Dakota County	14,960.00	16,405.20
Hennepin County	33,660.00	36,915.90
Scott County	3,444.00	3,773.20
Ramsey County	33,660.00	<u>36,915.90</u>
Washington County	<u>8,671.00</u>	<u>9,515.00</u>
TOTAL BUDGET	\$116,835.00	\$131,250.00

1993 Budget Explanation

1. Printing, Postage, Reproduction and Miscellaneous Expenses

\$ 5,000.00

This item is to pay the costs of the monthly mailings of the LRT Joint Powers Board and also includes special mailings to, for example, legislators. Miscellaneous expenses include such items as box lunches, travel and so on.

2. Consulting Services

- a. Administration/Policy Analysis

\$80,000.00

This item is to cover the costs of analysis of policy issues that may arise for the LRT Joint Powers Board throughout the year. Additionally, it will cover the costs of administering or staffing the Board, including preparing agendas, minutes, correspondence, memoranda and so on. The amount assumes approximately 60 hours per month at \$105.00 per hour plus expenses.

- b. Legislative Representation

\$10,000.00

This budget item assumes that the primary lobbying efforts would continue with the county lobbyists, as was done last year. (The main issues that are likely to arise next year will pertain to funding and governance.) Some additional efforts on a state or federal level may, however, be necessary, and this budget item would cover those costs.

- c. Engineering Costs

\$20,000.00

The governance bill provides that the LRT Joint Powers Board will review and approve the LRT system standards. This budget item provides for some engineering assistance in that effort. This amount may also be used to pay the costs of a peer review on the proposed standards. Alternatively the Board may wish to use this amount to pay the costs of visits to review systems in other areas.

d. Public Information

\$10,000.

The LRT governance bill also provides that the Board approve the community involvement and marketing programs and participate on the Corridor Management Committee. This budget item would pay the costs of a consultant to assist in those efforts.

3. Contingency Fund(5%)

\$ 6,250.00

Because the LRT Joint Powers Board is newly formed and is now developing its functions, it is difficult to predict its budgetary needs. Thus it is recommended that a 5% contingency fund be established to cover unanticipated expenses.

Proposed 1993 Workplan

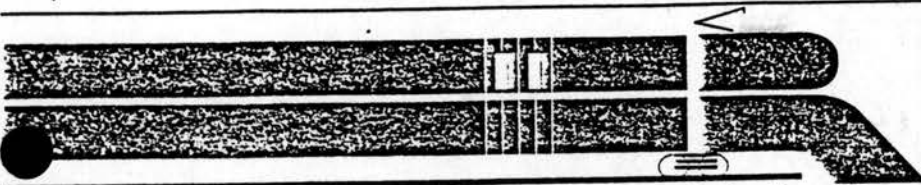
<u>Tasks</u>	<u>Meetings</u>
1. Corridor Management Committee Activities ■ Participation ■ Independent Discussions ■ Monitor Project Progress	On-going
2. Systems Standards ■ Peer Review	February
3. Method of Implementation ■ Discuss Alternatives ■ Adopt recommendation to Corridor Management Committee and to Mn/DOT	March-April
4. Legislative Activities ■ Monitor Session ■ Promote funding Legislation ■ Prepare for 1994 Session	January-April/May
5. Adopt 1994 Budget/Workplan	June
6. Monitor Federal Funding Process	On-going
7. Evaluation of Community Involvement Program	On-going
8. Comment on LRT Related Documents	On-going

6/19/92

METROPOLITAN LIGHT RAIL TRANSIT
JOINT POWERS BOARD

ACCOUNT #661-001101-204000-0
(CONTRACTS PAYABLE)
BUDGET: \$116,835
\$15,661.12

DATE	REVENUE	1992 CONTRACT CONSULTANT \$80,000.00	PRINTING	MEALS	OTHER	COMMENT
3/20/92	\$3,444.00					SCOTT COUNTY-PORION OF ASSESS
3/20/92	\$8,671.00					WASH COUNTY-PORION OF ASSESS
3/27/92	\$33,660.00					RAMSEY COUNTY-PORION OF ASSESS
4/21/92	\$33,660.00					HENNEPIN COUNTY-PORION OF ASSESS
4/28/92		\$4,285.23				RICHARDSON, RICHTER-2/1-2/29/92
5/13/92	\$14,960.00					DAKOTA COUNTY-PORION OF ASSESS
5/13/92			\$526.50			RICHARDSON, RICHTER-PRINTING
5/13/92		\$5,901.64				RICHARDSON RICHTER-3/1-31/92
5/13/92		\$4,947.75				RICHARDSON RICHTER-4/1-30/92
6/18/92	\$22,440.00					ANOKA COUNTY -PORION OF ASSESS-JE
TOTAL	\$116,835.00	\$15,134.62	\$526.50	\$0.00	\$0.00	



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

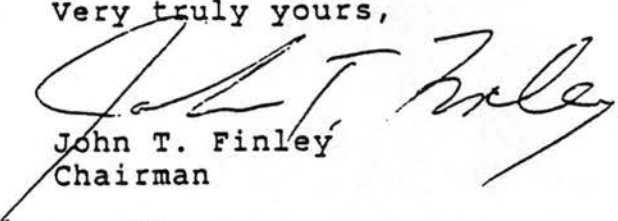
June 10, 1992

Commissioner John Derus
Hennepin County Regional Railroad Authority
A-2400 Hennepin County Government Center
Minneapolis, Minnesota 55487

Dear John:

At its meeting on June 9, Ramsey County Regional Railroad Authority passed the attached resolution asking for clarification on federal funding by the Joint Powers Board at its July 1, 1992 meeting.

Very truly yours,


John T. Finley
Chairman

JTF/blk
Attachment

cc: Ken Stevens
Mary Richardson



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: June 9, 1992

No. R92 -

WHEREAS, There is agreement in the region about the Central Corridor as the first priority for light rail transit and agreement about following the federal funding process for the Central Corridor; Now, Therefore, Be It

RESOLVED, That the Joint Powers Board should provide clarification to its members about the process of seeking federal funds and should identify how Mn/DOT as the agency specified as the lead on federal funding for the corridor will proceed with its responsibilities.

John T. Finley, Chairman

By Warren W. Schaber
Warren W. Schaber, Secretary

SUMMARY OF MEETING

Purpose: Discuss how to proceed on Central Corridor Alternatives Analysis/Draft Environmental Impact Statement with Federal Transit Administration (FTA) staff.

Date: June 10, 1992, 1 to 3:30 PM

Location: FTA offices, Washington, D.C.

Attendance:

FTA - Don Emerson, Jennifer Libby, Ken Mowll, Paul Fish
(Chicago office - via telephone);
RTB - Judy Hollander
Governor's office - Kathy McCright
Mn/DOT - Randy Halvorson
Metro Council - Nacho Diaz
Hennepin County - Ken Stevens
Ramsey County - Kathryn DeSpiegelaere

Summary of key discussion points:

1. FTA has not yet "officially" responded to the RTB/Metro Council request by letter to use the \$2 million earmark for the Central Corridor AA/DEIS. That is a concern to Minnesota staff although we were assured the letter is being held up for grammatical corrections. The FTA letter drafted for Administrator Clymer's signature says it is acceptable to pick up on the 1984 University Avenue Alternatives Analysis/DEIS and says that the \$2 million earmark can be shifted to the Central Corridor. We were told by Don Emerson to, "assume the best," in regard to the letter.
2. Nacho Diaz stated there will be an AA only on the Central Corridor, even if LRT is the selected mode on 35W. Central Corridor is the region's priority corridor.
3. There is a current contract for LRT preliminary engineering for the Midway Corridor that is expected to continue. LRT is not a given for the Central Corridor and the AA will be done objectively.
4. FTA staff mentioned the 35W newspaper clips and had a copy of the Legislative Audit Commission's report on transit.

5. If no Congressional earmarking of a project occurs, then there are no funds for transit, FTA says. FTA stated that current congressionally earmarked projects exceed funding capability. Since the Twin Cities project is not earmarked, the appropriations process will be even more important, Don Emerson said. He said we should watch the appropriations process this year to see if Congress adheres to the authorized list of projects or introduces new ones.
6. FTA project evaluation criteria have been broadened to include:
 - o mobility improvements
 - o operational efficiencies
 - o environmental benefits
 - o cost effectiveness.
7. The processing of the grant application by the Chicago FTA office will take two weeks to two months. Funds will not be available until that process is concluded.
8. An in-kind match is acceptable to FTA for the \$2 million. It is an 80% federal/20% local match. The local matching funds must be spent concurrently; previous spending will not suffice.
9. Grant recipient will be RTB; RTB will pass funds through to Mn/DOT. Mn/DOT must have funds in an account to process payments to consultants prior to contract initiation.
10. A schedule was agreed upon at the meeting. It is acceptable for us to proceed on our proposed timetable with RFP, consultant selection, and the scoping process.
11. Having a draft AA/DEIS by January 1 is important to us for the Legislature and to FTA. FTA could include our project in their annual letter to Congress recommending projects. The DEIS need not be approved by January 1 - we will still be in the review/revision process at that time.
12. Staff will meet for two days on July 23 and 24 probably in Washington to develop an agreement with FTA on the scope of work. Emerson said, "to the extent we can pick up where we left off, that's what we want to do. We need a work scope around the holes to be filled." The procedures manual is outdated and there is no replacement as yet. Some tasks previously required may no longer be necessary.

FTA participants in the two day session will be Jennifer Libby, Ken Mowll, Ron Jensen Fisher, and Joe Ossi. We will send a draft agenda and selected background materials to FTA.

13. FTA contact - Jennifer Libby
Minnesota contact with FTA - Judy Hollander at this time;
Mn/DOT project manager when appointed.

Next Steps:

1. Get letter from FTA
2. Submit grant application - RTB
3. Proceed with scoping process, RFP, consultant selection -
Mn/DOT, HCRRA, RCRRA
4. Send revised schedule to FTA - Kathryn DeSpiegelaere and
Judy Hollander
5. Prepare for July 23 and 24 meetings - RTB, Mn/DOT, Metro
Council, HCRRA, RCRRA
6. Begin process of recordkeeping of all agencies' staff time
on project - Mn/DOT
7. Initiate corridor management committee - Mn/DOT, HCRRA,
RCRRA

Kathryn DeSpiegelaere
June 11, 1992

RECEIVED

JUN 26 1992

HENNEPIN COUNTY
REGIONAL RAILROAD AUTHORITY

MEMORANDUM

DATE: June 22, 1992

TO: Metropolitan LRT Joint Powers Board

FROM: Staff

SUBJECT: Federal Funding Process

In response to the RCRRA resolution dated June 9, 1992, staff prepared the following summary of the process of seeking federal funding. The federal funding process is a two part process, including:

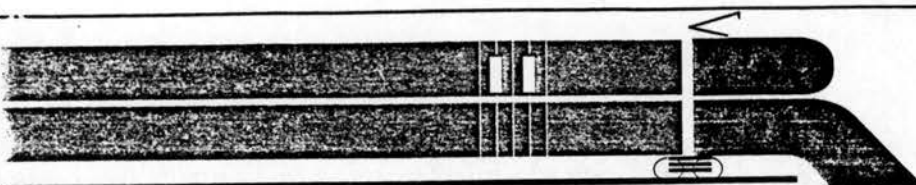
1. The technical process - The forum for this process is the Federal Transit Administration (FTA) and commences with the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS).
2. The political process - The forum for this process is Congress. Unless funds are earmarked by Congress, it is unlikely that the region will get the necessary funds to build LRT.

This memorandum will outline the proposed technical process and recommend that the LRT Joint Powers Board meet with Mn/DOT, RTB and the Metropolitan Council to develop a plan for proceeding with the political process.

1. The Technical Process. The technical process is prescribed in federal regulations and guidelines. Staff from the joint lead agencies (Mn/DOT, HCRRA and RCRRA) have met with FTA staff in Washington and developed the attached expedited schedule for the AA/DEIS. As described in the attached FTA pamphlet process, however, the project development process is a five-part process that includes:
 - A. System planning.
 - B. AA/DEIS.
 - C. Preliminary Engineering/Final EIS.
 - D. Final Design.
 - E. Construction.

Each step of the process requires FTA consent to move forward. FTA has agreed that the region has completed system planning and has agreed to the initiation of the AA/DEIS process. This summer, the joint lead agencies will select a consultant to assist with the AA/DEIS and will undertake the scoping process.

2. The Political Process. The political process is equally important, but is not as clearly defined. The region has agreed that Mn/DOT Commissioner Denn should be the spokesperson for the region, but has not yet identified a plan or strategy to undertake the political process. In order to obtain federal funding, Congress must act to earmark funds in an appropriations bill. To achieve that end, staff recommend that the LRT Joint Powers Board set a meeting with the Commissioner of Mn/DOT and the chairs of the RTB and the Metropolitan Council to develop a plan describing the roles and responsibilities of the parties and identifying the necessary steps to achieve the earmarking, including meeting with the Congressional delegation.



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 RCRRRA met with staff 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 staff 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 staff 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 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 (3 weeks after DEIS is agreed upon)	4/1/93
Circulation period for DEIS prior to public hearing (30 days)	4/93
Public hearing(s) on DEIS	5/93
Selection of locally preferred alternative	6 - 7/93

MEMORANDUM

DATE: June 17, 1992

TO: Metropolitan LRT Joint Powers Board

FROM: Staff

SUBJECT: Community Involvement Program and Corridor Management Committee

Background

The LRT governance bill establishes a Corridor Management Committee to advise the joint lead agencies (Mn/DOT, HCRRA, RCRRA) on issues relating to the alternatives analysis, environmental review, preliminary design, preliminary engineering, final design, implementation method and the construction of LRT. The bill specifies the membership as well as the responsibilities of the Corridor Management Committee. The LRT Joint Powers Board members all sit on the Corridor Management Committee. (See attached description of Corridor Management Committee) Additionally, the governance bill provides for the LRT Joint Powers Board review and approval of the community involvement plan and marketing program for LRT.

The region is moving ahead with LRT as if the governance bill had passed. Moreover, the joint lead agencies are working to secure federal funding from FTA for an alternatives analysis/draft environmental impact statement for the Central Corridor. Thus, it is an appropriate time to initiate the Corridor Management Committee.

The LRT Joint Powers Board staff recommend to the LRT Joint Powers Board that:

1. The LRT Joint Powers Board request the joint lead agencies to set the first meeting of the Corridor Management Committee in August, 1992; and that the staff committee of the Corridor Management Committee be convened as soon as possible.
2. That the LRT Joint Powers Board recommend to the joint lead agencies that they send a letter to the member bodies of the Corridor Management Committee notifying them of the initiation

of the activities of the Committee and requesting that each member body appoint a representative and an alternate to the Committee, as well as a staff person and alternate to the staff committee.

3. That the LRT Joint Powers Board recommend to the joint lead agencies that they commence the development of the Community Involvement Program and Marketing Plan for the review and approval of the LRT Joint Powers Board; and that the Joint Powers Board direct its staff to develop recommendations to the joint lead agencies regarding the development of the comprehensive plan.

ACTION REQUESTED: That the LRT Joint Powers Board approve the staff recommendations outlined above.

Central Corridor Management Committee

- I. **Membership:** 14 members, including Joint Powers Board Members (7); Cities (St. Paul, Minneapolis); Mn/DOT; Metropolitan Council; Regional Transit Board; Metropolitan Transit Commission; and, University of Minnesota
- II. **Responsibilities:** Advise on issues relating to the alternatives analysis, environmental review, preliminary design, preliminary engineering, final design, implementation method, and construction of LRT.
- III. **Staffing:** Each member appoints a staff person to a staff committee. Staff committee reviews and discusses issues prior to Management Committee consideration. Lead agencies develop agenda and agenda items, administer the Committee, cover administrative costs.
- IV. **Organizational Issues:** Bylaws
Meeting Schedule
Work Program
Appointments (Members & Staff)
Start Date
- V. **Preliminary Work Tasks:** Address organizational issues.
Review preliminary design and SEIS for the Central Corridor
Timeline/Agenda
Comments on Scoping Document for Central Corridor

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. H. Spiegelbauer 6/30/92
Authorized Signature Date

Board Action Requested

Appoint representative and alternate to Central Corridor Management Committee and appoint representative to Central Corridor Technical staff committee.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Letter of request
3) Agreement on LRT development

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

July 14, 1992

Board Date

F. L. Glendinning
Signature

7/6/92

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority is one of three joint lead agencies on the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, The Central Corridor Management Committee will make recommendations to the joint lead agencies on the Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, A request has been received that Ramsey County Regional Railroad Authority appoint an elected official and elected alternate to the Corridor Management Committee; and

WHEREAS, A request has been received that Ramsey County Regional Railroad Authority appoint a staff representative to the Central Corridor Technical Staff Committee; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority appoints:

Commissioner John T. Finley as its representative to the Central Corridor Management Committee; and

Commissioner Diane Ahrens as its alternate to the Central Corridor Management Committee; and

Kathryn DeSpiegelaere as its representative to the Central Corridor Technical Staff Committee.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

July 2, 1992

Michael Ehrlichmann
Chairman
Regional Transit Board
Mears Park Centre Bldg.
230 East Fifth Street
St. Paul, Minnesota 55101

Dear Mr. *Mike* Ehrlichmann:

As you are aware, we are now in the process of jointly undertaking a federal transit Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. The Central Corridor connects downtown St. Paul, the Capitol, the University of Minnesota, and downtown Minneapolis.

To assist in that effort, we are forming a committee of elected and appointed officials, termed "Corridor Management Committee." The Corridor Management Committee will make recommendations on key issues relating to the project.

As you know, the Regional Transit Board's representative to the Corridor Management Committee will chair the committee. The purpose of this letter is to request that you appoint an elected or appointed official and an elected or appointed alternate to be a member of the Corridor Management Committee for the Central Corridor. We also request that you designate a staff representative to a Technical Staff Committee which will be comprised of the same organizations represented on the Corridor Management Committee.

The committee will include a representative from each of these organizations:

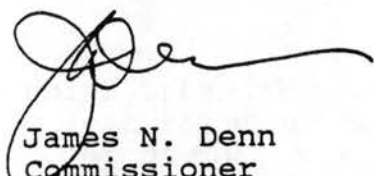
Regional Transit Board
City of St. Paul
City of Minneapolis
University of Minnesota
Metropolitan Council
Metropolitan Transit Commission
Seven metro Regional Railroad Authorities.

The first meeting of the Central Corridor Management Committee is scheduled for Wednesday, August 26, 8:30 AM. The meeting location will be communicated to the appointed representatives. Regular meeting dates and times will be set by committee members.

The first meeting of the Technical Staff Committee will be Wednesday, August 12, 8:30 AM.

Please respond by letter to Randy Halvorson, Director, Office of Transit, Minnesota Department of Transportation, Room 815, 395 John Ireland Boulevard, St. Paul, Minnesota 55155 by July 22 with the name, address, and phone number of your appointee to the Corridor Management Committee, the alternate to the Corridor Management Committee, and the staff representative to the Technical Staff Committee for the Central Corridor. Questions may be addressed to Mr. Halvorson at (612) 296-1615. A meeting agenda will be sent to the committee members prior to the first meeting.

Sincerely,



James N. Denn
Commissioner
Mn/DOT



Mark Andrew
Chairman
Hennepin County RRA



John T. Finley
Chairman
Ramsey Co. RRA

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 development process and 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 the 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 statements 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:

Commissioner James Denn, Mn/DOT
Commissioner Ray Waldron, MTC
Chair Michael Ehrlichmann, RTB
Commissioner Mary Hauser, WCRRA
Commissioner John T. Finley, RCRRA

Chair Mary Anderson, Metro Council
Commissioner Paul McCarron, ACRRA
Commissioner John Derus, HCRRA
Commissioner William Koniarski, SCRRA
Commissioner Donald Chapdelaine,
DCRRA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY Originating Department <u><i>K. DeSpiegelaere</i></u> <u><i>7/2/92</i></u> Authorized Signature Date	Board Action Requested Approve adjustment to the 1992 Ramsey County Regional Railroad Authority budget in the amount of \$44,300 <u>ACTION IS REQUESTED</u>
--	---

Request Justification

See attached: 1) Proposed resolution approving adjustment
 2) Memorandum from Kathryn DeSpiegelaere
 3) Request form for budget adjustments and attachment

Budgeting and Accounting <u><i>Ed Blawitz</i></u> County Attorney <u><i>Don Marshall</i></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
July 14, 1992	<u><i>J. L. Henderson</i></u>	7/6/92
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) is participating in the preparation of a transit Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Central Corridor; and

WHEREAS, The 1992 Budget did not provide funding for the Central Corridor AA/DEIS; and

WHEREAS, Regional Railroad Authority staff has prepared budget adjustment recommendations which transfer contingency funds to a separate cost center for the Central Corridor AA/DEIS (59110); and

WHEREAS, The recommended budget adjustment includes appropriate distribution to accounts within the cost center; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustment in the amount of \$44,300 as follows:

TRANSFER FROM APPROPRIATION:

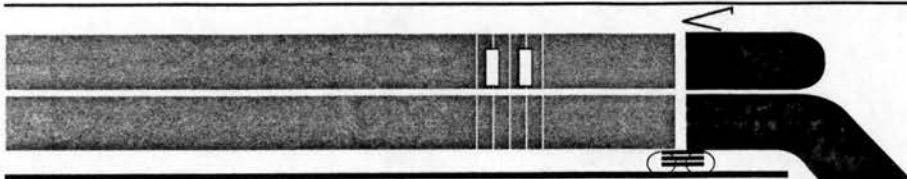
59101 - 061001	Contingent Appropriations	\$ 44,300
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TRANSFER TO APPROPRIATION:

59110 - 020102	Consulting Services	\$ 20,000
59110 - 020174	County Attorney	5,000
59110 - 020176	Executive Director	10,000
59110 - 020179	Budgeting & Accounting	3,000
59110 - 020185	Data Processing	1,000
59110 - 020202	Postage	500
59110 - 020401	Publishing Minutes & Notices	300
59110 - 020501	Printing & Stationery	500
59110 - 021226	Committee Compensation	1,000
59110 - 021403	Conference/Seminars	1,000
59110 - 021407	Travel	2,000
		\$ 44,300

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

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

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

SUBJECT: Budget Adjustment -- Fiscal Year 1992

DATE: July 2, 1992

At the time of adoption of the 1992 Ramsey County Regional Railroad Authority (RCRRA) budget, it was not anticipated that a work item, the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS), would be initiated in 1992. The AA/DEIS is being initiated in accordance with the agreement of the involved agencies and the Governor's office and, therefore, an adjustment to the 1992 budget to fund staff and other costs associated with the work is necessary.

The majority of the costs associated with the AA/DEIS will be paid with federal funds. The 80% federal match requires a 20% local match. The Minnesota Department of Transportation (Mn/DOT), Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority are the joint lead agencies for the AA/DEIS. Staff costs will provide the majority of the match for federal funds.

It is proposed that the AA/DEIS match for 1992 be funded through the 1992 contingency account. The requested budget adjustment totals \$44,300.

Recommendation:

Approve adjustments to the 1992 RCRRA budget in accordance with the documentation attached.

KD/blk
Attachment

White & Yellow - Acctg. Dept. Copies
Pink - Report Copy
Green - Retained Copy

No. _____
(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: REGIONAL RAILROAD AUTHORITY

ORG.# 59101

The Budget Adjustment requested will require the following:

1. ☒ Transfer From Appropriation } Check Applicable
☐ Increase Estimated Revenue } Box(es)

Org. # Account No. Account Title Amount

59101 061001 Contingent Appropriations \$ 44,300.00

TOTAL \$ 44,300.00

3. ☒ Transfer to Appropriation } Check Applicable
☐ Increase Appropriation } Box(es)

Org. # Account No. Account Title Amount

59110 (see attached) (see attached) \$ 44,300.00

TOTAL \$ 44,300.00

4. Reasons for Adjustment Request:

Ramsey County Regional Railroad Authority is participating in the preparation of a transit Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. The 1992 budget did not provide funding for the work.

(Attach sheet if more space is needed)

Approval requested by: K. Lespiegel
Authorized Signature

Date: 7/2/92

Recommended
Approved by Budget Analyst:

Ed Blauvelt

Date: 7/2/92

Approved by Budget Director:

Jim Van Houdt

Date: 7-2-92

Approved by Board of Co. Commissioners:

Date: _____

INCREASE APPROPRIATIONS:

59110	020102	Consulting Services	\$ 20,000
59110	020174	County Attorney	5,000
59110	020176	Executive Director	10,000
59110	020179	Budgeting & Accounting	3,000
59110	020185	Data Processing	1,000
59110	020202	Postage	500
59110	020401	Publishing Minutes & Notices	300
59110	020501	Printing & Stationery	500
59110	021226	Committee Compensation	1,000
59110	021403	Conference/Seminars	1,000
59110	021407	Travel	2,000
			\$ 44,300

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u><i>K. L. S. [Signature]</i></u> <u>7/3/92</u> <u>Authorized Signature</u> <u>Date</u>	Board Action Requested Approve commitment of funds to Central Corridor Alternatives Analysis/Draft Environmental Impact Statement through December, 1994 in the amount of \$107,000.00 ACTION IS REQUESTED
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Request Justification

The Central Corridor Alternatives Analysis/Draft Environmental Impact Statement will be funded with 80% federal funds. A 20% local match is to be provided for the \$2 million in federal funds primarily through staff resources of Mn/DOT, Hennepin County and Ramsey County Regional Railroad Authorities. Ramsey is requested to commit to funding \$107,000 from July 1, 1992 to December, 1994 as a match for federal funds.

A resolution agreeing to the commitment is attached. Also attached is a letter from the Federal Transit Administration pertaining to the grant.

<u>Budgeting and Accounting</u> <u><i>Ed Glawit</i></u> <u>County Attorney</u> <u><i>Dan McMillan</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> July 14, 1992	<u><i>J. L. [Signature]</i></u> <u>Signature</u>	<u>Date</u> 7/6/92
<u>Board Date</u>		<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) will participate in the preparation of the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement process; and

WHEREAS, The contribution of RCRRA will be primarily in the form of staff support for the project; Now, Therefore, Be It

RESOLVED, That RCRRA will commit \$107,000 between July 1, 1992, and December, 1994, to the Alternatives Analysis/Draft Environmental Impact Statement and subsequent phases of work undertaken through the Federal Transit Administration processes.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



US Department
of Transportation

Federal Transit
Administration

Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

JUN 15 1992

Michael J. Erlichmann
Chair
Regional Transit Board
230 E. 5th Street
St. Paul, Minnesota 55101-1634

Dear Mr. Erlichmann:

Thank you for your letter regarding the status of transit planning in the Central Corridor connecting Minneapolis and St. Paul. Your letter was cosigned by Mary Anderson, Chair of the Metropolitan Council. Ms. Anderson is being sent an identical response.

Per your request, the Federal Transit Administration will be pleased to work with you to reinstate Alternatives Analysis in the Central Corridor. To initiate this process, it is apparent that a meeting between our respective staffs is in order, and I understand that the Regional Transit Board has arranged to bring a working group to Washington June 10. This meeting will permit the staff from all of the involved parties to meet one another, define the issues involved, and establish the point where the project now stands. We would also like to talk to your staff about some of the changes in the planning process resulting from the Intermodal Surface Transportation Efficiency Act of 1991.

The \$2 million that Congress earmarked for Minneapolis in 1990 was intended to be applied towards the preparation of preliminary studies and environmental work for three corridors: I-35W South, Hiawatha, and Minneapolis Northeast to Northtown Shopping Center. However, your proposition to use that money for the Central Corridor seems justified given the local priorities that have now been set.

We look forward to working with you once again on the Central Corridor project.

Sincerely,

Brian W. Clymer

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

Originating Department

L. Spiegel 6/30/92
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 7 to BRW, Inc. in the amount of \$119,916.64 for Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$119,916.64 for the period ending March 31, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R91-. Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable form and Partial Payment No. 7
 - 3) BRW, Inc. Invoice No. 65336 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

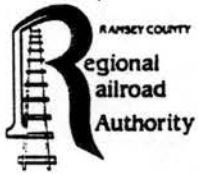
July 14, 1992

J. L. Henderson
Signature

7/6/92

Board Date

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 31, 1992; and

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

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

WHEREAS, BRW, Inc. Invoice No. 65336, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$119,916.64 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1992, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 7

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: JUN 10 92

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

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

ACCOUNT NUMBER 59108-020102	PERCENT COMPLETED	25.7%
TOTAL VALUE OF WORK CERTIFIED - 31 MAR 92		\$756,648.26
LESS 5% RETAINAGE		\$35,807.24
AMOUNT DUE		\$720,841.02
LESS PREVIOUSLY APPROVED PAYMENTS:		\$585,404.99
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$135,436.03</u>

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

6/17/92 L. Lespioglauro
DATE DIRECTOR, RC/REGIONAL RAILROAD PLANNING

6/16/92 David D. Wofford
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	\$119,916.64	\$15,519.39	\$135,436.03
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:	\$640,801.15	\$80,039.87	\$720,841.02

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$720,841.02</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$2,219,158.98</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
65336

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: March 31, 1992

JOB NO:1362

INVOICE PERIOD: March 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/HCRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 126,231.79	\$ 545,715.26	\$ 671,947.05
LESS RETAINAGE	6,311.59 ⁴⁰	27,217.35	33,528.94
DUE THIS BILLING	\$ 119,920.20 _{119,916.64}	\$ 518,497.91 _{520,884.51}	\$ 638,418.11 _{640,801.15}
HCRRA	\$ 16,336.20	\$ 67,916.31	\$ 84,252.51
LESS RETAINAGE	816.83 ¹	3,385.67 ^{95.73}	4,202.50 ^{1.64}
DUE THIS BILLING	\$ 15,519.37 ⁹	\$ 64,530.64 _{64,520.48}	\$ 80,050.01 _{80,039.87}

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

BRW, INC.

Richard P. Wolfseid
Richard P. Wolfseid
Principal

RCRRA

\$ 126,228.04 \$ 546,167.71 \$ 672,395.75
6,311.40 25,263.20 31,594.60
\$ 119,916.64 \$ 520,884.51 \$ 640,801.15

HCRRA

\$ 16,336.20 \$ 67,916.31 \$ 84,252.51
816.81 3,395.83 4,212.64
\$ 15,519.39 \$ 64,520.48 \$ 80,039.87

Memorandum



Date : April 20, 1992

To : Don Sobania

From : Dennis Probst

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
Phoenix
Denver
St. Petersburg
San Diego
Seattle

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



BRW INC.

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Minneapolis
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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/HCRRA 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>5,953.25</u>	<u>21,264.10</u>	<u>27,217.35</u>
DUE THIS BILLING	\$ 114,934.02	\$ 403,563.89	\$ 518,497.91
 HCRRA	 \$ 15,340.18	 \$ 52,576.13	 \$ 67,916.31
LESS RETAINAGE	<u>756.90</u>	<u>2,628.77</u>	<u>3,385.67</u>
DUE THIS BILLING	\$ 14,583.28	\$ 49,947.36	\$ 66,044.44

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

BRW, INC.

Richard P. Wolsfeld
Principal



BRW INC.

Planning
Transportation
Engineering
Urban DesignThresher Square
700 Third Street So.
Minneapolis,
MN 55415
612/370-0700
Fax 612/370-1378Minneapolis
Denver
Phoenix
Tucson
San Diego
Seattle
OrlandoINVOICE
64389Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: November 30, 1991

JOB NO: 1362

INVOICE PERIOD: November 30, 1991
FEDERAL TAX ID NUMBER: 41-1625272

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

AGENCY	<i>should be</i>	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE	
Ramsey County RRA	58,364.46	\$ 58,816.91	\$ 90,607.70	\$ 149,424.61	148,972.16
o Less 5% Retainage	2,940.83	3,370.66	4,530.48	7,901.14	7,471.31
o Due This Billing	55,423.63	\$ 55,446.25	\$ 86,077.22	\$ 141,523.47	141,500.85
Hennepin County RRA		\$ 7,404.77	\$ 11,041.60	\$ 18,446.37	✓
o Less 5% Retainage		370.24	552.04	922.28	
o Due This Billing		\$ 7,034.53	\$ 10,489.56	\$ 17,524.09	

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

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRA 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
 wrong formula*

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

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$10,483.00	\$13,559.26	\$24,042.26	85%	\$20,435.92	15%	\$3,606.34
2.0 OPERATIONS PLAN	\$2,320.00	\$1,428.00	\$3,748.00	85%	\$3,185.80	15%	\$562.20
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$5,771.50	\$5,771.50	90%	\$5,194.35	10%	\$577.15
4.0 CIVIL ENGINEERING DESIGN	\$31,220.18	\$15,016.26	\$46,236.44	89%	\$41,150.43	11%	\$5,086.01
5.0 FACILITY DESIGN	\$22,871.25	\$24,581.41	\$47,452.66	90%	\$42,707.39	10%	\$4,745.27
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$4,959.42	\$4,959.42	85%	\$4,215.51	15%	\$743.91
8.0 ENVIRONMENTAL IMPACT MITIGN	\$3,495.00	\$0.00	\$3,495.00	90%	\$3,145.50	10%	\$349.50
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$2,610.25	\$2,062.75	\$4,673.00	90%	\$4,205.70	10%	\$467.30
11.0 COMMUNITY PARTICIPATION	\$1,697.75	\$287.40	\$1,985.15	90%	\$1,786.64	10%	\$198.52
RCRRRA COMMUNITY PARTICIP.	\$653.25	(\$448.70)	\$204.55	100%	\$204.55	0%	\$0.00
		150.45			200.30		
TOTAL	\$75,350.68	\$67,217.30 67,213.55	\$142,567.98 142,564.23		\$126,231.79 126,228.04		\$16,336.20

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVOICE PERIOD : MARCH 1992
 FILENAME: 89003_1

NUMBER	LABOR	DIRECT EXPENSE	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRRA
1362-A-01	796.25			796.25	39.81	756.44	90%	680.80	10%	75.64
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	4,833.43	17.00		4,850.43	242.52	4,607.91	89%	4,101.04	11%	506.87
1362-A-42	14,214.00	3,438.55	180.97	17,833.52	891.68	16,941.84	89%	15,078.24	11%	1,863.60
1362-A-43	760.00	7,455.88	392.41	8,608.27	430.41	8,177.86	89%	7,278.30	11%	899.56
1362-A-44				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-45	717.50	1,835.88	88.09	2,439.25	121.98	2,317.29	89%	2,062.39	11%	254.90
1362-A-46	701.00			701.00	35.05	665.95	89%	592.70	11%	73.25
1362-A-47	1,595.00			1,595.00	79.75	1,515.25	89%	1,348.56	11%	166.69
1362-A-48	1,268.75	10.25		1,279.00	63.95	1,215.05	89%	1,081.39	11%	133.66
1362-A-49				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-A-81				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-84				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-01	581.50	1,913.05	99.75	2,574.30	128.72	2,445.58	90%	2,201.02	10%	244.56
1362-B-05	1,897.75	273.15	14.25	1,985.15	99.26	1,885.89	90%	1,697.30	10%	188.59
1362-B-06	653.25	3.75	(452.45)	204.55	10.23	194.32	100%	194.32	0%	0.00
1362-B-10	10,483.00	12,892.20	887.08	24,042.28	1,202.11	22,840.15	85%	19,414.13	15%	3,426.02
1362-B-20	2,320.00	1,356.80	71.40	3,748.00	187.40	3,560.60	85%	3,028.51	15%	534.09
1362-B-21				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30		5,482.92	288.58	5,771.50	288.58	5,482.92	90%	4,934.63	10%	548.29
1362-B-47	7,130.50	1,716.17	83.3	8,929.97	446.50	8,483.47	89%	7,550.29	11%	933.18
1362-B-50				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-51		128.25	6.75	135.00	6.75	128.25	90%	115.43	10%	12.83
1362-B-52		609.19	32.06	641.25	32.06	609.19	90%	548.27	10%	60.92
1362-B-53	785.00	10,340.75	544.25	11,650.00	582.50	11,067.50	90%	9,960.75	10%	1,106.75
1362-B-54		37.20		37.20	1.88	35.34	90%	31.81	10%	3.53
1362-B-55	1,170.00	12,038.88	633.63	13,842.51	692.13	13,150.38	90%	11,835.34	10%	1,315.04
1362-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-70		4,711.45	247.97	4,959.42	247.97	4,711.45	85%	4,004.73	15%	706.72
1362-B-80				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-83				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-85	47.50			47.50	2.38	45.12	90%	40.61	10%	4.51
1362-B-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-01	1,252.50	49.95		1,302.45	65.12	1,237.33	90%	1,113.60	10%	123.73
1362-C-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-50	4,583.75	54.65		4,618.40	230.92	4,387.48	90%	3,948.73	10%	438.75
1362-C-51	4,822.50			4,822.50	241.13	4,581.37	90%	4,123.23	10%	458.14
1362-C-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-53	2,160.00			2,160.00	108.00	2,052.00	90%	1,848.80	10%	205.20
1362-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55	9,390.00	155.80		9,545.80	477.29	9,068.51	90%	8,161.66	10%	906.84
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	281.25			281.25	14.08	267.19	90%	240.47	10%	26.72
1362-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84	3,166.25			3,166.25	158.31	3,007.94	90%	2,707.15	10%	300.79
1362-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00

TOTAL	75,350.88	64,321.28	2,898.02	142,567.98	7,128.41	135,439.57		119,920.20		15,519.37
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TOTAL EXPENSE		67,217.30								
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CRM, INC.

MARCH 31, 1992
INVOICE NO. CRAFT
PROJECT NO. 1362A.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	5.0	145.00	725.00
CONSULTANT I			
HOLITOR, LINDA	1.5	47.50	71.25
TOTALS	6.5		796.25
		TOTAL LABOR	796.25
			=====
		TOTAL THIS INVOICE	\$ 796.25
			=====

SRW, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	145.00	145.00
ASSOCIATE			
DAHL, KEITH	9.0	80.00	720.00
CONSULTANT I			
LAYER, JULIE	0.2	47.50	9.50
HANNENGA, FREDRICK	1.0	47.50	47.50
SUBTOTALS	1.2		57.00
STAFF LEVEL IV			
HOLKER, THOMAS	18.0	45.00	810.00
STAFF LEVEL III			
SWENSON, ROGER	0.5	37.50	18.75
WHEELER, CHRISTOPHER	0.5	37.50	18.75
SUBTOTALS	1.0		37.50
STAFF LEVEL II			
JOHNSRUD, LARRY	2.5	35.00	87.50
SUNDQUIST, PAUL	0.5	35.00	17.50
SUBTOTALS	3.0		105.00
3 PRSN FIELD PTY			
BECKER, RICHARD	15.5	31.67	490.89
DAHLIN, MICHAEL	15.5	31.67	490.89
HALEY, JEFF	15.5	31.67	490.89
SUBTOTALS	46.5		1,472.67
2 PRSN FIELD PTY			
FREERKS, JAMES	8.0	36.25	290.00
PAVOLA, JOH	8.0	36.25	290.00

BRN, INC.

INVOICE NO. DRAFT
PROJECT NO. 13428.01

SCHEMK, KURT	8.0	36.25	290.00
SUNDAQUIST, PAUL	12.5	36.25	453.13
SWENSON, ROGER	4.5	36.25	163.13
SUBTOTALS	41.0		1,486.26

TOTALS	120.7		4,833.43
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TOTAL LABOR		4,833.43
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TOTAL THIS INVOICE	\$	4,833.43
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CRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	35.0	145.00	5,075.00
CONSULTANT I			
KARHONGA, FREDRICK	64.0	47.50	3,040.00
STAFF LEVEL IV			
RAMBERG, JEFF	55.5	45.00	2,497.50
SANDERS, TOM	4.0	40.00	160.00
SUBTOTALS	59.5		2,677.50
STAFF LEVEL III			
MSUYER, CUC	53.0	37.50	1,987.50
STAFF LEVEL II			
JOHNSRUD, LARRY	62.4	35.00	2,184.00
TOTALS	253.9		14,214.00

TOTAL LABOR 14,214.00

TOTAL THIS INVOICE \$ 14,214.00

SRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 12628.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	5.0	145.00	725.00
STAFF LEVEL II			
JOHNSRUD, LARRY	1.0	35.00	35.00
TOTALS	6.0		760.00

TOTAL LABOR 760.00

TOTAL THIS INVOICE \$ 760.00

=====

DRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	2.0	145.00	290.00
CONSULTANT I			
KLEIN, JAMES	9.0	47.50	427.50
TOTALS	11.0		717.50
		TOTAL LABOR	717.50

		TOTAL THIS INVOICE	\$ 717.50
			=====

ERN, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362A.46

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.0	145.00	435.00
STAFF LEVEL II			
JOHNSRUD, LARRY	7.5	35.00	266.00
TOTALS	10.5		701.00

TOTAL LABOR 701.00

TOTAL THIS INVOICE \$ 701.00

SRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	11.0	145.00	1,595.00
		TOTAL LABOR	1,595.00

		TOTAL THIS INVOICE	\$ 1,595.00
			=====

BRW, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1302A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	8.0	145.00	1,160.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.0	45.00	90.00
STAFF LEVEL III			
BEVER, GINA	0.5	37.50	18.75
TOTALS	10.5		1,268.75
		TOTAL LABOR	1,268.75
			=====
		TOTAL THIS INVOICE	\$ 1,268.75
			=====

BRH, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
HINKER, CHRISTIAN	8.0	47.50	380.00
STUBBS, ROBERT	3.6	47.50	171.00
SUBTOTALS	11.6		551.00
STAFF LEVEL II			
HAWKINSON, TOM	0.3	35.00	10.50
TOTALS	11.9		561.50

TOTAL LABOR 561.50

TOTAL THIS INVOICE \$ 561.50
=====

SRW, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 13628.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.0	145.00	580.00
CONSULTANT I			
HIMIKER, CHRISTIAN	22.5	47.50	1,068.75
STAFF LEVEL II			
HAMRICK, CLAUDIA	1.0	35.00	35.00
HAWKINSON, TOM	0.4	35.00	14.00
SUBTOTALS	1.4		49.00
TOTALS	27.9		1,697.75

TOTAL LABOR 1,697.75

TOTAL THIS INVOICE \$ 1,697.75

SRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 13628-00

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
COLEBURN, ELIZABETH	2.5	57.50	143.75
CONSULTANT I			
ANDERSON, BETTY	5.3	47.50	251.75
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.0	45.00	90.00
STAFF LEVEL II			
HAWKINSOM, TOM	2.5	35.00	87.50
STAFF LEVEL I			
HERMAN, DIAKE	3.5	27.00	94.50
TOTALS	15.5		653.25

TOTAL LABOR 653.25

TOTAL THIS INVOICE \$ 653.25

SRN, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 13620.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	33.5	145.00	4,857.50
CONSULTANT I			
HINKER, CHRISTIAN	73.0	47.50	3,457.50
LAYER, JULIE	9.9	47.50	470.25
MOLITOR, LINDA	0.5	47.50	23.75
THATCHER, JENNIE	25.7	47.50	1,220.75
SUBTOTALS	109.1		5,102.25
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	3.0	45.00	135.00
STAFF LEVEL III			
BEVER, GINA	2.3	37.50	86.25
WICKLUND, DAVID	1.0	37.50	37.50
SUBTOTALS	3.3		123.75
STAFF LEVEL II			
BUCKLEY, SUSAN	0.5	35.00	17.50
HAMRICK, CLAUDIA	0.1	35.00	3.50
HAWKINS, TOM	2.3	35.00	80.50
ROBERTS, SUSAN	0.6	35.00	21.00
SUBTOTALS	3.7		129.50
STAFF LEVEL V			
BARTEL, DAVID	1.0	55.00	55.00
TOTALS	153.6		10,483.00

TOTAL LABOR 10,483.00

TOTAL THIS INVOICE \$ 10,483.00

DRW, INC.

MARCH 31, 1992
INVOICE NO. 09877
PROJECT NO. 13828.20

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	29.0	80.00	2,320.00
		TOTAL LABOR	2,320.00
			=====
		TOTAL THIS INVOICE	\$ 2,320.00
			=====

BRW, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 13628.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
RUSCO, BRENT	78.5	57.50	4,513.75
CONSULTANT I			
HOLITOR, LINDA	0.3	47.50	14.25
STAFF LEVEL III			
HENDERSON, JANE	0.7	37.50	26.25
RODMOUDE, NANCY	0.1	37.50	3.75
SUBTOTALS	0.8		30.00
STAFF LEVEL II			
HAWKINSON, TOM	1.3	35.00	45.50
ROBERTS, SUSAN	9.2	35.00	322.00
SUBTOTALS	10.5		367.50
SR. ASSOCIATE			
PRESTON, HOWARD	24.5	90.00	2,205.00
TOTALS	114.6		7,130.50

TOTAL LABOR 7,130.50

TOTAL THIS INVOICE \$ 7,130.50

ORW, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 10028.03

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURL	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	8.5	90.00	765.00
		TOTAL LABOR	765.00

		TOTAL THIS INVOICE	\$ 765.00
			=====

BRM, INC.

MARCH 31, 1992
INVOICE NO. 09877
PROJECT NO. 13615.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.5	145.00	1,087.50
CONSULTANT I			
HIMIKER, CHRISTIAN	1.0	47.50	47.50
STAFF LEVEL II			
HAWKINSON, TGM	1.0	35.00	35.00
TOTALS	9.5		1,170.00
		TOTAL LABOR	1,170.00
			=====
		TOTAL THIS INVOICE	\$ 1,170.00
			=====

BRM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 1562K.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
CULLEN, SANDRA	1.0	47.50	47.50
		TOTAL LABOR	47.50

		TOTAL THIS INVOICE	\$ 47.50
			=====

BRH, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 10020.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
EMPLOYEES			
BEVER, GINA	2.0	57.50	115.75
PAKALMS, ARIUS	4.0	90.00	360.00
PATRICK, CHRISTOPHER	2.0	45.00	90.00
WICKLUND, DAVID	18.5	37.50	693.75
SUBTOTALS	27.4		1,259.50

TOTAL LABOR 1,259.50

TOTAL THIS INVOICE \$ 1,259.50

BRH, INC.

MARCH 31, 1992
INVOICE NO. 00007
PROJECT NO. 13440.00

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	49.0	37.50	1,807.50
STAFF LEVEL III			
SEVER, GINA	1.0	37.50	37.50
WICKLUND, DAVID	32.5	37.50	1,218.75
SUBTOTALS	82.5		1,256.25
TOTALS	82.5		4,063.75

TOTAL LABOR 4,063.75

TOTAL THIS INVOICE \$ 4,063.75

SRW, INC

MARCH 31, 1992
INVOICE NO. 16887
PROJECT NO. 13620.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL IV			
RAMBERS, JEFF	103.0	45.00	4,635.00
STAFF LEVEL III			
WICKLUND, DAVID	5.0	37.50	187.50
TOTALS	108.0		4,822.50

TOTAL LABOUR 4,822.50

TOTAL THIS INVOICE \$ 4,822.50

BRH, INC.

MARCH 31, 1992
INVOICE NO. 08807
PROJECT NO. 15820.00

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALMS, ARIUS	24.0	90.00	2,160.00
		TOTAL LABOR	2,160.00

TOTAL THIS INVOICE \$ 2,160.00
=====

ERM, INC.

MARCH 31, 1992
INVOICE NO. DRAFT
PROJECT NO. 13420 05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
AMUNDSEN, CRAIG	1.0	145.00	145.00
JARVIS, PETER	4.0	145.00	580.00
SUBTOTALS	5.0		725.00

STAFF LEVEL III			
BEVER, GINA	2.0	37.50	75.00
ELLINGSON, RITCH	1.0	37.50	37.50
HENDERSON, JANE	3.9	37.50	146.25
WICKLUND, DAVID	26.0	37.50	975.00
SUBTOTALS	33.4		1,252.50

STAFF LEVEL II			
HAMRICK, CLAUDIA	3.5	35.00	122.50

SR. ASSOCIATE			
PAKALNS, ARIJS	81.0	90.00	7,290.00

TOTALS	122.9		9,390.00
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TOTAL LABOR		9,390.00
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TOTAL THIS INVOICE \$ 9,390.00

BRN. INC.

MARCH 31, 1992
INVOICE NO. 0947
PROJECT NO. 10610.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
WICKLUND, DAVID	7.5	\$7.50	\$56.25
		TOTAL LABOR	\$56.25
		TOTAL THIS INVOICE	\$ 56.25

PRM, INC.

MARCH 31, 1992
INVOICE NO. 8887
PROJECT NO. 13327.84

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
HOLITER, LINDA	2.0	47.50	95.00
STAFF LEVEL III			
WICKLUND, DAVID	7.5	37.50	281.25
SR. ASSOCIATE			
PAKALMS, ARIJS	31.0	90.00	2,790.00
TOTALS	40.5		3,166.25
		TOTAL LABOR	3,166.25
		TOTAL THIS INVOICE	\$ 3,166.25

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001

INVOICE PERIOD : MARCH 1992

FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$495.40
TRAVEL/AUTO/MILEAGE	73.10
FREIGHT/DELIVERY	110.00
OUTSIDE REPRODUCTION/PHOTO	21.89

TOTAL	\$700.39
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SUBCONTRACTORS

BECHTEL	\$8,367.69
BRW ARCHITECTS, INC.	\$39,954.89
LTK	\$8,865.50
TKDA	\$9,781.27

TOTAL	\$66,969.35
-------	-------------

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|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$67,669.74 |
|----------------|-------------|



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

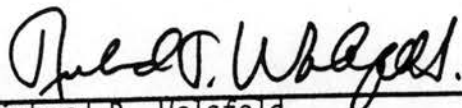
INVOICE PERIOD: February 1992  
FEDERAL TAX ID NUMBER: 41-1625272

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<br>INVOICE      | PREVIOUSLY BILLED | TOTAL BILLING TO<br>DATE     |
|------------------|-----------------------------|-------------------|------------------------------|
| RCRRA            | \$ 120,887.27               | \$ 424,827.99     | \$ 545,715.26                |
| LESS RETAINAGE   | <u>4,019.20</u><br>5,953.25 | <u>21,264.10</u>  | <u>5,283.20</u><br>27,217.35 |
| 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>67.90</u><br>756.90      | <u>2,628.77</u>   | <u>95.83</u><br>3,385.67     |
| DUE THIS BILLING | \$ 14,583.28                | \$ 49,947.36      | \$ 66,044.44                 |
|                  | <u>73.17</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



Thatcher

## Memorandum



Date : April 20, 1992

To : Don Sobania

From : Dennis Probst

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  
Phoenix  
Denver  
St. Petersburg  
San Diego  
Seattle

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



BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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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/HCRRA 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>5,953.25</u>     | <u>21,264.10</u>  | <u>27,217.35</u>                     |
| DUE THIS BILLING | \$ 114,934.02       | \$ 403,563.89     | \$ 518,497.91 ✓                      |
| <br>HCRRA        | <br>\$ 15,340.18    | <br>\$ 52,576.13  | <br>\$ 67,916.31                     |
| LESS RETAINAGE   | <u>756.90</u>       | <u>2,628.77</u>   | <u>3,385.67</u>                      |
| DUE THIS BILLING | \$ 14,583.28        | \$ 49,957.36      | \$ <del>66,044.44</del><br>64,030.64 |

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  
 wrong formula



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  
64389

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: November 30, 1991

JOB NO: 1362

INVOICE PERIOD: November 30, 1991  
FEDERAL TAX ID NUMBER: 41-1625272

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

| AGENCY              | Should be | DUE THIS BILLING | PAST AMOUNT INVOICED | TOTAL INVOICED TO DATE |            |
|---------------------|-----------|------------------|----------------------|------------------------|------------|
| Ramsey County RRA   | 58,364.46 | \$ 58,816.91     | \$ 90,607.70         | \$ 149,424.61          | 148,972.16 |
| o Less 5% Retainage | 2,940.83  | 3,370.66         | 4,530.48             | 7,901.14               | 7,471.31   |
| o Due This Billing  | 55,423.63 | \$ 55,446.25     | \$ 86,077.22         | \$ 141,523.47          | 141,500.85 |
| Hennepin County RRA |           | \$ 7,404.77      | \$ 11,041.60         | \$ 18,446.37           | ✓          |
| o Less 5% Retainage |           | 370.24           | 552.04               | 922.28                 |            |
| o Due This Billing  |           | \$ 7,034.53      | \$ 10,489.56         | \$ 17,524.09           |            |

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

BRW, INC.

Richard P. Wolsfeld  
Principal



BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Denver  
Phoenix  
Tucson  
San Diego  
Seattle  
Orlando

INVOICE  
64809

Ms. Kathryn DeSpiegelacra  
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 55407-0207

DATE: January 31, 1992

JOB NO:1362

INVOICE PERIOD: January 1992  
FEDERAL TAX ID NUMBER: 41-1625272

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

| ITEM                     | BILLED THIS<br>INVOICE | PREVIOUSLY BILLED | TOTAL BILLING TO<br>DATE |
|--------------------------|------------------------|-------------------|--------------------------|
| RCRRA                    | \$ 165,505.35          | \$ 259,775.09     | \$ 425,280.44            |
| LESS RETAINAGE           | ( 8,275.27 )           | ( 13,410.66 )     | ( 21,693.93 )            |
| DUE THIS BILLING 3/30/92 | \$ 157,230.08          | \$ 246,356.43     | \$ 403,586.51            |
| HCRA                     | \$ 20,561.45           | \$ 32,014.68      | \$ 52,576.13             |
| LESS RETAINAGE           | ( 1,028.07 )           | ( 1,600.70 )      | ( 2,628.77 )             |
| DUE THIS BILLING         | \$ 19,533.38           | \$ 30,413.98      | \$ 49,947.36             |

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

BRW, INC.

Richard P. Wolfeld  
Principal

Credit issued  
Against March 1992  
Invoice.

JT -  
Per attached  
Ramsey pr 157659.91  
(429.83 more !!)  
what else was  
pd ??  
CW



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

| JOB NUMBER | LABOR      | DIRECT EXPENSES | SUBCONSULTANT<br>RETAINAGE | TOTAL      | LESS<br>RETAINAGE | TOTAL<br>SALES | %    | RCRRA      | %    | HCRRA     |
|------------|------------|-----------------|----------------------------|------------|-------------------|----------------|------|------------|------|-----------|
| 1362-A-01  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-A-05  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-A-40  |            |                 |                            | 0.00       | 0.00              | 0.00           | 89%  | 0.00       | 11%  | 0.00      |
| 1362-A-41  | 7,834.44   | 34,300.00       |                            | 42,134.44  | 2,106.72          | 40,027.72      | 89%  | 35,624.67  | 11%  | 4,403.05  |
| 1362-A-42  | 13,851.25  | 1,738.33        | 91.49                      | 15,681.07  | 784.05            | 14,897.02      | 89%  | 13,258.24  | 24%  | 1,638.87  |
| 1362-A-43  | 4,541.50   | 13.40           |                            | 4,554.90   | 227.75            | 4,327.15       | 89%  | 3,851.10   | 11%  | 475.99    |
| 1362-A-44  |            |                 |                            | 0.00       | 0.00              | 0.00           | 89%  | 0.00       | 11%  | 0.00      |
| 1362-A-45  | 1,015.00   |                 |                            | 1,015.00   | 50.75             | 964.25         | 89%  | 858.18     | 11%  | 106.07    |
| 1362-A-46  | 435.00     |                 |                            | 435.00     | 21.75             | 413.25         | 89%  | 367.79     | 11%  | 45.48     |
| 1362-A-47  | 870.00     |                 |                            | 870.00     | 43.50             | 826.50         | 89%  | 735.59     | 59%  | 90.92     |
| 1362-A-48  |            |                 |                            | 0.00       | 0.00              | 0.00           | 89%  | 0.00       | 11%  | 0.00      |
| 1362-A-49  |            |                 |                            | 0.00       | 0.00              | 0.00           | 89%  | 0.00       | 11%  | 0.00      |
| 1362-A-70  |            |                 |                            | 0.00       | 0.00              | 0.00           | 85%  | 0.00       | 15%  | 0.00      |
| 1362-A-81  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-A-84  | 270.00     | 2,850.00        |                            | 3,120.00   | 156.00            | 2,964.00       | 0.90 | 2,667.60   | 0.10 | 296.40    |
| 1362-A-85  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-A-86  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-B-01  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-B-05  | 2,032.50   |                 |                            | 2,032.50   | 101.63            | 1,930.87       | 90%  | 1,737.78   | 10%  | 193.09    |
| 1362-B-06  | 562.50     |                 |                            | 562.50     | 28.13             | 534.37         | 100% | 534.37     | 0%   | 0.00      |
| 1362-B-10  | 10,337.75  | 11,926.07       | 561.98                     | 22,025.80  | 1,141.29          | 21,084.51      | 85%  | 18,431.83  | 15%  | 3,252.68  |
| 1362-B-20  |            |                 |                            | 0.00       | 0.00              | 0.00           | 85%  | 0.00       | 15%  | 0.00      |
| 1362-B-21  | 2,077.50   | 8.44            |                            | 2,085.94   | 104.30            | 1,981.64       | 56%  | 1,684.20   | 40%  | 297.25    |
| 1362-B-30  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-B-47  | 11,834.50  | 18.90           |                            | 11,853.40  | 592.67            | 11,260.73      | 89%  | 10,022.05  | 11%  | 1,238.68  |
| 1362-B-50  | 217.50     |                 |                            | 217.50     | 10.88             | 206.62         | 90%  | 185.96     | 10%  | 20.66     |
| 1362-B-51  | 580.00     |                 |                            | 580.00     | 29.00             | 551.00         | 90%  | 495.90     | 10%  | 55.10     |
| 1362-B-52  |            | 1,216.38        | 64.12                      | 1,282.50   | 64.13             | 1,218.37       | 90%  | 1,096.53   | 10%  | 121.84    |
| 1362-B-53  | 315.00     | 6,445.75        | 339.25                     | 7,100.00   | 355.00            | 6,745.00       | 90%  | 6,070.50   | 10%  | 674.50    |
| 1362-B-54  | 900.00     |                 |                            | 900.00     | 45.00             | 855.00         | 90%  | 769.50     | 10%  | 85.50     |
| 1362-B-55  | 1,862.50   | 7,616.62        | 400.88                     | 9,880.00   | 494.00            | 9,386.00       | 90%  | 8,447.40   | 10%  | 938.60    |
| 1362-B-60  |            |                 |                            | 0.00       | 0.00              | 0.00           | 80%  | 0.00       | 20%  | 0.00      |
| 1362-B-70  |            |                 |                            | 0.00       | 0.00              | 0.00           | 85%  | 0.00       | 15%  | 0.00      |
| 1362-B-80  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-B-81  | 1,395.00   |                 |                            | 1,395.00   | 69.75             | 1,325.25       | 20%  | 1,192.20   | 70%  | 132.52    |
| 1362-B-83  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-B-84  | 1,597.50   | 13,854.69       | 729.19                     | 16,181.38  | 809.07            | 15,372.31      | 28%  | 13,835.08  | 10%  | 1,537.23  |
| 1362-B-85  | 5,013.00   | 57.92           |                            | 5,070.92   | 253.55            | 4,817.37       | 90%  | 4,335.04   | 10%  | 481.74    |
| 1362-B-86  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-01  | 720.00     |                 |                            | 720.00     | 36.00             | 684.00         | 90%  | 615.60     | 10%  | 68.40     |
| 1362-C-05  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-50  | 4,840.00   | 118.30          |                            | 4,958.30   | 247.92            | 4,710.38       | 90%  | 4,239.34   | 10%  | 471.04    |
| 1362-C-51  | 5,805.00   |                 |                            | 5,805.00   | 290.25            | 5,514.75       | 90%  | 4,963.28   | 10%  | 551.47    |
| 1362-C-52  | 3,782.50   |                 |                            | 3,782.50   | 189.13            | 3,593.37       | 90%  | 3,234.03   | 10%  | 359.34    |
| 1362-C-53  | 990.00     |                 |                            | 990.00     | 49.50             | 940.50         | 90%  | 846.45     | 10%  | 94.05     |
| 1362-C-54  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-55  | 12,013.25  | 10.40           |                            | 12,023.65  | 601.18            | 11,422.47      | 90%  | 10,280.22  | 10%  | 1,142.25  |
| 1362-C-56  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-57  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-70  |            |                 |                            | 0.00       | 0.00              | 0.00           | 85%  | 0.00       | 15%  | 0.00      |
| 1362-C-81  | 7,915.75   |                 |                            | 7,915.75   | 395.79            | 7,519.96       | 79%  | 6,767.97   | 10%  | 752.00    |
| 1362-C-82  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-84  | 93.75      |                 |                            | 93.75      | 4.69              | 89.06          | 79%  | 80.16      | 610% | 8.91      |
| 1362-C-85  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-86  |            |                 |                            | 0.00       | 0.00              | 0.00           | 90%  | 0.00       | 10%  | 0.00      |
| 1362-C-90  |            |                 |                            | 0.00       | 0.00              | 0.00           | 80%  | 0.00       | 20%  | 0.00      |
| TOTAL      | 103,702.69 | 80,177.20       | 2,186.91                   | 186,066.80 | 9,303.38          | 176,763.42     | 46   | 157,230.08 | 38   | 19,533.38 |

00258834

DETACH BEFORE DEPOSITING

WARRANT-CHECK NO. 00823727  
ACCT NO. [REDACTED]

PURPOSE OF CHECK

PARTIAL PYMT #5 INV 64809 MIDWAY CORR PHASE II PE  
AGREEMENT PA270 ACCT [REDACTED] 1/31/92  
41-1625272

\$\$\$157,659.91

FORM B&A-342

RAMSEY COUNTY: ST. PAUL, MINNESOTA

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

8

REGIONAL RAILROAD AUTHORITY

Originating Department

*F. H. Spiegelbauer* *6/30/92*  
Authorized Signature Date

**Board Action Requested**

Ratify Partial Payment No. 8 to BRW, Inc. in the amount of \$131,336.17 for the Midway Corridor Phase II Preliminary Engineering.

**ACTION IS REQUESTED**

**Request Justification**

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$131,336.17 for the period ending April 30, 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  
2) Accounts Payable form and Partial Payment No. 8  
3) BRW, Inc. Invoice 65558 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

**Comments / Recommendation**

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

July 14, 1992

Board Date

*F. L. Glendonson*  
Signature

7/6/92

Date



# Resolution

## Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting 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 April 30, 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. 65558, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$131,336.17 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1992, is hereby ratified.

John T. Finley, Chairman

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



# ACCOUNTS PAYABLE

COMPUTER INPUT  
PLEASE TYPE OR  
PRINT PLAINLY

1 CHARGE TO: Department Regional Railroad Authority Date: 6/19/92

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

| For Accounting Use Only |           |   |           |
|-------------------------|-----------|---|-----------|
|                         | Claim No. |   | Date Paid |
| CA                      | PA270     | 1 |           |
| "                       | "         | " | "         |
| "                       | "         | " | "         |
| "                       | "         | " | "         |
| "                       | "         | " | "         |

1-2      3-7      8      9-14

| 3 CODE |      |       |        |               |
|--------|------|-------|--------|---------------|
| RFC    | Fund | Dept  | Object | Amount        |
|        | 591  | 59105 | 020102 | \$ 131,336.17 |
|        |      |       |        | \$            |
|        |      |       |        | \$            |
|        |      |       |        | \$            |
|        |      |       |        | \$            |

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

4 PAY TO: \*02207 \$ 131,336.17  
 8 First Name & Initial (NO PUNCTUATION) 9-22  
BRW  
 Last Name or Company Name 23-52  
 \_\_\_\_\_  
 (Name - Continued) 53-76  
 \_\_\_\_\_  
 3 Address 9-32  
 \_\_\_\_\_  
 City State 33-54 Zip Code 55-59  
 \_\_\_\_\_  
 Soc Sec No \_\_\_\_\_  
 or  
 Fed Tax ID \_\_\_\_\_  
 60-71

5 ON CHECK STUB PUT: Partial Pymt #8; Inv. 65558; Midway Corridor Phase II PE  
 8 9-60  
Agreement PA270; Acct. 59105-020102; 4/30/92  
 8 9-60  
 For Risk Management Use Only \_\_\_\_\_  
 8 9-24  
 Last Name First Name

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

7 List in this space and  
 attach to the back of this  
 form: original invoices,  
 receipts, certified claims  
 or other documents.  
 Preparer's Signature /s/ Bette Kurysh

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

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



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 8

PREPARED BY: \_\_\_\_\_

PROJECT: MIDWAY CORRIDOR PHASE II PRELIMINARY ENGINEERING  
CONTRACT AGREEMENT NUMBER RCRRRA/HCRRRA 91-001

ENTERED BY: \_\_\_\_\_

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: JUN 19 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 - 30 APR 92  
LESS 5% RETAINAGE  
AMOUNT DUE  
LESS PREVIOUSLY APPROVED PAYMENTS:

|                   |              |
|-------------------|--------------|
| PERCENT COMPLETED | 31.0%        |
|                   | \$910,937.84 |
|                   | \$43,521.72  |
|                   | \$867,416.12 |
|                   | \$720,841.02 |

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$146,575.10

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.

|                |                                         |
|----------------|-----------------------------------------|
| <u>6/23/92</u> | <u><i>K. K. Spiegler</i></u>            |
| DATE           | DIRECTOR, RC/REGIONAL RAILROAD PLANNING |
| <u>6/22/92</u> | <u><i>David O. W. Baffell</i></u>       |
| DATE           | CONSULTANT                              |

| PREVIOUS PARTIALS:     | RCRRRA SHARE | HCRRRA SHARE | TOTAL        |
|------------------------|--------------|--------------|--------------|
| PARTIAL PAYMENT NO. 1  | \$6,574.77   | \$837.38     | \$7,412.15   |
| PARTIAL PAYMENT NO. 2  | \$79,502.55  | \$9,652.13   | \$89,154.68  |
| PARTIAL PAYMENT NO. 3  | \$55,446.25  | \$7,034.53   | \$62,480.78  |
| PARTIAL PAYMENT NO. 4  | \$104,832.96 | \$12,889.89  | \$117,722.85 |
| PARTIAL PAYMENT NO. 5  | \$157,659.91 | \$19,533.38  | \$177,193.29 |
| PARTIAL PAYMENT NO. 6  | \$116,868.07 | \$14,573.17  | \$131,441.24 |
| PARTIAL PAYMENT NO. 7  | \$119,916.64 | \$15,519.39  | \$135,436.03 |
| PARTIAL PAYMENT NO. 8  | \$131,336.17 | \$15,238.93  | \$146,575.10 |
| PARTIAL PAYMENT NO. 9  | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT NO. 10 | \$0.00       | \$0.00       | \$0.00       |
| PARTIAL PAYMENT TOTAL: | \$772,137.32 | \$95,278.80  | \$867,416.12 |

SUMMARY OF AGREEMENT

|                                                      |                       |
|------------------------------------------------------|-----------------------|
| ORIGINAL AGREEMENT AMOUNT:                           | \$2,940,000.00        |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | \$867,416.12          |
| AMOUNT REMAINING ON AGREEMENT                        | <u>\$2,072,583.88</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  
85558

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: April 30, 1992

JOB NO:1362

INVOICE PERIOD: April 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/HCRRA 91-001.

| ITEM             | BILLED THIS INVOICE         | PREVIOUSLY BILLED                   | TOTAL BILLING TO DATE                |
|------------------|-----------------------------|-------------------------------------|--------------------------------------|
| RCRRA            | \$ 138,248.60               | \$ 672,399.50 <sup>5.75</sup>       | \$ 810,648.10 <sup>4.35</sup>        |
| LESS RETAINAGE   | <u>6,912.45<sup>3</sup></u> | <u>33,597.44<sup>1.594.60</sup></u> | <u>40,509.89<sup>38,507.03</sup></u> |
| DUE THIS BILLING | \$ 131,336.15 <sup>7</sup>  | \$ 638,802.06 <sup>40,801.15</sup>  | \$ 770,138.21 <sup>2,137.32</sup>    |
| HCRRA            | \$ 16,040.98                | \$ 84,252.51                        | \$ 100,293.49                        |
| LESS RETAINAGE   | <u>802.04<sup>5</sup></u>   | <u>4,282.50<sup>1.64</sup></u>      | <u>5,084.54<sup>6.9</sup></u>        |
| DUE THIS BILLING | \$ 15,238.94 <sup>3</sup>   | \$ 80,050.01 <sup>39.87</sup>       | \$ 95,288.95 <sup>7.80</sup>         |

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

BRW, INC.

Richard P. Wolsfeld  
Principal

# Memorandum



**B R W INC.**

**DATE:** May 14, 1992

**TO:** Kathy DeSpeigelaere, RCRRA  
Ken Stevens, HCRRA

**FROM:** Denny Probst

**RE:** Allocation of Contingency

Per your request, those allocations of contingency which have been approved are being tracked separately and billed at 100% to RCRRA against the appropriate task. As a result of the billing procedure which had been used (billing against the task at the agreed upon RCRRA/HCRRA split for the task), credit for the extra services requested by RCRRA has been allocated as follows and is credited in the April invoice:

Was charged as:

| Job Number     | Labor    | Subconsultants | Total              | RCRRA              | HCRRA             |
|----------------|----------|----------------|--------------------|--------------------|-------------------|
| 1362-A-84      | \$350.00 | \$2,850.00     | \$3,200.00         | \$2,880.00         | \$320.00          |
| 1362-B-84      |          | 10,500.00      | 10,500.00          | 9,450.00           | 1,050.00          |
| Subtotal       | \$350.00 | \$13,350.00    | \$13,700.00        | \$12,330.00        | \$1,370.00        |
| Less Retainage |          |                | \$685.00           | \$616.50           | \$68.50           |
| <b>Total</b>   |          |                | <b>\$13,015.00</b> | <b>\$11,713.50</b> | <b>\$1,301.50</b> |

Now charged as:

| Job Number     | Labor    | Subconsultants | Total              | RCRRA              | HCRRA         |
|----------------|----------|----------------|--------------------|--------------------|---------------|
| 1362-A-39      | \$350.00 | \$2,850.00     | \$3,200.00         | \$3,200.00         | \$0.00        |
| 1362-B-67      |          | 10,500.00      | 10,500.00          | 10,500.00          | 0.00          |
| Subtotal       | \$350.00 | \$13,350.00    | \$13,700.00        | \$13,700.00        | \$0.00        |
| Less Retainage |          |                | \$685.00           | \$685.00           | \$0.00        |
| <b>Total</b>   |          |                | <b>\$13,015.00</b> | <b>\$13,015.50</b> | <b>\$0.00</b> |

DB/sr/#1362

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Phoenix  
Denver  
St. Petersburg  
San Diego  
Seattle

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

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91001  
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA  
 INVOICE PERIOD : APRIL 1992  
 FILENAME: 89003\_1

| WORK NUMBER | LABOR     | DIRECT EXPENSES | SUBCONSULTANT<br>RETAINAGE | TOTAL       | LESS<br>RETAINAGE | TOTAL<br>SALES | %    | RCRRA      | %   | HCRRRA   |
|-------------|-----------|-----------------|----------------------------|-------------|-------------------|----------------|------|------------|-----|----------|
| 1362-A-01   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-A-05   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-A-39   | 350.00    | 2,850.00        |                            | 3,200.00    | 160.00            | 3,040.00       | 100% | 3,040.00   | 0%  | 0.00     |
| 1362-A-40   |           |                 |                            | 0.00        | 0.00              | 0.00           | 89%  | 0.00       | 11% | 0.00     |
| 1362-A-41   | 1,811.00  | 9,950.00        |                            | 11,561.00   | 578.05            | 10,982.95      | 89%  | 9,774.83   | 11% | 1,208.12 |
| 1362-A-42   | 25,227.75 | 302.07          | 8.85                       | 25,538.47   | 1,276.92          | 24,261.55      | 89%  | 21,592.78  | 11% | 2,668.77 |
| 1362-A-43   | 652.50    | 12,012.93       | 632.26                     | 13,297.69   | 664.88            | 12,632.81      | 89%  | 11,243.20  | 11% | 1,389.61 |
| 1362-A-44   |           | 1,170.40        | 61.60                      | 1,232.00    | 61.60             | 1,170.40       | 89%  | 1,041.66   | 11% | 128.74   |
| 1362-A-45   | 2,032.50  | 3,427.55        | 180.40                     | 5,640.45    | 282.02            | 5,358.43       | 89%  | 4,769.00   | 11% | 589.43   |
| 1362-A-46   | 452.50    |                 |                            | 452.50      | 22.63             | 429.87         | 89%  | 382.58     | 11% | 47.29    |
| 1362-A-47   | 217.50    |                 |                            | 217.50      | 10.88             | 206.62         | 89%  | 183.88     | 11% | 22.74    |
| 1362-A-48   | 1,951.00  |                 |                            | 1,951.00    | 97.55             | 1,853.45       | 89%  | 1,649.57   | 11% | 203.88   |
| 1362-A-49   |           |                 |                            | 0.00        | 0.00              | 0.00           | 89%  | 0.00       | 11% | 0.00     |
| 1362-A-70   |           |                 |                            | 0.00        | 0.00              | 0.00           | 85%  | 0.00       | 15% | 0.00     |
| 1362-A-81   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-A-84   | (350.00)  | (2,850.00)      |                            | (3,200.00)  | (160.00)          | (3,040.00)     | 90%  | (2,736.00) | 10% | (304.00) |
| 1362-A-85   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-A-86   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
|             |           |                 |                            | 0.00        | 0.00              | 0.00           | 100% | 0.00       | 0%  | 0.00     |
| 1362-B-01   | 280.00    | 1,899.25        | 99.75                      | 2,279.00    | 113.95            | 2,165.05       | 90%  | 1,948.55   | 10% | 216.51   |
| 1362-B-05   | 1,963.00  | 71.24           |                            | 2,034.24    | 101.71            | 1,932.53       | 90%  | 1,739.28   | 10% | 193.25   |
| 1362-B-06   |           |                 |                            | 0.00        | 0.00              | 0.00           | 100% | 0.00       | 0%  | 0.00     |
| 1362-B-10   | 9,784.75  | 13,295.10       | 692.66                     | 23,772.51   | 1,188.63          | 22,583.88      | 85%  | 19,196.30  | 15% | 3,387.58 |
| 1362-B-20   |           | 1,269.66        | 66.82                      | 1,336.48    | 66.82             | 1,269.66       | 85%  | 1,079.21   | 15% | 190.45   |
| 1362-B-21   | 1,440.00  |                 |                            | 1,440.00    | 72.00             | 1,368.00       | 85%  | 1,182.80   | 15% | 205.20   |
| 1362-B-30   | 580.00    | 4,941.08        | 260.08                     | 5,781.14    | 288.08            | 5,473.08       | 90%  | 4,925.77   | 10% | 547.31   |
| 1362-B-47   | 5,517.50  | 47.02           | 2.48                       | 5,567.00    | 278.35            | 5,288.65       | 89%  | 4,706.90   | 11% | 581.75   |
| 1362-B-50   |           | 2.15            |                            | 2.15        | 0.11              | 2.04           | 90%  | 1.84       | 10% | 0.20     |
| 1362-B-51   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-52   |           | 513.00          | 27.00                      | 540.00      | 27.00             | 513.00         | 90%  | 461.70     | 10% | 51.30    |
| 1362-B-53   | 1,170.00  | 14,442.37       | 760.13                     | 16,372.50   | 816.63            | 15,553.87      | 90%  | 13,998.48  | 10% | 1,555.39 |
| 1362-B-54   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-55   | 748.75    | 3,601.88        | 189.57                     | 4,540.20    | 227.01            | 4,313.19       | 90%  | 3,881.87   | 10% | 431.32   |
| 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   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-83   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-84   |           | (10,500.00)     |                            | (10,500.00) | (525.00)          | (9,975.00)     | 90%  | (8,977.50) | 10% | (997.50) |
| 1362-B-85   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-86   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-B-87   |           | 10,500.00       |                            | 10,500.00   | 525.00            | 9,975.00       | 100% | 9,975.00   | 0%  | 0.00     |
| 1362-C-01   | 360.00    |                 |                            | 360.00      | 18.00             | 342.00         | 90%  | 307.80     | 10% | 34.20    |
| 1362-C-05   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-50   | 8,898.75  |                 |                            | 8,898.75    | 444.94            | 8,453.81       | 90%  | 7,608.43   | 10% | 845.38   |
| 1362-C-51   | 4,998.75  |                 |                            | 4,998.75    | 249.94            | 4,748.81       | 90%  | 4,273.93   | 10% | 474.88   |
| 1362-C-52   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-53   | 1,800.00  |                 |                            | 1,800.00    | 90.00             | 1,710.00       | 90%  | 1,539.00   | 10% | 171.00   |
| 1362-C-54   | 858.75    |                 |                            | 858.75      | 42.94             | 815.81         | 90%  | 734.23     | 10% | 81.58    |
| 1362-C-55   | 13,837.50 |                 |                            | 13,837.50   | 691.88            | 13,145.62      | 90%  | 11,831.08  | 10% | 1,314.58 |
| 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   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-82   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-84   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-85   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-86   |           |                 |                            | 0.00        | 0.00              | 0.00           | 90%  | 0.00       | 10% | 0.00     |
| 1362-C-90   |           |                 |                            | 0.00        | 0.00              | 0.00           | 80%  | 0.00       | 20% | 0.00     |

|               |           |           |          |            |          |            |  |            |  |           |
|---------------|-----------|-----------|----------|------------|----------|------------|--|------------|--|-----------|
| TOTAL         | 84,382.50 | 66,945.70 | 2,981.38 | 154,289.58 | 7,714.50 | 146,575.08 |  | 131,336.15 |  | 15,238.94 |
| TOTAL EXPENSE |           | 69,927.08 |          |            |          |            |  |            |  |           |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRR/HCRRA 91-001  
 COST DETERMINATION BY WORK TASK FOR RCRR AND HCRRA  
 INVOICE PERIOD : APRIL 1992  
 FILENAME: 89003\_1

| WORK TASK                         |             |                    |               | RCRR |                   | HCRRA |                   |
|-----------------------------------|-------------|--------------------|---------------|------|-------------------|-------|-------------------|
|                                   | LABOR *     | DIRECT EXPENSES ** | TOTAL         | %    | ALLOCATION AMOUNT | %     | ALLOCATION AMOUNT |
| 1.0 PROJECT MANAGEMENT            | \$9,784.75  | \$13,987.76        | \$23,772.51   | 85%  | \$20,206.63       | 15%   | \$3,565.88        |
| 2.0 OPERATIONS PLAN               | \$1,440.00  | \$1,336.48         | \$2,776.48    | 85%  | \$2,360.01        | 15%   | \$416.47          |
| 3.0 SYSTEMS ENGINEERING DESIGN    | \$560.00    | \$5,201.14         | \$5,761.14    | 90%  | \$5,185.03        | 10%   | \$576.11          |
| 4.0 CIVIL ENGINEERING DESIGN      | \$37,662.25 | \$27,795.36        | \$65,457.61   | 89%  | \$58,257.27       | 11%   | \$7,200.34        |
| ADD'L SERVICES (RCRR CONTINGENCY) | \$350.00    | \$2,850.00         | \$3,200.00    | 100% | \$3,200.00        | 0%    | \$0.00            |
| 5.0 FACILITY DESIGN               | \$32,312.50 | \$19,536.10        | \$51,848.60   | 90%  | \$46,663.74       | 10%   | \$5,184.86        |
| 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   | (\$350.00)  | (\$13,350.00)      | (\$13,700.00) | 90%  | (\$12,330.00)     | 10%   | (\$1,370.00)      |
| ADD'L SERVICES (RCRR CONTINGENCY) | \$0.00      | \$10,500.00        | \$10,500.00   | 100% | \$10,500.00       | 0%    | \$0.00            |
| 9.0 IMPLEMENTATION METHOD         | \$0.00      | \$0.00             | \$0.00        | 80%  | \$0.00            | 20%   | \$0.00            |
| 10.0 AGENCY COORDINATION          | \$640.00    | \$1,999.00         | \$2,639.00    | 90%  | \$2,375.10        | 10%   | \$263.90          |
| 11.0 COMMUNITY PARTICIPATION      | \$1,963.00  | \$71.24            | \$2,034.24    | 90%  | \$1,830.82        | 10%   | \$203.42          |
| ADD'L SERVICES (RCRR CONTINGENCY) | \$0.00      | \$0.00             | \$0.00        | 100% | \$0.00            | 0%    | \$0.00            |
| TOTAL                             | \$84,362.50 | \$69,927.08        | \$154,289.58  |      | \$138,248.60      |       | \$16,040.98       |



BRW, INC.

APRIL 30, 1992  
INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

---

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE               | AMOUNT    |
|-------------------|-------|--------------------|-----------|
| CONSULTANT I      |       |                    |           |
| HINKER, CHRISTIAN | 3.0   | 47.50              | 142.50    |
| STAFF LEVEL V     |       |                    |           |
| BARTLE, DAVID     | 2.5   | 55.00              | 137.50    |
| TOTALS            | 5.5   |                    | 280.00    |
|                   |       | TOTAL LABOR        | 280.00    |
|                   |       |                    | =====     |
|                   |       | TOTAL THIS PROJECT | \$ 280.00 |
|                   |       |                    | =====     |

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MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

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PROFESSIONAL PERSONNEL

|                | HOURS | RATE   | AMOUNT |
|----------------|-------|--------|--------|
| PRINCIPAL      |       |        |        |
| ERICKSON, GARY | 6.5   | 145.00 | 942.50 |
| ASSOCIATE      |       |        |        |
| DAHL, KEITH    | 2.5   | 80.00  | 200.00 |

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362E.01

|                 |      |       |          |
|-----------------|------|-------|----------|
| CONSULTANT I    |      |       |          |
| LAYER, JULIE    | 0.6  | 47.50 | 28.50    |
| STAFF LEVEL II  |      |       |          |
| JOHNSRUD, LARRY | 11.0 | 35.00 | 385.00   |
| STAFF LEVEL V   |      |       |          |
| HOLKER, THOMAS  | 1.0  | 55.00 | 55.00    |
| TOTALS          | 21.6 |       | 1,611.00 |

TOTAL LABOR 1,611.00

TOTAL THIS PROJECT \$ 1,611.00

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

## PROFESSIONAL PERSONNEL

|                  | HOURS | RATE   | AMOUNT    |
|------------------|-------|--------|-----------|
| PRINCIPAL        |       |        |           |
| ERICKSON, GARY   | 89.5  | 145.00 | 12,977.50 |
| CONSULTANT I     |       |        |           |
| DILLINGHAM, JOHN | 16.5  | 47.50  | 783.75    |
| STAFF LEVEL IV   |       |        |           |
| RAMBERG, JEFF    | 41.0  | 45.00  | 1,845.00  |
| STAFF LEVEL III  |       |        |           |
| HENDERSON, JAKE  | 1.2   | 37.50  | 45.00     |
| NGUYEN, CUC      | 160.0 | 37.50  | 6,000.00  |
| SUBTOTALS        | 161.2 |        | 6,045.00  |
| STAFF LEVEL II   |       |        |           |
| JOHNSRUD, LARRY  | 84.9  | 35.00  | 2,971.50  |
| STAFF LEVEL V    |       |        |           |
| HANFORD, DONALD  | 0.5   | 55.00  | 27.50     |
| SANDERS, TOM     | 10.5  | 55.00  | 577.50    |
| SUBTOTALS        | 11.0  |        | 605.00    |
| TOTALS           | 404.1 |        | 25,227.75 |

TOTAL LABOR 25,227.75

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13626.01

TOTAL THIS PROJECT \$ 25,227.75  
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MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992  
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PROFESSIONAL PERSONNEL

|                | HOURS | RATE        | AMOUNT |
|----------------|-------|-------------|--------|
| PRINCIPAL      |       |             |        |
| ERICKSON, GARY | 4.5   | 145.00      | 652.50 |
|                |       | TOTAL LABOR | 652.50 |

TOTAL THIS PROJECT \$ 652.50  
=====

MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992  
-----

PROFESSIONAL PERSONNEL

|                | HOURS | RATE        | AMOUNT   |
|----------------|-------|-------------|----------|
| PRINCIPAL      |       |             |          |
| ERICKSON, GARY | 5.5   | 145.00      | 797.50   |
| CONSULTANT I   |       |             |          |
| KLEIX, JAMES   | 26.0  | 47.50       | 1,235.00 |
| TOTALS         | 31.5  |             | 2,032.50 |
|                |       | TOTAL LABOR | 2,032.50 |

TOTAL THIS PROJECT \$ 2,032.50  
=====

ERM, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PERIGHT-OF-WAY

PROJECT NO. 1362A.46

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

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PROFESSIONAL PERSONNEL

|                    | HOURS | RATE   | AMOUNT |
|--------------------|-------|--------|--------|
| PRINCIPAL          |       |        |        |
| ERICKSON, GARY     | 0.5   | 145.00 | 72.50  |
| CONSULTANT I       |       |        |        |
| HANNENGA, FREDRICK | 8.0   | 47.50  | 380.00 |
| TOTALS             | 8.5   |        | 452.50 |

TOTAL LABOR 452.50

TOTAL THIS PROJECT \$ 452.50

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MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

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PROFESSIONAL PERSONNEL

|                | HOURS | RATE   | AMOUNT |
|----------------|-------|--------|--------|
| PRINCIPAL      |       |        |        |
| ERICKSON, GARY | 1.5   | 145.00 | 217.50 |
| TOTAL LABOR    |       |        | 217.50 |

TOTAL THIS PROJECT \$ 217.50

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BRW INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PE MMDOT/FHWA MTG

PROJECT NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                  | HOURS | RATE               | AMOUNT      |
|------------------|-------|--------------------|-------------|
| PRINCIPAL        |       |                    |             |
| ERICKSON, GARY   | 13.0  | 145.00             | 1,885.00    |
| CONSULTANT I     |       |                    |             |
| LAYER, JULIE     | 0.8   | 47.50              | 38.00       |
| STAFF LEVEL II   |       |                    |             |
| HARRICK, CLAUDIA | 0.8   | 35.00              | 28.00       |
| TOTALS           | 14.6  |                    | 1,951.00    |
|                  |       | TOTAL LABOR        | 1,951.00    |
|                  |       | TOTAL THIS PROJECT | \$ 1,951.00 |

MIDWAY PE COMMTTY PARTIC

PROJECT NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| WOLSFELD, RICHARD    | 3.0   | 145.00 | 435.00   |
| CONSULTANT I         |       |        |          |
| HINKER, CHRISTIAN    | 30.0  | 47.50  | 1,425.00 |
| STAFF LEVEL IV       |       |        |          |
| PATRICK, CHRISTOPHER | 0.5   | 45.00  | 22.50    |
| STAFF LEVEL II       |       |        |          |
| HARRICK, CLAUDIA     | 1.1   | 35.00  | 38.50    |
| HARRIKSON, TOM       | 1.2   | 35.00  | 42.00    |
| SUBTOTALS            | 2.3   |        | 80.50    |
| TOTALS               | 35.8  |        | 1,963.00 |



BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 1,963.00  
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MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992  
-----

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| WOLSFELD, RICHARD    | 38.0  | 145.00 | 5,510.00 |
| VICE PRESIDENT       |       |        |          |
| DIFFERT, DOUGLAS     | 2.0   | 95.00  | 190.00   |
| CONSULTANT I         |       |        |          |
| MINIKER, CHRISTIAN   | 40.5  | 47.50  | 1,923.75 |
| LAYER, JULIE         | 4.6   | 47.50  | 218.50   |
| MOLITOR, LINDA       | 0.7   | 47.50  | 33.25    |
| THATCHER, JENNIE     | 29.5  | 47.50  | 1,401.25 |
| SUBTOTALS            | 75.3  |        | 3,576.75 |
| STAFF LEVEL IV       |       |        |          |
| PATRICK, CHRISTOPHER | 4.0   | 45.00  | 180.00   |
| STAFF LEVEL III      |       |        |          |
| BEVER, GINA          | 3.8   | 37.50  | 142.50   |
| HENDERSON, JANE      | 1.3   | 37.50  | 48.75    |
| RONHOUE, NANCY       | 0.1   | 37.50  | 3.75     |
| SUBTOTALS            | 5.2   |        | 195.00   |
| STAFF LEVEL II       |       |        |          |
| HAWKINSON, TOM       | 1.3   | 35.00  | 45.50    |
| ROBERTS, SUSAN       | 2.5   | 35.00  | 87.50    |
| SUBTOTALS            | 3.8   |        | 133.00   |
| TOTALS               | 128.3 |        | 9,784.75 |

TOTAL LABOR 9,784.75  
-----

TOTAL THIS PROJECT \$ 9,784.75  
=====

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13628.01

MIDWAY PE RIDERSHIP FCST

PROJECT NO. 13628.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE               | AMOUNT      |
|----------------|-------|--------------------|-------------|
| ASSOCIATE      |       |                    |             |
| MOORE, DOUGLAS | 18.0  | 80.00              | 1,440.00    |
|                |       | TOTAL LABOR        | 1,440.00    |
|                |       |                    | =====       |
|                |       | TOTAL THIS PROJECT | \$ 1,440.00 |
|                |       |                    | =====       |

MIDWAY PE SYSTEMS ENGRNG

PROJECT NO. 13628.30

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE               | AMOUNT    |
|----------------|-------|--------------------|-----------|
| ASSOCIATE      |       |                    |           |
| MOORE, DOUGLAS | 7.0   | 80.00              | 560.00    |
|                |       | TOTAL LABOR        | 560.00    |
|                |       |                    | =====     |
|                |       | TOTAL THIS PROJECT | \$ 560.00 |
|                |       |                    | =====     |

MIDWAY PE STREET/SIGNAL

PROJECT NO. 13628.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| CONSULTANT II   |       |       |          |
| RUSCO, BRENT    | 75.0  | 57.50 | 4,312.50 |
| CONSULTANT I    |       |       |          |
| GREEN, ROBERT   | 14.0  | 47.50 | 665.00   |
| SR. ASSOCIATE   |       |       |          |
| PRESTON, HOWARD | 6.0   | 90.00 | 540.00   |
| TOTALS          | 95.0  |       | 5,517.50 |

TOTAL LABOR 5,517.50

TOTAL THIS PROJECT \$ 5,517.50

MIDWAY PE STATN STRUCTRS

PROJECT NO. 1362B.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE  | AMOUNT   |
|---------------------|-------|-------|----------|
| SR. ASSOCIATE       |       |       |          |
| SMOLUCHOWSKI, PETER | 13.0  | 90.00 | 1,170.00 |

TOTAL LABOR 1,170.00

TOTAL THIS PROJECT \$ 1,170.00

MIDWAY PE DWNT STP MALL

PROJECT NO. 1362B.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

BRM, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT |
|-------------------|-------|--------|--------|
| PRINCIPAL         |       |        |        |
| BAY, PAUL         | 3.0   | 145.00 | 435.00 |
| WOLSFELD, RICHARD | 2.0   | 145.00 | 290.00 |
| SUBTOTALS         | 5.0   |        | 725.00 |
| CONSULTANT I      |       |        |        |
| MOLITOR, LINDA    | 0.5   | 47.50  | 23.75  |
| TOTALS            | 5.5   |        | 748.75 |

TOTAL LABOR 748.75

TOTAL THIS PROJECT \$ 748.75

MIDWAY PE AGENCY COORD

PROJECT NO. 1362C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT |
|----------------|-------|-------|--------|
| EMPLOYEES      |       |       |        |
| PAKALMS, ARIUS | 4.0   | 90.00 | 360.00 |
| TOTAL LABOR    |       |       | 360.00 |

TOTAL THIS PROJECT \$ 360.00

MIDWAY PE STATION AREAS

PROJECT NO. 1362C.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

## PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| SR. CONSULTANT  |       |       |          |
| MALLOY, STEPHEN | 109.5 | 67.50 | 7,391.25 |
| STAFF LEVEL III |       |       |          |
| BEVER, GINA     | 0.4   | 37.50 | 15.00    |
| WICKLUND, DAVID | 11.0  | 37.50 | 412.50   |
| SUBTOTALS       | 11.4  |       | 427.50   |
| SR. ASSOCIATE   |       |       |          |
| PAKALMS, ARIUS  | 12.0  | 90.00 | 1,080.00 |
| TOTALS          | 132.9 |       | 8,898.75 |

TOTAL LABOR 8,898.75

TOTAL THIS PROJECT \$ 8,898.75

MIDWAY PE STATE SITE D D

PROJECT NO. 1362C.51

## PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

## PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| STAFF LEVEL IV  |       |       |          |
| RAMBERG, JEFF   | 66.5  | 45.00 | 2,992.50 |
| STAFF LEVEL III |       |       |          |
| WICKLUND, DAVID | 53.5  | 37.50 | 2,006.25 |
| TOTALS          | 120.0 |       | 4,998.75 |

TOTAL LABOR 4,998.75

TOTAL THIS PROJECT \$ 4,998.75



BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PE DWKTR STP MALL

PROJECT NO. 1362C.55

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT    |
|----------------------|-------|-------|-----------|
| SR. CONSULTANT       |       |       |           |
| MALLOY, STEPHEN      | 41.5  | 67.50 | 2,801.25  |
| STAFF LEVEL IV       |       |       |           |
| KORD-SHEPTAK, CANDIS | 5.0   | 45.00 | 225.00    |
| RAMBERG, JEFF        | 66.0  | 45.00 | 2,970.00  |
| SUBTOTALS            | 71.0  |       | 3,195.00  |
| STAFF LEVEL III      |       |       |           |
| WICKLUND, DAVID      | 79.5  | 37.50 | 2,981.25  |
| SR. ASSOCIATE        |       |       |           |
| PAKALNS, ARIJS       | 54.0  | 90.00 | 4,860.00  |
| TOTALS               | 246.0 |       | 13,837.50 |

TOTAL LABOR 13,837.50

TOTAL THIS PROJECT \$ 13,837.50

INVOICE SUMMARY

|                    |           |
|--------------------|-----------|
| TOTAL LABOR        | 84,362.50 |
| TOTAL THIS INVOICE | 84,362.50 |

BRM, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13625.01

MIDWAY PE STATH STRUCTRS

PROJECT NO. 1362C.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT   |
|----------------|-------|-------|----------|
| SR. ASSOCIATE  |       |       |          |
| PAKALNS, ARIJS | 20.0  | 90.00 | 1,800.00 |
|                |       |       |          |
| TOTAL LABOR    |       |       | 1,800.00 |

TOTAL THIS PROJECT \$ 1,800.00

MIDWAY PE CAP AREA FVL D

PROJECT NO. 1362C.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| STAFF LEVEL III |       |       |        |
| NICKLUND, DAVID | 8.5   | 37.50 | 318.75 |
|                 |       |       |        |
| SR. ASSOCIATE   |       |       |        |
| PAKALNS, ARIJS  | 6.0   | 90.00 | 540.00 |
|                 |       |       |        |
| TOTALS          | 14.5  |       | 858.75 |
|                 |       |       |        |
| TOTAL LABOR     |       |       | 858.75 |

TOTAL THIS PROJECT \$ 858.75



**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

Ruby [unclear]  
District 5

Diane Ahrens  
District 4

Hal Norgard  
District 7

Donald Salverda  
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 28, 1992

LARGE CONFERENCE ROOM - 316

10:30 A.M. - or immediately following 10:00 Finance,  
Personnel and Management Committee Meeting

CHAIRMAN'S COMMENTS

1. \* Minutes of the Ramsey County Regional Railroad Authority Board Meeting of June 9, 1992.
2. Midway Corridor Preliminary Engineering - Information Only.
3. \* Central Corridor Alternatives Analysis/Draft Environmental Impact Statement Progress - \*Action may be taken.
4. \* Ratify Quarterly Report of Payments for period April through June, 1992

\* Action is Requested.

*(I put them  
w/ 7-14-92  
mtg.)*

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 7/20/92  
Authorized Signature Date

Board Action Requested

Update on Midway Corridor Preliminary Engineering

INFORMATION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

July 28, 1992

Board Date

Signature

7/22/92  
Date



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

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

**SUBJECT:** Update on Midway Corridor Preliminary Engineering

**DATE:** July 19, 1992

At the July 28 Regional Railroad Authority meeting, Dick Wolsfeld will provide information to you on progress on the preliminary engineering work on the Midway Corridor.

Recent work efforts have included:

Submission of a layout for LRT in I-94 to the Minnesota Department of Transportation

Preparation of a cost estimate

Continued development of stations along the alignment

Preparation for station area meetings to be initiated in August, 1992

Downtown area traffic analysis

Meetings with Downtown LRT Task Force, individual property owners, and coordination with agencies such as the Minnesota Pollution Control Agency, University of Minnesota, Capitol Area Architectural and Planning Board, and others

A field trip for staff to review the Midway Corridor alignment was taken on July 9. Approximately 30 staff members of cities and agencies attended.

**Recommendation:**

For your information.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere  
Authorized Signature Date

Board Action Requested

Central Corridor Alternatives Analysis/  
Draft Environmental Impact Statement Progress

ACTION MAY BE TAKEN

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting Ed Klauke 7/22/92  
County Attorney Bill McMillan  
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

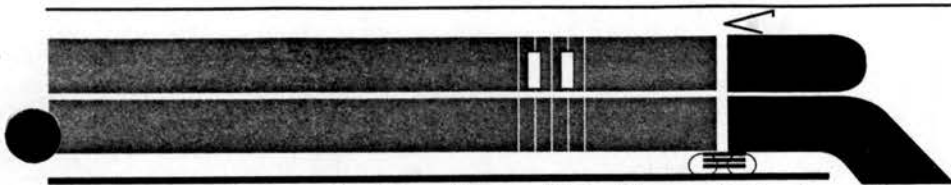
Date

July 28, 1992

Board Date

J. L. Henderson  
Signature

7/22/92  
Date



**Ramsey County Regional Railroad Authority**

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

**John T. Finley, Chairman**

District 3

**Duane W. McCarty, Vice Chairman**

District 1

**Warren W. Schaber, Secretary**

District 6

**Ruby Hunt, Treasurer**

District 5

**Diane Ahrens**

District 4

**Hal Norgard**

District 7

**Donald Salverda**

District 2

**MEMORANDUM**

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

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

**SUBJECT:** Progress on Central Corridor

**DATE:** July 17, 1992

The Central Corridor Alternatives Analysis/Draft Environmental Impact Statement process has begun.

Areas of work in recent weeks have included:

Consultant Services

A request for proposals, approved by Ramsey County Regional Railroad Authority, was issued for consultant services to assist with preparation of the Alternatives Analysis/Draft Environmental Impact Statement. Proposals are due July 20. A recommendation on the firm to be awarded the contract will be brought to Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority and the Minnesota Department of Transportation as soon as possible. Staffs of the three joint lead agencies, and staffs from the Regional Transit Board and the Metropolitan Council are meeting on July 27 to discuss the proposals.

Scoping Hearings

One of the initial work efforts of the Alternatives Analysis/Draft Environmental Impact Statement process is a Scoping hearing. A report has been prepared outlining the

transit alternatives which will be studied and the public is invited to comment on the report at a hearing. Scoping hearings will be held on August 26 in Minneapolis and on August 27 at 7 PM at Concordia College in St. Paul. The comment record will remain open for a period of time after the hearings to receive written responses. Notifications will be sent to community groups, as well as the standard list of interested parties.

#### Corridor Management Committee

The Corridor Management Committee consists of elected and appointed officials from these organizations:

All members of the Metro LRT Joint Powers Board  
Regional Transit Board  
City of Minneapolis  
City of St. Paul  
University of Minnesota  
Metropolitan Council  
Metropolitan Transit Commission  
Minnesota Department of Transportation.

The first meeting of the Central Corridor Management Committee will be held on Wednesday, August 26, 8:30 AM, at the Minnesota History Center.

The Corridor Management Committee and a Technical Staff Committee advise the joint lead agencies on aspects of the project from initiation through operation.

#### Community Involvement Program

The community involvement program for the Central Corridor has been drafted by Ramsey County Regional Railroad Authority staff. It is expected to be considered at the first meeting of the Central Corridor Management Committee. The Metro LRT Joint Powers Board is required to approve the community involvement program.

#### Interaction with Federal Transit Administration Staff

At the request of staff of the Federal Transit Administration (FTA), a two-day session is to be held with them on July 23 and 24 in Washington to reach agreement on a work program for the Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. I will be one of six Twin Cities participants. This is a follow-up meeting to one held with FTA staff about six weeks ago, at which general agreement on the project and schedule was reached. A letter was subsequently received from FTA

Administrator Brian Clymer, authorizing use of a \$2 million federal appropriation for the preliminary work on the Central Corridor.

Recommendation:

It is possible that a recommendation on consultant selection for the Central Corridor AA/DEIS may be made to you on July 28, depending upon the results of staff discussion occurring on July 27.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

4

|                                                                                                                                       |                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <u>REGIONAL RAILROAD AUTHORITY</u><br><u>Originating Department</u><br><u><i>J. W. Spiegelauer</i></u><br><u>Authorized Signature</u> | <u>Board Action Requested</u><br>Quarterly report of payments for RCRRA.<br>April through June, 1992<br><br><u><b>ACTION IS REQUESTED</b></u> |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|

**Request Justification**

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

|                                                                                                                                                       |                                                                                          |                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------|
| <u>Budgeting and Accounting</u><br><u>County Attorney</u><br><u>Risk Manager</u><br><u>Data Processing</u><br><u>Previous Action taken on Request</u> | <u><i>Ed Blauvelt</i></u> <u>7/22/92</u><br><u><i>Phil Macmillan</i></u><br><br><br><br> | <u>Date / Time</u><br><u>Received By</u> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------|

**Comments / Recommendation**

**Documentation certified complete for:**

|                                 |                               |                |
|---------------------------------|-------------------------------|----------------|
| <u>Committee / Meeting Date</u> | <u>Signature</u>              | <u>Date</u>    |
| <u>Committee / Meeting Date</u> | <u>Signature</u>              | <u>Date</u>    |
| <u>July 28, 1992</u>            | <u><i>J. L. Henderson</i></u> | <u>7/22/92</u> |
| <u>Board Date</u>               | <u>Signature</u>              | <u>Date</u>    |





# 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 April 1, 1992, through June 30, 1992, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

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



Office of  
**BUDGETING AND ACCOUNTING**

Suite 660  
50 West Kellogg Blvd.  
St. Paul, Minnesota 55102  
266-8040  
Fax: 266-8039

**M E M O R A N D U M**

**TERRY SCHUTTEN**  
Executive Director

**JAMES H. VAN HOUDT**  
Director • Budgeting & Accounting

**MARLEN D. JOHNSON**  
Accounting Manager

**VERNON H. WEHLAGE**  
Budget Manager

TO: Terry Schutten, Executive Director  
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting  
SUBJECT: Ramsey County Regional Railroad Authority  
Quarterly Report of Payment: April-June, 1992  
DATE: July 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 | \$ 38,904.08    |
| 59103 | Phase I - Preliminary Engr & EIS - Midway  | 219.62          |
| 59105 | Phase II PE-Midway Corridor                | 391,009.45      |
| 59106 | Right-of-Way Acquisition                   | 1,825.56        |
| 59108 | South Corridor Study                       | <u>2,478.28</u> |
| Total |                                            | \$434,436.99    |

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period April through June, 1992 and a copy of the Budget Condition Report as of June 30, 1992.

JVH:EG:dmh/gcl  
Attachments

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

RAMSEY COUNTY  
BUDGET ACCOUNTING

PAGE 1  
DATE 7/10/92

REGIONAL RAILROAD QTRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT  | OBJECT                             | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT   | VENDOR NAME                             |
|-----|-------|------------------------------------|----------|-----------|----------|----------|-----------|-----------------------------------------|
|     |       | STATE AUDITOR                      |          |           |          |          |           |                                         |
|     | 59101 | 020122                             | CA       | 53372     | 051892   | 00851159 | 1,136.00  | MINNESOTA STATE AUDITORS                |
|     |       | 020122                             |          |           |          |          | 1,136.00  |                                         |
|     |       | LEGISLATIVE REPRESENTATIVE         |          |           |          |          |           |                                         |
|     | 59101 | 020154                             | CA       | PA399     | 042492   | 00838992 | 2,500.00  | GOVERNMENT RELATIONS GROUP              |
|     |       | 020154                             |          |           |          |          | 2,500.00  |                                         |
|     |       | COUNTY ATTORNEY SERVICES           |          |           |          |          |           |                                         |
|     | 59101 | 020174                             | IC       | 48247     | 040992   | 00831299 | 3,166.92  | IC TRNSF PMT 400 40601 300908 M00202 01 |
|     |       | 020174                             |          |           |          |          | 3,166.92  |                                         |
|     |       | BUDGETING & ACCOUNTING SERVICES    |          |           |          |          |           |                                         |
|     | 59101 | 020179                             | IC       | 48265     | 040992   | 00831299 | 2,760.50  | IC TRNSF PMT 400 40303 300908 A00525 01 |
|     |       |                                    | IC       | 57902     | 051992   | 00865811 | 414.98    | IC TRNSF PMT 400 40303 300908 A00529 01 |
|     |       |                                    | IC       | 57903     | 061992   | 00865811 | 559.32    | IC TRNSF PMT 400 40303 300908 A00528 01 |
|     |       | 020179                             |          |           |          |          | 3,734.80  |                                         |
|     |       | COUNTY PROJECT MANAGEMENT SERVICES |          |           |          |          |           |                                         |
|     | 59101 | 020193                             | CA       | 51098     | 050192   | 00842457 | 6,191.15  | ST PAUL CITY OF                         |
|     |       |                                    | CA       | 51099     | 050192   | 00842457 | 1,117.20  | ST PAUL CITY OF                         |
|     |       |                                    | IC       | 51747     | 050892   | 00845659 | 3,888.64  | IC TRNSF PMT 400 47102 300434 B01709 01 |
|     |       |                                    | IC       | 51747A    | 050892   | 00845659 | 1,086.53  | IC TRNSF PMT 400 47101 300166 B01709 02 |
|     |       |                                    | IC       | 51748     | 050892   | 00845659 | 211.75    | IC TRNSF PMT 400 47109 300434 B01708 01 |
|     |       |                                    | IC       | 51748A    | 050892   | 00845659 | 128.08    | IC TRNSF PMT 400 47101 300166 B01708 02 |
|     |       |                                    | CA       | 54181     | 052292   | 00852971 | 4,189.50  | ST PAUL CITY OF                         |
|     |       |                                    | IC       | 55369     | 060592   | 00858764 | 2,618.54  | IC TRNSF PMT 400 47102 300434 B01728 01 |
|     |       |                                    | IC       | 55369A    | 060592   | 00858764 | 731.65    | IC TRNSF PMT 400 47101 300166 B01728 02 |
|     |       | 020193                             |          |           |          |          | 20,163.04 |                                         |
|     |       | POSTAGE                            |          |           |          |          |           |                                         |
|     | 59101 | 020202                             | IC       | 49034     | 041792   | 00835187 | 7.32      | IC TRNSF PMT 521 52104 350323 W01443 01 |
|     |       |                                    | IC       | 49035     | 041792   | 00835187 | 111.28    | IC TRNSF PMT 521 52104 350323 W01443 02 |
|     |       |                                    | IC       | 53761     | 052292   | 00852653 | 6.54      | IC TRNSF PMT 521 52104 350323 W01462 01 |
|     |       |                                    | IC       | 53763     | 052292   | 00852653 | 100.58    | IC TRNSF PMT 521 52104 350323 W01462 02 |
|     |       |                                    | CA       | 562190    | 061292   | 00862614 | 290.00    | POSTMASTER C/O BUDGETING &              |
|     |       |                                    | IC       | 57904     | 061992   | 00865811 | 2.08      | IC TRNSF PMT 521 52104 350323 W01519 01 |
|     |       |                                    | IC       | 57905     | 061992   | 00865811 | 30.85     | IC TRNSF PMT 521 52104 350323 W01519 02 |
|     |       | 020202                             |          |           |          |          | 548.65    |                                         |
|     |       | TELEPHONE LONG DISTANCE CHARGES    |          |           |          |          |           |                                         |
|     | 59101 | 020207                             | CA       | 56243     | 042492   | 00838362 | 21.52     | U S WEST COMMUNICATIONS                 |
|     |       |                                    | CA       | 54559     | 052792   | 00854445 | 30.10     | U S WEST COMMUNICATIONS                 |
|     |       | 020207                             |          |           |          |          | 51.62     |                                         |
|     |       | TELEPHONE-LOCAL SERVICE            |          |           |          |          |           |                                         |
|     | 59101 | 020208                             | CA       | 56243A    | 042492   | 00838362 | 107.19    | U S WEST COMMUNICATIONS                 |
|     |       |                                    | CA       | 54559A    | 052792   | 00854445 | 102.41    | U S WEST COMMUNICATIONS                 |

RAMSEY COUNTY  
BUDGET ACCOUNTS

DATE 7/10/92 2

REGIONAL RAILROAD WTRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC                               | DEPT   | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR  | WAR AMT  | VENDOR NAME                             |
|-----------------------------------|--------|--------|----------|-----------|----------|----------|----------|-----------------------------------------|
| 020208                            |        |        |          |           |          |          | 209.60   |                                         |
| TRANSPORTATION ALLOWANCE          |        |        |          |           |          |          |          |                                         |
| R91                               | 59101  | 020301 | MC       | 051291    | 050192   | 00843052 | 84.98    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051292    | 050192   | 00843052 | 44.83    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051293    | 050192   | 00843052 | 25.85    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051294    | 050192   | 00843052 | 22.55    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051295    | 050192   | 00843052 | 50.33    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051296    | 050192   | 00843052 | 41.53    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051297    | 050192   | 00843052 | 22.55    | GOSKI JILL                              |
| R91                               |        |        | MC       | 051298    | 050192   | 00843052 | 21.45    | GOSKI JILL                              |
| 020301                            |        |        |          |           |          |          | 314.07   |                                         |
| MESSENGER SERVICE                 |        |        |          |           |          |          |          |                                         |
| 59101                             | 020305 | CA     | 48396    | 040892    | 00831648 |          | 12.10    | ROADRUNNER TRANSPORTATION INC           |
|                                   |        | CA     | 50368    | 042492    | 00838993 |          | 40.90    | ROADRUNNER TRANSPORTATION INC           |
|                                   |        | CA     | 54575    | 052792    | 00854746 |          | 4.30     | ROADRUNNER TRANSPORTATION INC           |
|                                   |        | CA     | 57723    | 061992    | 00866535 |          | 19.00    | ROADRUNNER TRANSPORTATION INC           |
| 020501                            |        |        |          |           |          |          | 76.30    |                                         |
| PRINTING & STATIONERY             |        |        |          |           |          |          |          |                                         |
| 59101                             | 020501 | IC     | 48248    | 040992    | 00831299 |          | 273.34   | IC TRNSF PMT 400 41202 300404 H02239 01 |
|                                   |        | IC     | 51380A   | 050892    | 00845659 |          | 228.03   | IC TRNSF PMT 400 41202 300404 H02274 01 |
|                                   |        | IC     | 51749    | 050892    | 00845659 |          | 258.67   | IC TRNSF PMT 400 41202 300404 H02286 01 |
|                                   |        | IC     | 52548    | 051592    | 00849421 |          | 136.77   | IC TRNSF PMT 400 41202 300404 H02333 01 |
|                                   |        | IC     | 53764    | 052292    | 00852653 |          | 247.97   | IC TRNSF PMT 400 41202 300404 H02385 01 |
|                                   |        | IC     | 57906    | 061992    | 00865811 |          | 946.00   | IC TRNSF PMT 400 40301 300130 A00530 01 |
|                                   |        | IC     | 57907    | 061992    | 00865811 |          | 45.95    | IC TRNSF PMT 400 41202 300404 H02438 01 |
| 020501                            |        |        |          |           |          |          | 2,136.73 |                                         |
| LIABILITY & PROPERTY DAMAGE       |        |        |          |           |          |          |          |                                         |
| 59101                             | 020611 | CA     | 49056    | 041792    | 00835708 |          | 85.08    | W A LANG CO                             |
| 020611                            |        |        |          |           |          |          | 85.08    |                                         |
| PARKING SPACE                     |        |        |          |           |          |          |          |                                         |
| 59101                             | 020909 | CA     | 49067    | 041792    | 00835190 |          | 180.00   | VICTORY PARKING INC                     |
|                                   |        | CA     | 53049    | 051592    | 00849687 |          | 180.00   | VICTORY PARKING INC                     |
|                                   |        | CA     | 58213    | 062392    | 00867596 |          | 110.00   | ZEHRING AND ANGLESON                    |
| 020909                            |        |        |          |           |          |          | 470.00   |                                         |
| BOOKS, PERIODICALS, SUBSCRIPTIONS |        |        |          |           |          |          |          |                                         |
| 59101                             | 021101 | CA     | 52016    | 050892    | 00846139 |          | 160.00   | AMERICAN PLANNING ASSOCIATION           |
| 021101                            |        |        |          |           |          |          | 160.00   |                                         |
| CONFERENCE & SEMINAR EXPENSES     |        |        |          |           |          |          |          |                                         |
| 59101                             | 021403 | CA     | 55474    | 060592    | 00859656 |          | 975.00   | CENTER FOR MANAGEMENT RESEARCH          |
|                                   |        | CA     | 58777    | 061692    | 00864687 |          | 371.00   | CARLSON TRAVEL NETWORK                  |



RAMSEY COUNTY  
BUDGET ACCOUNTING

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REGIONAL RAILROAD ROLLY REPORT  
PERIOD APRIL 1, 1992 - JUNE 30, 1992

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT  | OBJECT                              | LT | NR     | DATE   | NR       | WAR<br>AMT | VENDOR<br>NAME         |           |
|-----|-------|-------------------------------------|----|--------|--------|----------|------------|------------------------|-----------|
|     |       | CONFERENCE & SEMINAR EXPENSES       |    |        |        |          |            |                        |           |
|     | 59101 | 021403                              | CA | 57724  | 061992 | 00866536 | 175.00     | DESPIEGELAERE          | KATHRYN   |
|     |       | 021403                              |    |        |        |          | 1,521.00   |                        |           |
|     |       | OTHER TRAVEL                        |    |        |        |          |            |                        |           |
|     | 59101 | 021407                              | CA | 52704  | 061592 | 00849965 | 343.34     | CARLSON TRAVEL NETWORK |           |
|     |       |                                     | CA | 56307  | 061292 | 00863115 | 609.58     | DESPIEGELAERE          | KATHRYN M |
|     |       |                                     | CA | 56308  | 061292 | 00863116 | 680.00     | CARLSON TRAVEL NETWORK |           |
|     |       | 021407                              |    |        |        |          | 1,632.92   |                        |           |
|     |       | VOLUNTEER/COMMITTEE MEETING EXPENSE |    |        |        |          |            |                        |           |
|     | 59101 | 021408                              | CA | 52517  | 061292 | 00846284 | 57.50      | COFFEE MILL            |           |
|     |       | 021408                              |    |        |        |          | 57.50      |                        |           |
|     |       | CED MEETING EXPENSES ACCOUNT        |    |        |        |          |            |                        |           |
|     | 59101 | 021409                              | CA | 51270  | 050192 | 00843051 | 56.38      | DESPIEGELAERE          | KATHRYN   |
|     |       |                                     | CA | 52705  | 051592 | 00849966 | 96.70      | CEDAR STREET CAFE      |           |
|     |       |                                     | CA | 53609  | 051892 | 00851544 | 107.16     | DESPIEGELAERE          | KATHRYN   |
|     |       |                                     | CA | 54527  | 052792 | 00854747 | 32.00      | DESPIEGELAERE          | KATHRYN   |
|     |       |                                     | CA | 57725  | 061992 | 00866536 | 94.84      | DESPIEGELAERE          | KATHRYN   |
|     |       | 021409                              |    |        |        |          | 387.08     |                        |           |
|     |       | OFFICE SUPPLIES                     |    |        |        |          |            |                        |           |
|     | 59101 | 030101                              | CA | 48997  | 040892 | 00831898 | 105.52     | GENERAL OFFICE PROD CO |           |
|     |       |                                     | CA | 48996  | 041792 | 00835705 | 13.38      | GENERAL OFFICE PROD CO |           |
|     |       |                                     | CA | 50260  | 042492 | 00838399 | 47.97      | ST PAUL CITY OF        |           |
|     |       |                                     | CA | 57726  | 061992 | 00865883 | 61.60      | GENERAL OFFICE PROD CO |           |
|     |       | 030101                              |    |        |        |          | 228.47     |                        |           |
|     |       | EQUIPMENT                           |    |        |        |          |            |                        |           |
|     | 59101 | 040300                              | PV | 172647 | 061292 | 00862618 | 115.00     | ALPHA VIDEO & AUDIO    |           |
|     |       |                                     | CA | 48398  | 040892 | 00831898 | 209.30     | GENERAL OFFICE PROD CO |           |
|     |       | 040300                              |    |        |        |          | 324.30     |                        |           |

RAMSEY COUNTY REGIONAL RAILROAD AUTH ADMINISTRATION 38,904.08

QUARTERLY TOTAL



REGIONAL RAILROAD STRIKE REPORT  
PERIOD APRIL 1, 1992, THROUGH APRIL 30, 1992

RCRRA PHASE 1 PRELIM ENGRG & STS

| RFC | DEPT  | OBJECT                | ID | CLERK  | NR     | DATE     | NR | WAR<br>AMT | VENDOR<br>NAME         |
|-----|-------|-----------------------|----|--------|--------|----------|----|------------|------------------------|
|     |       | CONSULTING SERVICES   |    |        |        |          |    |            |                        |
|     | 59103 | 020102                | CA | PA000  | 052792 | 00854748 |    | 199.06     | BRW INC                |
|     |       | 020102                |    |        |        |          |    | 199.06     |                        |
|     |       | PRINTING & STATIONERY |    |        |        |          |    |            |                        |
|     | 59103 | 020501                | TC | 37267A | 061992 | 00855911 |    | 20.56      | IC TRNSF PMT 400 41202 |
|     |       | 020501                |    |        |        |          |    | 20.56      | 300404 H02438 01       |

RCRRA PHASE 1 PRELIM ENGRG & STS QUARTERLY TOTAL 219.62

RANDOLPH COUNTY  
BUDGET ACCOUNTING

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REGIONAL RAILROAD STRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

PHASE II PE-MIDWAY CORRIDOR

| RFC                                | DEPT   | OBJECT | FUND    | OBJ    | DATE     | WAR        | WAR                    | VENDOR           |  |
|------------------------------------|--------|--------|---------|--------|----------|------------|------------------------|------------------|--|
|                                    |        |        |         |        |          | AMT        | NAME                   |                  |  |
| CONSULTING SERVICES                |        |        |         |        |          |            |                        |                  |  |
| 59105                              | 020102 | CA     | 04270   | 052792 | 00854748 | 116,868.07 | BRW INC                |                  |  |
|                                    |        | CA     | 04270   | 052392 | 00867597 | 119,916.64 | BRW INC                |                  |  |
|                                    |        | CA     | 04270   | 052692 | 00869270 | 131,336.17 | BRW INC                |                  |  |
|                                    | 020102 |        |         |        |          | 368,120.88 |                        |                  |  |
| COUNTY PROJECT MANAGEMENT SERVICES |        |        |         |        |          |            |                        |                  |  |
| 59105                              | 020193 | CA     | 08338   | 041792 | 00834896 | 2,443.87   | ST PAUL CITY OF        |                  |  |
|                                    |        | CA     | 01098A  | 050192 | 00842457 | 2,001.65   | ST PAUL CITY OF        |                  |  |
|                                    |        | CA     | 01098A  | 050192 | 00842457 | 3,980.02   | ST PAUL CITY OF        |                  |  |
|                                    |        | IC     | 011500  | 050892 | 00845659 | 3,672.61   | IC TRNSF PMT 400 47102 | 300434 B01710 01 |  |
|                                    |        | IC     | 011500A | 050892 | 00845659 | 1,026.17   | IC TRNSF PMT 400 47101 | 300166 B01710 02 |  |
|                                    |        | CA     | 04181A  | 052292 | 00852971 | 4,375.70   | ST PAUL CITY OF        |                  |  |
|                                    |        | IC     | 05370   | 060592 | 00858764 | 4,189.67   | IC TRNSF PMT 400 47102 | 300434 B01727 01 |  |
|                                    |        | IC     | 05370A  | 060592 | 00858764 | 1,170.64   | IC TRNSF PMT 400 47101 | 300166 B01727 02 |  |
|                                    | 020193 |        |         |        |          | 22,860.33  |                        |                  |  |
| PRINTING & STATIONERY              |        |        |         |        |          |            |                        |                  |  |
| 59105                              | 020501 | IC     | 48248A  | 040992 | 00831299 | 28.24      | IC TRNSF PMT 400 41202 | 300404 H02239 01 |  |
|                                    | 020501 |        |         |        |          | 28.24      |                        |                  |  |

PHASE II PE-MIDWAY CORRIDOR QUARTERLY TOTAL 391,009.45

RANSEY COUNTY  
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

RIGHT-OF-WAY ACQUISITION

| RFC | DEPT  | OBJECT                             | IC | CL/114<br>RER | WAR<br>DATE | WAR<br>NER | WAR<br>AMT | VENDOR<br>NAME         |                  |
|-----|-------|------------------------------------|----|---------------|-------------|------------|------------|------------------------|------------------|
|     |       | COUNTY ATTORNEY SERVICES           |    |               |             |            |            |                        |                  |
|     | 59106 | 020174                             | IC | 48247A        | 040992      | 00831299   | 229.19     | IC TRNSF PMT 400 40601 | 300908 M00202 02 |
|     |       | 020174                             |    |               |             |            | 229.19     |                        |                  |
|     |       | SURVEYING SERVICE                  |    |               |             |            |            |                        |                  |
|     | 59106 | 020192                             | IC | 51751         | 050892      | 00845659   | 226.88     | IC TRNSF PMT 400 47110 | 300188 B01712 01 |
|     |       |                                    | IC | 51751A        | 050892      | 00845659   | 137.23     | IC TRNSF PMT 400 47101 | 300166 B01712 02 |
|     |       |                                    | IC | 55371         | 060592      | 00858764   | 698.93     | IC TRNSF PMT 400 47110 | 300188 B01738 01 |
|     |       |                                    | IC | 55371A        | 060592      | 00858764   | 422.78     | IC TRNSF PMT 400 47101 | 300166 B01738 02 |
|     |       | 020192                             |    |               |             |            | 1,485.82   |                        |                  |
|     |       | COUNTY PROJECT MANAGEMENT SERVICES |    |               |             |            |            |                        |                  |
|     | 59106 | 020193                             | IC | 51752         | 050892      | 00845659   | 86.41      | IC TRNSF PMT 400 47102 | 300434 B01711 01 |
|     |       |                                    | IC | 51752A        | 050892      | 00845659   | 24.14      | IC TRNSF PMT 400 47101 | 300166 B01711 02 |
|     |       | 020193                             |    |               |             |            | 110.55     |                        |                  |

RIGHT-OF-WAY ACQUISITION      QUARTERLY TOTAL      1,825.56

RAMSEY COUNTY  
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

SOUTH CORRIDOR STUDY

| RFC                  | DEPT  | OBJECT                             | TO | CLAIM  | DATE   | WAR      | VENDOR                                        |
|----------------------|-------|------------------------------------|----|--------|--------|----------|-----------------------------------------------|
|                      |       |                                    |    | NR     |        | AMT      | NAME                                          |
|                      |       | CONSULTING SERVICES                |    |        |        |          |                                               |
|                      | 57108 | 020102                             | CA | PA075  | 042192 | 00836981 | 2,366.61 BRW INC                              |
|                      |       | 020102                             |    |        |        |          | 2,366.61                                      |
|                      |       | COUNTY PROJECT MANAGEMENT SERVICES |    |        |        |          |                                               |
|                      | 57108 | 020193                             | IC | 57910  | 061992 | 00865811 | 87.28 IC TRNSF PMT 400 47102 300434 B01729 01 |
|                      |       |                                    | IC | 57910A | 061992 | 00865811 | 24.39 IC TRNSF PMT 400 47101 300166 B01729 02 |
|                      |       | 020193                             |    |        |        |          | 111.67                                        |
| SOUTH CORRIDOR STUDY |       | QUARTERLY TOTAL                    |    |        |        |          | 2,478.28                                      |

RAMSEY COUNTY  
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REGIONAL RAILROAD QTRLY REPORT  
PERIOD APRIL 1, 1992 THRU JUNE 30, 1992

SOUTH CORRIDOR STUDY

| RFC | DEPT | OBJECT | CLAIM<br>ID | CLAIM<br>NBR | NAR<br>DATE | NAR<br>NBR | NAR<br>AMT | VENDOR<br>NAME |
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|
|-----|------|--------|-------------|--------------|-------------|------------|------------|----------------|

|                                |  |  |                    |  |  |                           |  |  |
|--------------------------------|--|--|--------------------|--|--|---------------------------|--|--|
| RC REGIONAL RAILROAD AUTHORITY |  |  | 2ND QUARTER - 1992 |  |  | FUND 591 TOTAL 434,436.99 |  |  |
|--------------------------------|--|--|--------------------|--|--|---------------------------|--|--|



PCT OF YEAR ELAPSED = 49.73

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT. EXPD.<br>YTD |
|----------------------|-------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-------------------|
| 59101                | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        |                       |                         |                     |                        |                   |
|                      | CONSULTING SERVICES                       |                    |                        |                       |                         |                     |                        |                   |
| 020132               | 146,605.67                                | 0.00               | 0.00                   | 146,605.67            | 146,605.67              | 0.00                | 6,894.33               |                   |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | STATE AUDITOR                             |                    |                        |                       |                         |                     |                        |                   |
| 020122               | 3,000.00                                  | 1,136.00           | 0.00                   | 1,864.00              | 1,864.00                | 0.00                | 0.00                   | 37.87             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | LEGISLATIVE REPRESENTATIVE                |                    |                        |                       |                         |                     |                        |                   |
| 020154               | 25,000.00                                 | 5,000.00           | 0.00                   | 20,000.00             | 20,000.00               | 0.00                | 0.00                   | 20.00             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | COUNTY ATTORNEY SERVICES                  |                    |                        |                       |                         |                     |                        |                   |
| 020174               | 35,000.00                                 | 4,729.55           | 0.00                   | 30,270.45             | 30,270.45               | 0.00                | 0.00                   | 13.51             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | EXECUTIVE DIRECTOR-SERVICES               |                    |                        |                       |                         |                     |                        |                   |
| 020176               | 68,000.00                                 | 0.00               | 0.00                   | 68,000.00             | 68,000.00               | 0.00                | 0.00                   |                   |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | BUDGETING AND ACCOUNTING SERVICES         |                    |                        |                       |                         |                     |                        |                   |
| 020179               | 20,000.00                                 | 4,979.74           | 0.00                   | 15,020.26             | 15,020.26               | 0.00                | 0.00                   | 24.90             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | DATA PROCESSING SERVICES-MTCE             |                    |                        |                       |                         |                     |                        |                   |
| 020185               | 7,200.00                                  | 7.80               | 0.00                   | 7,192.20              | 7,192.20                | 0.00                | 0.00                   | .11               |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | COUNTY PROJECT MANAGEMENT SERVICES        |                    |                        |                       |                         |                     |                        |                   |
| 020193               | 124,200.00                                | 26,600.40          | 0.00                   | 97,599.60             | 97,599.60               | 0.00                | 0.00                   | 21.42             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | PUBLIC INFORMATION SERVICES               |                    |                        |                       |                         |                     |                        |                   |
| 020194               | 30,000.00                                 | 0.00               | 0.00                   | 30,000.00             | 30,000.00               | 0.00                | 0.00                   |                   |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | POSTAGE                                   |                    |                        |                       |                         |                     |                        |                   |
| 020202               | 5,800.00                                  | 772.32             | 0.00                   | 5,027.68              | 5,027.68                | 0.00                | 0.00                   | 13.32             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | TELEPHONE LONG DISTANCE CHARGES           |                    |                        |                       |                         |                     |                        |                   |
| 020207               | 380.00                                    | 161.50             | 0.00                   | 218.50                | 218.50                  | 0.00                | 0.00                   | 42.50             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | TELEPHONE-LOCAL SERVICE                   |                    |                        |                       |                         |                     |                        |                   |
| 020208               | 1,173.00                                  | 531.92             | 0.00                   | 641.08                | 641.08                  | 0.00                | 87.00                  | 45.35             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | TELEPHONE-EQUIPMENT RENTAL                |                    |                        |                       |                         |                     |                        |                   |
| 020209               | 0.00                                      | 87.00              | 0.00                   | 87.00CR               | 87.00CR                 | 0.00                | 0.00                   |                   |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | TRANSPORTATION ALLOWANCE                  |                    |                        |                       |                         |                     |                        |                   |
| 020301               | 700.00                                    | 0.00               | 0.00                   | 700.00                | 700.00                  | 0.00                | 0.00                   |                   |

-R-F-G-

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION                  | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT-EXPD YTD |
|-------------------|---------------------------------------------|-----------------|---------------------|--------------------|----------------------|------------------|---------------------|--------------|
| 59101             | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY   |                 |                     | * CONTINUED *      |                      |                  |                     |              |
| 020305            | MESSENGER SERVICE<br>600.00                 | 480.35          | 0.00                | 119.65             | 119.65               | 0.00             | 0.00                | 80.06        |
| 020401            | PUBLISHING MINUTES & NOTICES<br>8,060.00    | 0.00            | 0.00                | 8,060.00           | 8,060.00             | 0.00             | 500.00              |              |
| 020501            | PRINTING & STATIONERY<br>17,140.00          | 3,304.77        | 0.00                | 13,835.23          | 13,835.23            | 0.00             | 3,660.00            | 19.28        |
| 020611            | LIABILITY & PROPERTY DAMAGE<br>500.00       | 585.08          | 0.00                | 85.08CR            | 85.08CR              | 500.00           | 0.00                | 117.02       |
| 020903            | EQUIPMENT & MACHINERY-RENTAL<br>500.00      | 250.00          | 0.00                | 250.00             | 250.00               | 500.00           | 0.00                | 50.00        |
| 020906            | BUILDINGS & OFFICE SPACE<br>4,294.33        | 0.00            | 0.00                | 4,294.33           | 4,294.33             | 4,294.33         | 0.00                |              |
| 020909            | PARKING SPACE<br>2,583.00                   | 1,017.00        | 0.00                | 1,566.00           | 1,566.00             | 87.00            | 0.00                | 39.37        |
| 021101            | BOOKS, PERIODICALS, SUBSCRIPTIONS<br>250.00 | 160.00          | 0.00                | 90.00              | 90.00                | 0.00             | 0.00                | 64.00        |
| 021134            | TUITION<br>750.00                           | 0.00            | 0.00                | 750.00             | 750.00               | 0.00             | 0.00                |              |
| 021172            | MOVING EXPENSE<br>2,600.00                  | 0.00            | 0.00                | 2,600.00           | 2,600.00             | 2,600.00         | 0.00                |              |
| 021172            | INTEREST<br>0.00                            | 0.77            | 0.00                | 0.77CR             | 0.77CR               | 0.00             | 0.00                | 7700.00      |
| 021226            | COMMITTEE COMPENSATION<br>1,800.00          | 0.00            | 0.00                | 1,800.00           | 1,800.00             | 0.00             | 1,200.00            |              |
| 021401            | MEMBERSHIP & DUES<br>500.00                 | 0.00            | 0.00                | 500.00             | 500.00               | 0.00             | 0.00                |              |
| 021403            | CONFERENCE & SEMINAR EXPENSES<br>6,000.00   | 2,124.21        | 0.00                | 3,875.79           | 3,875.79             | 0.00             | 0.00                | 35.40        |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION             | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT. EXPD.<br>YTD |
|----------------------|-------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-------------------|
| 59101                | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY |                    |                        |                       |                         |                     |                        |                   |
|                      |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | OTHER TRAVEL                              |                    |                        |                       |                         |                     |                        |                   |
| 021407               | 20,000.00                                 | 2,526.92           | 0.00                   | 17,473.08             | 17,473.08               | 0.00                | 0.00                   | 12.63             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | VOLUNTEER/COMMITTEE MEETING EXPENSE       |                    |                        |                       |                         |                     |                        |                   |
| 021408               | 2,500.00                                  | 57.50              | 0.00                   | 2,442.50              | 2,442.50                | 0.00                | 500.00                 | 2.30              |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | CEC MEETING EXPENSES ACCOUNT              |                    |                        |                       |                         |                     |                        |                   |
| 021409               | 5,500.00                                  | 1,875.40           | 0.00                   | 3,624.60              | 3,624.60                | 0.00                | 0.00                   | 34.10             |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | TRANSIT JOINT POWERS                      |                    |                        |                       |                         |                     |                        |                   |
| 022213               | 33,660.00                                 | 33,660.00          | 0.00                   | 0.00                  | 0.00                    | 3,660.00            | 0.00                   | 100.00            |
| --                   |                                           |                    |                        |                       |                         |                     |                        |                   |
| TOTL 02              | 574,296.00                                | 90,048.23          | 0.00                   | 484,247.77            | 484,247.77              | 11,641.33           | 12,841.33              | 15.68             |
|                      |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | OFFICE SUPPLIES                           |                    |                        |                       |                         |                     |                        |                   |
| 030101               | 2,000.00                                  | 612.90             | 0.00                   | 1,387.10              | 1,387.10                | 0.00                | 0.00                   | 30.65             |
|                      |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | EQUIPMENT                                 |                    |                        |                       |                         |                     |                        |                   |
| 040300               | 1,200.00                                  | 324.30             | 0.00                   | 875.70                | 875.70                  | 1,200.00            | 0.00                   | 27.03             |
|                      |                                           |                    |                        |                       |                         |                     |                        |                   |
|                      | CONTINGENT APPROPRIATIONS                 |                    |                        |                       |                         |                     |                        |                   |
| 061001               | 392,000.00                                | 0.00               | 0.00                   | 392,000.00            | 392,000.00              | 0.00                | 8,000.00               |                   |
|                      |                                           |                    |                        |                       |                         |                     |                        |                   |
| CURR ORG-TOT         | 969,496.00                                | 90,985.43          | 0.00                   | 878,510.57            | 878,510.57              | 12,841.33           | 20,841.33              | 9.38              |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|-------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
|----------------------|-------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|

R91-59101- RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

|         |              |            |      |            |            |           |           |       |
|---------|--------------|------------|------|------------|------------|-----------|-----------|-------|
| 000030  | 80,514.13    | 42,738.44  | 0.00 | 37,775.69  | 37,775.69  | 0.00      | 0.00      | 53.08 |
| ORG-TOT | 1,050,010.13 | 133,723.87 | 0.00 | 916,286.26 | 916,286.26 | 12,841.33 | 20,841.33 | 12.74 |



RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION           | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|-----------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59103                | RCRRA - PHASE 1 PRELIMINARY ENGINEERING |                    |                        |                       |                         |                     |                        |                 |
|                      | CONSULTING SERVICES                     |                    |                        |                       |                         |                     |                        |                 |
| 020102               | 113,896.87                              | 30,395.23          | 52,298.98              | 83,501.64             | 31,202.66               | 0.00                | 0.00                   | 26.69           |
| --                   | COUNTY ATTORNEY SERVICES                |                    |                        |                       |                         |                     |                        |                 |
| 020174               | 4,278.06                                | 0.00               | 0.00                   | 4,278.06              | 4,278.06                | 0.00                | 0.00                   |                 |
| --                   | EXECUTIVE DIRECTOR-SERVICES             |                    |                        |                       |                         |                     |                        |                 |
| 020176               | 70.20                                   | 0.00               | 0.00                   | 70.20                 | 70.20                   | 0.00                | 0.00                   |                 |
| --                   | BUDGETING AND ACCOUNTING SERVICES       |                    |                        |                       |                         |                     |                        |                 |
| 020179               | 1,202.17                                | 0.00               | 0.00                   | 1,202.17              | 1,202.17                | 0.00                | 0.00                   |                 |
| --                   | DATA PROCESSING SERVICES-MTCE           |                    |                        |                       |                         |                     |                        |                 |
| 020185               | 73.96                                   | 51.86              | 0.00                   | 22.10                 | 22.10                   | 0.00                | 0.00                   | 70.12           |
| --                   | COUNTY PROJECT MANAGEMENT SERVICES      |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 19,948.46                               | 1,275.04           | 0.00                   | 18,673.42             | 18,673.42               | 0.00                | 0.00                   | 6.39            |
| --                   | PUBLIC INFORMATION SERVICES             |                    |                        |                       |                         |                     |                        |                 |
| 020194               | 2,429.75                                | 0.00               | 0.00                   | 2,429.75              | 2,429.75                | 0.00                | 0.00                   |                 |
| --                   | POSTAGE                                 |                    |                        |                       |                         |                     |                        |                 |
| 020202               | 10.98                                   | 0.00               | 0.00                   | 10.98                 | 10.98                   | 0.00                | 0.00                   |                 |
| --                   | MESSENGER SERVICE                       |                    |                        |                       |                         |                     |                        |                 |
| 020305               | 49.05                                   | 0.00               | 0.00                   | 49.05                 | 49.05                   | 0.00                | 0.00                   |                 |
| --                   | PUBLISHING MINUTES & NOTICES            |                    |                        |                       |                         |                     |                        |                 |
| 020401               | 579.90                                  | 0.00               | 0.00                   | 579.90                | 579.90                  | 0.00                | 0.00                   |                 |
| --                   | PRINTING & STATIONERY                   |                    |                        |                       |                         |                     |                        |                 |
| 020501               | 32.67                                   | 20.56              | 0.00                   | 12.11                 | 12.11                   | 0.00                | 0.00                   | 62.93           |
| --                   | INTEREST                                |                    |                        |                       |                         |                     |                        |                 |
| 021192               | 0.00                                    | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| --                   | COMMITTEE COMPENSATION                  |                    |                        |                       |                         |                     |                        |                 |
| 021226               | 100.00                                  | 0.00               | 0.00                   | 100.00                | 100.00                  | 0.00                | 0.00                   |                 |
| --                   | OTHER TRAVEL                            |                    |                        |                       |                         |                     |                        |                 |
| 021407               | 0.36                                    | 0.00               | 0.00                   | 0.36                  | 0.36                    | 0.00                | 0.00                   |                 |



RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION          | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|----------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 591-03               | RERRA--PHASE-1-PRELIMINARY-ENGINEERING |                    |                        |                       |                         |                     |                        |                 |
|                      |                                        |                    |                        |                       |                         |                     |                        |                 |
|                      | VOLUNTEER/COMMITTEE MEETING EXPENSE    |                    |                        |                       |                         |                     |                        |                 |
| 021408               | 0.27                                   | 0.00               | 0.00                   | 0.27                  | 0.27                    | 0.00                | 0.00                   |                 |
|                      |                                        |                    |                        |                       |                         |                     |                        |                 |
| TJTL 02              | 142,672.70                             | 31,742.69          | 52,298.98              | 110,930.01            | 58,631.03               | 0.00                | 0.00                   | 22.25           |
| ORG-TOT              | 142,672.70                             | 31,742.69          | 52,298.98              | 110,930.01            | 58,631.03               | 0.00                | 0.00                   | 22.25           |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION                    | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT EXPD<br>YTD |
|----------------------|--------------------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59105                | PHASE II RE-MIDWAY CORRIDOR                      |                    |                        |                       |                         |                     |                        |                 |
| 020102               | CONSULTING SERVICES<br>2,933,425.23              | 765,562.55         | 1,834,862.68           | 2,167,862.68          | 333,000.00              | 0.00                | 0.00                   | 26.10           |
| 020174               | COUNTY ATTORNEY SERVICES<br>46,723.90            | 41.67              | 0.00                   | 46,682.23             | 46,682.23               | 0.00                | 0.00                   | .09             |
| 020176               | EXECUTIVE DIRECTOR-SERVICES<br>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<br>10,000.00   | 0.00               | 0.00                   | 10,000.00             | 10,000.00               | 0.00                | 0.00                   |                 |
| 020185               | DATA PROCESSING SERVICES-MTCE<br>3,159.83        | 856.31             | 0.00                   | 2,303.52              | 2,303.52                | 0.00                | 0.00                   | 27.10           |
| 020193               | COUNTY PROJECT MANAGEMENT SERVICES<br>308,169.85 | 45,337.45          | 0.00                   | 262,832.40            | 262,832.40              | 0.00                | 0.00                   | 14.71           |
| 020202               | POSTAGE<br>3,412.81                              | 0.00               | 0.00                   | 3,412.81              | 3,412.81                | 0.00                | 0.00                   |                 |
| 020401               | PUBLISHING MINUTES & NOTICES<br>3,976.60         | 0.00               | 0.00                   | 3,976.60              | 3,976.60                | 0.00                | 0.00                   |                 |
| 020501               | PRINTING & STATIONERY<br>9,889.28                | 57.22              | 0.00                   | 9,832.06              | 9,832.06                | 0.00                | 0.00                   | .58             |
| 021192               | INTEREST<br>0.00                                 | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| 021226               | COMMITTEE COMPENSATION<br>1,000.00               | 0.00               | 0.00                   | 1,000.00              | 1,000.00                | 0.00                | 0.00                   |                 |
| 021407               | OTHER TRAVEL<br>11,262.79                        | 356.59             | 0.00                   | 10,906.20             | 10,906.20               | 0.00                | 0.00                   | 3.17            |
| 021408               | VOLUNTEER/COMMITTEE MEETING EXPENSE<br>915.80    | 0.00               | 0.00                   | 915.80                | 915.80                  | 0.00                | 0.00                   |                 |
| TJTL 02              | 3,363,017.32                                     | 814,230.59         | 1,834,862.68           | 2,548,786.73          | 713,924.05              | 0.00                | 0.00                   | 24.21           |
| ORG-TOT              | 3,363,017.32                                     | 814,230.59         | 1,834,862.68           | 2,548,786.73          | 713,924.05              | 0.00                | 0.00                   | 24.21           |

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION      | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59106                | RIGHT-OF-WAY ACQUISITION           |                    |                        |                       |                         |                     |                        |                 |
|                      | REAL ESTATE APPRAISERS SERVICE     |                    |                        |                       |                         |                     |                        |                 |
| 020109               | 9,000.00                           | 9,000.00           | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   | 100.00          |
| --                   | COUNTY ATTORNEY SERVICES           |                    |                        |                       |                         |                     |                        |                 |
| 020174               | 33,466.25                          | 19,971.53          | 0.00                   | 13,494.72             | 13,494.72               | 0.00                | 0.00                   | 59.68           |
| --                   | EXECUTIVE DIRECTOR-SERVICES        |                    |                        |                       |                         |                     |                        |                 |
| 020176               | 1,357.56                           | 0.00               | 0.00                   | 1,357.56              | 1,357.56                | 0.00                | 0.00                   |                 |
| --                   | BUDGETING AND ACCOUNTING SERVICES  |                    |                        |                       |                         |                     |                        |                 |
| 020179               | 1,963.92                           | 0.00               | 0.00                   | 1,963.92              | 1,963.92                | 0.00                | 0.00                   |                 |
| --                   | DATA PROCESSING SERVICES-MTCE      |                    |                        |                       |                         |                     |                        |                 |
| 020185               | 399.61                             | 8.34               | 0.00                   | 391.27                | 391.27                  | 0.00                | 0.00                   | 2.09            |
| --                   | SURVEYING SERVICE                  |                    |                        |                       |                         |                     |                        |                 |
| 020192               | 13,639.91                          | 9,080.62           | 0.00                   | 4,559.29              | 4,559.29                | 8,000.00            | 0.00                   | 66.57           |
| --                   | COUNTY PROJECT MANAGEMENT SERVICES |                    |                        |                       |                         |                     |                        |                 |
| 020193               | 7,499.03                           | 110.55             | 0.00                   | 7,388.48              | 7,388.48                | 0.00                | 0.00                   | 1.47            |
| --                   | POSTAGE                            |                    |                        |                       |                         |                     |                        |                 |
| 020202               | 467.74                             | 0.00               | 0.00                   | 467.74                | 467.74                  | 0.00                | 0.00                   |                 |
| --                   | PUBLISHING MINUTES & NOTICES       |                    |                        |                       |                         |                     |                        |                 |
| 020401               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 0.00                | 0.00                   |                 |
| --                   | PRINTING & STATIONERY              |                    |                        |                       |                         |                     |                        |                 |
| 020501               | 500.00                             | 0.00               | 0.00                   | 500.00                | 500.00                  | 0.00                | 0.00                   |                 |
| --                   | INTEREST                           |                    |                        |                       |                         |                     |                        |                 |
| 021192               | 0.00                               | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| --                   |                                    |                    |                        |                       |                         |                     |                        |                 |
| TOTL-02              | 68,794.02                          | 38,171.04          | 0.00                   | 30,622.98             | 30,622.98               | 8,000.00            | 0.00                   | 55.49           |
| ORG-TOT              | 68,794.02                          | 38,171.04          | 0.00                   | 30,622.98             | 30,622.98               | 8,000.00            | 0.00                   | 55.49           |



RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION       | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT-EXPD<br>YTD |
|----------------------|-------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|-----------------|
| 59108                | SOUTH-CORRIDOR-STUDY                |                    |                        |                       |                         |                     |                        |                 |
|                      | CONSULTING SERVICES                 |                    |                        |                       |                         |                     |                        |                 |
| 020132               | 5,093.01                            | 2,366.61           | 0.00                   | 2,726.40              | 2,726.40                | 0.00                | 0.00                   | 46.47           |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020174               | COUNTY ATTORNEY SERVICES            | 0.55               | 0.00                   | 0.55                  | 0.55                    | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020176               | EXECUTIVE DIRECTOR-SERVICES         | 66.45              | 0.00                   | 66.45                 | 66.45                   | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020179               | BUDGETING AND ACCOUNTING SERVICES   | 197.97             | 0.00                   | 197.97                | 197.97                  | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020185               | DATA PROCESSING SERVICES-MTCE       | 1.07               | 0.00                   | 185.42CR              | 185.42CR                | 0.00                | 0.00                   | 7428.97         |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020193               | COUNTY PROJECT MANAGEMENT SERVICES  | 55.00              | 0.00                   | 736.76CR              | 736.76CR                | 0.00                | 0.00                   | 1439.56         |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020202               | POSTAGE                             | 5.43               | 0.00                   | 5.43                  | 5.43                    | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020305               | MESSENGER SERVICE                   | 25.00              | 0.00                   | 25.00                 | 25.00                   | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020401               | PUBLISHING MINUTES & NOTICES        | 6.25               | 0.00                   | 1.43CR                | 1.43CR                  | 0.00                | 0.00                   | 122.88          |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 020501               | PRINTING & STATIONERY               | 81.88              | 0.00                   | 81.88                 | 81.88                   | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 021192               | INTEREST                            | 0.00               | 0.00                   | 0.00                  | 0.00                    | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 021226               | COMMITTEE COMPENSATION              | 100.00             | 0.00                   | 100.00                | 100.00                  | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| 021408               | VOLUNTEER/COMMITTEE MEETING EXPENSE | 100.00             | 0.00                   | 100.00                | 100.00                  | 0.00                | 0.00                   |                 |
| --                   |                                     |                    |                        |                       |                         |                     |                        |                 |
| TOTL-02              | 5,732.61                            | 3,352.54           | 0.00                   | 2,380.07              | 2,380.07                | 0.00                | 0.00                   | 58.48           |
| ORG-TOT              | 5,732.61                            | 3,352.54           | 0.00                   | 2,380.07              | 2,380.07                | 0.00                | 0.00                   | 58.48           |

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION<br>NO. | ADJ. CURRENT<br>APPROPRIATION          | AMOUNT<br>EXPENDED | UNPAID<br>ENCUMBRANCES | BALANCE<br>UNEXPENDED | BALANCE<br>UNENCUMBERED | TRANSFER<br>IN (TO) | TRANSFER<br>OUT (FROM) | PCT. EXPD<br>YTD |
|----------------------|----------------------------------------|--------------------|------------------------|-----------------------|-------------------------|---------------------|------------------------|------------------|
| 59109                | RCRRA - 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                   |                  |
| JRG-TOT              | 70,000.00                              | 0.00               | 0.00                   | 70,000.00             | 70,000.00               | 0.00                | 0.00                   |                  |
| ACT-TOT              | 4,700,226.78                           | 1,021,220.73       | 1,887,161.66           | 3,679,006.05          | 1,791,844.39            | 20,841.33           | 20,841.33              | 21.73            |
| 5 FCT-TOT            | 4,700,226.78                           | 1,021,220.73       | 1,887,161.66           | 3,679,006.05          | 1,791,844.39            | 20,841.33           | 20,841.33              | 21.73            |
| FUND CURR TOT        | 4,619,712.65                           | 978,482.29         | 1,887,161.66           | 3,641,230.36          | 1,754,068.70            | 20,841.33           | 20,841.33              | 21.18            |
| FUND R91 TOT         | 80,514.13                              | 42,738.44          | 0.00                   | 37,775.69             | 37,775.69               | 0.00                | 0.00                   | 53.08            |
| FUND TOTAL           | 4,700,226.78                           | 1,021,220.73       | 1,887,161.66           | 3,679,006.05          | 1,791,844.39            | 20,841.33           | 20,841.33              | 21.73            |