

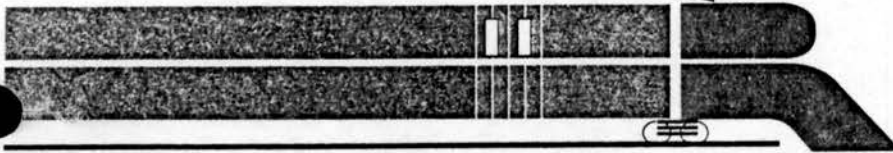


Ramsey County Regional Railroad Authority.
Records.

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file



Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD ORGANIZATIONAL MEETING

TUESDAY, JANUARY 5, 1993

CITY COUNCIL CHAMBERS

****Immediately following the 2:00 P.M. Ramsey County Board Meeting**

1. * Appoint officers for 1993 Ramsey County Regional Railroad Authority, Central Corridor Management Committee, and Metropolitan Light Rail Transit Joint Powers Board.

* Action is Requested.

Notify of meetings
packets

Wedell & Thomas

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

F. L. Spiegel 12/23/92
Authorized Signature Date

Board Action Requested

Appoint officers for 1993 Ramsey County Regional Railroad Authority, Central Corridor Management Committee, and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See proposed resolution attached.

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

January 5, 1993

Board Date

Signature

Date

12/30/92

Date



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1993:

John T. Finley, Chairman
Diane Ahrens, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1993:

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

and Be it Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1993:

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Chair - Norgard
Vice Chair - Schaber

Env. Finley

Finance Schaber

Health & Human Services Ahrens

Legislative ^(Whole) Hunt

Policy & Planning Thomas

Public Works Wedell

Facilities (Whole) Ahrens

forms Transp
Alliance
to Comm

Amm - Ahrens

CMC - Finley, Ahrens

~~XXXXXXXXXX~~

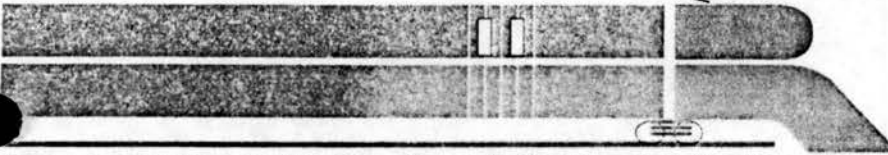
CH renovation - Ahrens, Schaber, Norgard

Emer Med. Services

Metro LRT & Powers Bld. - Finley, Ahrens

TAB - Wedell

File



Ramsey County Regional Railroad Authority

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

Frances Glendenning
Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 12, 1993

LARGE CONFERENCE ROOM - 316

****10:30 A.M. OR Immediately following the 9:00 A.M.
Finance, Personnel and Management Committee**

1. * Minutes of December 8, 1992 Meetings.
2. Update on legislation.
3. 1992 Annual Report of Metropolitan LRT Joint Powers Board.
4. Report on Burlington Northern Right of Way Acquisition
5. * Ratify partial payment No. 12 to BRW, Inc. in the amount of \$69,121.38 for the Midway Corridor Phase II preliminary engineering.
6. * Ratify partial payment No. 13 to BRW, Inc. in the amount of \$73,702.93 for the Midway Corridor Phase II preliminary engineering.

* Action is Requested.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD
BOARD MEETING

December 8, 1992

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, December 8, 1992, in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 11:10 A.M.

MEMBERS PRESENT:

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

Also Present:

James Van Houdt, Ed Glaubitz, Hugh Faville,
Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of November 17, 1992

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the November 17, 1992, meeting as written.

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

2. Central Scoping Document

At this time Chairman Finley wished to say in Kathy DeSpiegelaere's behalf of the great appreciation to Jill Goski, Dave MacMillan and Frances, for the work that was done during Kathy's extended absence. There were not a lot of emergencies that occurred as you had stayed on top of everything. Chairman Finley wished to thank these people, and he is sure all of the other Board members appreciate the nice job.

Chairman Finley said we have had this Scoping Document before us in draft form, and it has been through the Corridor Management Committee, as well as the Draft has been before the other Committee which Commissioner Denn and Derus are on. Now, it is back to us with the comments.

Ms. DeSpiegelaere said there two two meetings in the fall, one in Saint Paul and one in Minneapolis, and the report has now been revised. Hennepin County RRA approved it as well as the Corridor Management Committee.

Chairman Finley said essentially what was eliminated was the straight HOV - was this eliminated from further consideration. Ms. DeSpiegelaere said originally there were five alternatives, and in this report we have four alternatives.

Commissioner Ahrens is concerned about this document for Hennepin County. Ms. DeSpiegelare said Hennepin County did approve it last week.

Commissioner Schaber is concerned as he did not see any comments from the City of St. Paul. Chairman Finley said they have had no comments.

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

WHEREAS, Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, the Minnesota Department of Transportation, and the Federal Transit Administration completed a Draft Scoping Package for the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, Two public hearings were held on the Scoping Package, written comments were received on the Scoping Package, and the comments were carefully considered in revising the report; and

R92-37
WHEREAS, The Central Corridor Management Committee has recommended approval of the revised Scoping Report; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the Scoping Report for the Central Corridor Transit Alternatives Analysis and Draft Environmental Impact Statement.

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

3. Quarterly Report of payments for RCRRA July through September 1992.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1992 through September 30, 1992, and a record of these disbursements is attached; Now, Therefore, Be It

R92-38
RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

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

Chairman Finley wished to thank Commissioner McCarty and Commissioner Salverda, we all appreciated your input and interest during the formation of this Regional Railroad Authority.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere

Authorized Signature

12/30/92

Date

Board Action Requested

Update on legislation.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

Ed Glanville *12/30/92*

County Attorney

Carl MacInnis

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 12, 1993

F. L. Glendenning

Signature

1/5/93

Board Date

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, County Manager

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

SUBJECT: Update on legislation

DATE: December 30, 1992

In the 1993 Legislative Session, transit will once again be considered by the Legislature. Representative Mariani has been meeting with a group of approximately 15 metro Legislators for the past several months and the group is expected to address both transit governance and transit funding issues.

On the subject of transit funding, a bill being prepared by the group would provide funding for 30% of the estimated construction cost of light rail transit in the Central Corridor. The bill would require the Commissioner of Transportation to apply for federal funds to construct LRT in the Central Corridor by January 1, 1994. The bill would also require LRT in the 35W corridor.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		1992 Annual Report of Metropolitan LRT Joint Powers Board.
<u><i>[Signature]</i></u>	<u>12/30/92</u>	<u>DISCUSSION ONLY</u>
Authorized Signature	Date	

Request Justification

Report of the Board is attached.

<u>Budgeting and Accounting</u> <u><i>Ed Heavily</i></u> <u>1/30/92</u>		Date / Time Received By
<u>County Attorney</u> <u><i>[Signature]</i></u>		
<u>Risk Manager</u>		
<u>Data Processing</u>		
<u>Previous Action taken on Request</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>January 12, 1993</u>	<u><i>F. L. Glendenning</i></u>	<u>1/5/93</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

Metropolitan LRT Joint Powers Board

MEMORANDUM

DATE: December 22, 1992

TO: Commissioner Paul McCarron, Anoka County
Commissioner Don Chapdelaine, Dakota County
Commissioner Mark Andrew, Hennepin County
Commissioner John T. Finley, Ramsey County
Commissioner Bill Koniarski, Scott County
Commissioner Mary Hauser, Washington County
Tim Yantos, Anoka County
Allen Moe, Dakota County
Ken Stevens, Hennepin County
Kathryn Despiegelaere, Ramsey County
Brad Larson, Scott County
Mark Mattson, Washington County

FROM: Metropolitan LRT Joint Powers Board

SUBJECT: 1992 Annual Report

At its meeting on December 9, 1992, the LRT Joint Powers Board adopted the enclosed Annual Report, summarizing the activities and achievements of the Board in 1992. The Report is transmitted to you per the direction of the Board, for distribution to your Railroad Authority members.

Metropolitan LRT Joint Powers Board

1992 Annual Report

The Metropolitan LRT Joint Powers Board ("Board") was formed in February, 1992 for the purpose of coordinating its members in policy development, planning, designing and constructing light rail transit in the Twin Cities. Its members include Hennepin, Ramsey, Anoka, Dakota, Scott, and Washington County Regional Rail Authorities, as well as the Metropolitan Transit Commission. The Board elected Commissioner John Derus to act as Chair, Commissioner John T. Finley as Vice-Chair, and Commissioner Paul McCarron as Secretary for its first year of operations.

The first year proved to be a very significant year for the Board, because it acted as the forum for the negotiations of the appropriate governance structure for the implementation of LRT. This Annual Report will summarize this process, as well as the other activities and achievements of the Board in 1992.

1. Governance

Although the Board was formed with the mission of building LRT, it became clear that a compromise governance structure was necessary in order to move forward. The Board was a key player in discussions of the Metropolitan Council's Regional Transit Facilities Plan; it promoted a collaborative approach among the Regional Rail Authorities and the Minnesota Department of Transportation. Once the Transit Facilities Plan was adopted, the negotiations over the governance compromise took place at several Board meetings and was ultimately memorialized in proposed legislation. The governance bill received overwhelming support in both houses of the Legislature. Although the bill was vetoed by Governor

Carlson, the parties have proceeded as if the bill had passed and will seek legislation in 1993 confirming this collaborative approach.

2. Forum for Additional Policy Development

The Board acted as a forum for the consideration and development of LRT and transit-related policy. The Board provided comments on the Legislative Auditor's Report on Regional Transit Planning and the I35W Draft Environmental Impact Statement. It has supported efforts of Hennepin County Regional Railroad Authority, Ramsey County Regional Rail Authority and the Minnesota Department of Transportation to seek federal funding for the Central Corridor; and the Board members sit on the Central Corridor Management Committee. Through these types of activities, the Board ensures that a regional, multi-county perspective is discussed and communicated.

3. Community Involvement and Public Information

The governance structure designated the Metropolitan LRT Joint Powers Board as the organization responsible for reviewing and approving the community involvement plan and marketing program. In September of 1992, the Board adopted review criteria to ensure that the plan actively encourages corridor participation in decision-making and clearly specifies the mechanisms and process for soliciting and addressing public concern. The Board reviewed and approved the community involvement portion of the Joint Lead Agencies' Plan, in November 1992.

Additionally, the Board's review criteria require that the plan address a broader public information program to increase understanding of transit issues. This requirement sparked a region-wide discussion of transit public information, including experts from the Regional Transit Board, the Metropolitan Council, the Minnesota Department of Transportation and the Regional Rail Authorities. An effort is currently underway to develop a plan for a cooperative approach for public education about transit improvements.

4. Financial Information

The Board's budget for 1992 was \$116,835. Expenditures to date total \$31,196.69, leaving \$85,638.31 unexpended in the 1992 Budget. The 1993 Budget, as approved by the Board at its June 3, 1992 meeting, provided for a budget of \$131,250.00. At this time, it does not appear necessary for the Board to assess its members for 1993. The Board will keep its members apprised of its financial status over the course of 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature] 12/30/92
Authorized Signature Date

Board Action Requested

Report on Burlington Northern Right of Way Acquisition.

DISCUSSION ONLY

Request Justification

A verbal report will be given at the Railroad Authority meeting.

Budgeting and Accounting

Ed Glanville 12/30/92

County Attorney

[Signature]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 12, 1993

Board Date

F. L. Glendenning
Signature

1/5/93

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

Z. H. Spiegelberg 12/30/92
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 12 to BRW, Inc. in the amount of \$69,121.38 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/HCRRRA 91-001 governs the performance of services and terms of payment. Payment in the total amount of \$69,121.38 for the period ending August 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
 - 2) Accounts Payable form and Partial Payment No. 12
 - 3) BRW, Inc. Invoice No. 66772 and attachments

Budgeting and Accounting

Ed Glanville 12/30/92

County Attorney

W. H. ...

Risk Manager

Data Processing

Date / Time

Received By

Previous Action taken on Request

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 12, 1993

Board Date

F. L. Glendinning
Signature

1/5/93

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 August 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; and

WHEREAS, BRW, Inc. Invoice No. 66772, Partial Payment No. 12, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$69,121.38 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 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 Rail Authority Date: 11/16/92

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

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

1-2 3-7 8 9-14

3 CODE				
RFC	Fund	Dept	Object	Amount
	591	59105	020102	\$69,121.38
				\$
				\$
				\$
				\$
				\$
15-17	18-20	21-25	26-31	32-41
				\$69,121.38
				TOTAL

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

5 ON CHECK STUB PUT: Partial Pymt #12; Inv. 66772; Midway Phase II PE
 9-60

Agreement PA270; Acct. 59105-020102; 8/31/92
 9-60

For Risk Management Use Only	
Last Name	First Name

9-24

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

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

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 Kyle Spiegelbauer

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. 12

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: NOV 16 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 59105-020102

TOTAL VALUE OF WORK CERTIFIED - 31 AUG 92

LESS 5% RETAINAGE

AMOUNT DUE

LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 45.6%

\$1,341,895.08

\$65,073.18

\$1,276,821.90

\$1,198,162.85

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$78,659.05

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

12/3/92 *K. Halperin*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING
12/3/92 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$55,446.25	\$7,034.53	\$62,480.78
PARTIAL PAYMENT NO. 4	\$104,832.96	\$12,889.89	\$117,722.85
PARTIAL PAYMENT NO. 5	\$157,659.91	\$19,533.38	\$177,193.29
PARTIAL PAYMENT NO. 6	\$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	\$119,722.35	\$15,202.83	\$134,925.18
PARTIAL PAYMENT NO. 10	\$112,625.52	\$14,178.51	\$126,804.03
PARTIAL PAYMENT NO. 11	\$60,970.33	\$8,047.19	\$69,017.52
PARTIAL PAYMENT NO. 12	\$69,121.38	\$9,537.67	\$78,659.05
PARTIAL PAYMENT TOTAL:	\$1,134,576.90	\$142,245.00	\$1,276,821.90

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,276,821.90
AMOUNT REMAINING ON AGREEMENT \$1,663,178.10

	THIS BILLING	PAST BILLING	TOTAL TO DATE
RCRRA COST SHARE	\$72,759.39	\$1,119,404.10	\$1,192,163.49
RETAINAGE	\$3,638.01	\$53,948.58	\$57,586.59
AMOUNT DUE	\$69,121.38	\$1,065,455.52	\$1,134,576.90
HCRRRA COST SHARE	\$10,039.64	\$139,691.95	\$149,731.59
RETAINAGE	\$501.97	\$6,984.62	\$7,486.59
AMOUNT DUE	\$9,537.67	\$132,707.33	\$142,245.00



BRW INC.

Planning
Transportation
Engineering
Urban Design

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

Minneapolis
Denver
Phoenix
Tucson
San Diego
Seattle
Orlando

INVOICE
66772

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: August 31, 1992
JOB NO:1362

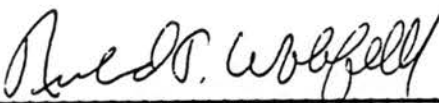
INVOICE PERIOD: August 1992
FEDERAL TAX ID NUMBER: 41-1625272

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

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 72,759.39	* \$ 1,117,581.40 <i>9,404.10</i> <i>3,948.58</i>	\$ 1,190,540.79 <i>2,163.49</i> <i>586.59</i>
LESS RETAINAGE	<u>3,638.01</u>	<u>54,147.57</u>	<u>57,785.58</u>
DUE THIS BILLING	\$ 69,121.38 ⁸	\$ 1,063,433.83 <i>5,455.52</i>	\$ 1,132,555.19 ²⁴ <i>4,576.90</i>
HCRRRA	\$ 10,039.64	\$ 139,489.43 <i>691.95</i> <i>984.62</i>	\$ 149,529.07 <i>731.59</i> <i>486.59</i>
LESS RETAINAGE	<u>501.97</u>	<u>6,782.08</u>	<u>7,284.05</u>
DUE THIS BILLING	\$ 9,537.67	\$ 132,707.35 ³	\$ 142,245.02 ⁰

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: October 27, 1992

To : Ken Stevens
Kathy DeSpieglaere

From: Jennie Thatcher *JS*

Re: Midway PE Invoices

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

The August 1992 invoice had an error in the Ramsey County "Previously Billed" column which carried over into the "Total to Date" column. A data entry error was made in the billing spreadsheet and, since the numbers in the draft invoice were entered incorrectly and the final is compared to the draft, the error was not caught. Corrected invoices are attached and should replace the previous versions. All of the Hennepin County numbers were correctly entered as were all the numbers in the "Billed This Invoice Column" for both clients. If you have any questions or comments, please call.

Date : November 9, 1992

To : Kathy Despiegelaere, RCRRA
Ken Stevens, HCRRA

From : Jennie Thatcher

RE : Year To Date Invoice Amounts

In the process of reconciling the year-to-date figures for the August 1992 invoice, some confusion arose in the way that the ZGF retainage for \$ 2,025.16 had been invoiced in the February 1992 invoice. The retainage was billed in the "RCRRA" and "HCRRA" lines as follows :

Item	Billed This Invoice	Previously Billed	Total to Date
RCRRA	\$ 120,887.27	\$ 424,827.99	\$ 545,715.26
Less Retainage	5,953.25	21,693.93	27,647.18
-----	-----	-----	-----
Due This Billing	\$ 114,934.02	\$ 403,134.06	\$ 518,068.08
 HCRRA	 \$ 15,340.18	 \$ 52,576.13	 \$ 67,916.31
Less Retainage	756.90	2,628.77	3,385.67
-----	-----	-----	-----
Due This Billing	\$ 14,583.28	\$ 49,947.36	\$ 64,530.64
=====	=====	=====	=====
Total Both RRA's	\$ 136,227.45		
Less Retainage	\$ 6,710.15		
-----	-----		
Due This Billing	\$ 129,517.30		

In the above method, the retainage was billed in the first line listed for each county. Please note that the "less retainage" lines were adjusted to take into account that there should be no "retainage" taken out of the ZGF Retainage invoice, this is why the retainage listed does not equal 5% of the total billed.

In reconciling the bill, I found that the above method did invoice the correct amount, but that both the gross billed and the retainage lines were overstated. It would have been more accurately listed as a credit in the "retainage" line, reducing the amount of retainage owed as follows:

Item	Billed This Invoice	Previously Billed	Total to Date
RCRRA	\$ 119,064.63	\$ 424,827.99	\$ 543,892.62
Less Retainage	4,130.61	21,693.93	25,824.54

Due This Billing	\$ 114,934.02	\$ 403,134.06	\$ 518,068.08
 HCRRA	 \$ 15,137.66	 \$ 52,576.13	 \$ 67,713.79
Less Retainage	554.38	2,628.77	3,183.15

Due This Billing	\$ 14,583.28	\$ 49,947.36	\$ 64,530.64
=====			
Total Both RRA's	\$ 134,202.29		
Less Retainage	\$ 4,684.99		

Due This Billing	\$ 129,517.30		

As you can see, the net effect is the same. Attached are revised summary sheets for the February 1992 invoice for your reference. The Job number affected is 1362-B-84, please review the attachments and, if you agree, attach it to your February 1992 copy for future reference. If the corrected amounts are carried forward, the "Previously Billed" and "Total to Date" numbers listed on the August 1992 invoice are, finally, correct. Please call if you need any additional information or have any further questions.

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

JOB NUMBER	LABOR	DIRECT EXPENSE	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRR	%	HCRRA
1362-A-01	1,402.00			1,402.00	70.10	1,331.90	90%	1,188.71	10%	133.19
1362-A-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-39				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-A-40				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-41	3,741.75	0.50		3,742.25	187.11	3,555.14	89%	3,164.07	11%	391.07
1362-A-42	15,676.25	108.30	5.70	15,790.25	789.51	15,000.74	89%	13,350.66	11%	1,650.08
1362-A-43	1,396.50	12,319.61	648.40	14,364.51	718.23	13,646.28	89%	12,145.19	11%	1,501.09
1362-A-44				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-45	362.50			362.50	18.13	344.37	89%	306.49	11%	37.88
1362-A-46	265.00			265.00	13.25	251.75	89%	224.06	11%	27.69
1362-A-47	2,247.50			2,247.50	112.38	2,135.12	89%	1,900.28	11%	234.86
1362-A-48	913.50			913.50	45.68	867.82	89%	772.38	11%	95.48
1362-A-49				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-A-81	880.00			880.00	44.00	836.00	90%	752.40	10%	83.60
1362-A-84				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-85	1,058.00			1,058.00	52.90	1,005.10	90%	904.59	10%	100.51
1362-A-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-88				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-01		361.00	19.00	380.00	19.00	361.00	90%	324.90	10%	36.10
1362-B-05	725.00			725.00	36.25	688.75	90%	619.88	10%	68.87
1362-B-06	2,181.25	235.53		2,416.78	120.84	2,295.94	100%	2,295.94	0%	0.00
1362-B-07				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-08				0.00	0.00	0.00	0%	0.00	****	0.00
1362-B-10	10,592.50	16,524.63	823.84	27,940.97	1,397.05	26,543.92	85%	22,562.33	15%	3,981.59
1362-B-20				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-21	1,480.00	361.87		1,841.87	92.09	1,749.78	85%	1,487.31	15%	262.47
1362-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-47	8,673.75	437.12		9,110.87	465.54	8,645.33	89%	7,872.34	11%	972.99
1362-B-50	180.00			180.00	9.00	171.00	90%	153.90	10%	17.10
1362-B-51				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-52		961.88	50.63	1,012.51	50.63	961.88	90%	865.69	10%	96.19
1362-B-53		8,054.79	423.94	8,478.73	423.94	8,054.79	90%	7,249.31	10%	805.48
1362-B-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-55	1,847.50	2,613.69	137.56	4,598.75	229.94	4,368.81	90%	3,931.93	10%	436.88
1362-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-80				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81	1,302.50			1,302.50	65.13	1,237.37	90%	1,113.63	10%	123.74
1362-B-83				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84		10,630.33	558.49	11,188.82	(1,465.67)	12,655.49	90%	11,389.94	10%	1,265.55
1362-B-85	203.50	7.36		210.86	10.54	200.34	90%	180.31	10%	20.03
1362-B-86				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-87				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-01				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-07				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-08				0.00	0.00	0.00	0%	0.00	****	0.00
1362-C-50	187.50			187.50	9.38	178.12	90%	160.31	10%	17.81
1362-C-51	5,295.00			5,295.00	264.75	5,030.25	90%	4,527.23	10%	503.02
1362-C-52		4.65		4.65	0.23	4.42	90%	3.98	10%	0.44
1362-C-53	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55	14,048.75	17.20		14,065.95	703.30	13,362.66	90%	12,028.39	10%	1,336.27
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-58				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-C-81	2,340.00			2,340.00	117.00	2,222.99	90%	2,000.69	10%	222.30
1362-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84	37.50			37.50	1.88	35.62	90%	32.06	10%	3.56
1362-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86	217.50			217.50	10.88	206.62	90%	185.96	10%	20.66
1362-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00

TOTAL	76,895.25	52,638.48	2,688.56	134,202.29	4,684.99	129,517.30		114,934.02		14,583.28
			ADDITION CHECKS	>>>>	<<<<	129,517.30				
TOTAL EXPENSE		55,307.04				129,517.30				

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA/HCRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA
 INVOICE PERIOD : FEBRUARY 1992
 NAME: 89003_1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRA ALLOCATION AMOUNT	%	HCRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$10,592.50	\$17,348.47	\$27,940.97	85%	\$23,749.82	15%	\$4,191.15
2.0 OPERATIONS PLAN	\$1,480.00	\$361.87	\$1,841.87	85%	\$1,565.59	15%	\$276.28
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
4.0 CIVIL ENGINEERING DESIGN	\$33,476.75	\$13,519.63	\$46,996.38	89%	\$41,826.78	11%	\$5,169.60
ADD'L SERVICES (RCRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$22,278.75	\$12,284.34	\$34,563.09	90%	\$31,088.78	10%	\$3,454.31
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$0.00	\$0.00	85%	\$0.00	15%	\$0.00
8.0 ENVIRONMENTAL IMPACT MITIGN	\$8,039.00	\$11,197.20	\$17,236.20	90%	\$15,512.58	10%	\$1,723.62
ADD'L SERVICES (RCRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$1,402.00	\$380.00	\$1,782.00	90%	\$1,603.80	10%	\$178.20
11.0 COMMUNITY PARTICIPATION	\$1,445.00	\$0.00	\$1,445.00	90%	\$1,300.50	10%	\$144.50
ADD'L SERVICES (RCRA CONTINGENCY)	\$2,181.25	\$235.53	\$2,416.78	100%	\$2,416.78	0%	\$0.00
RCRA COMMUNITY PARTICIPATION	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
HCRA COMMUNITY PARTICIPATION	\$0.00	\$0.00	\$0.00	0%	\$0.00	100%	\$0.00
TOTAL	\$78,895.25	\$55,307.04	\$134,202.29		\$119,084.63		\$15,137.66

NOV 10 '92 17:35 BRW INC.

OPJ Smally
Invoiced

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

JOB NUMBER	LABOR	DIRECT EXPENSE	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRR	%	HCRRA
1382-A-01	1,402.00			1,402.00	70.10	1,331.90	90%	1,198.71	10%	133.19
1382-A-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-A-40				0.00	0.00	0.00	89%	0.00	11%	0.00
1382-A-41	3,741.75	0.50		3,742.25	187.11	3,555.14	80%	3,184.07	11%	391.07
1382-A-42	15,676.25	108.30	5.70	15,790.25	789.51	15,000.74	89%	13,350.86	11%	1,650.08
1382-A-43	1,386.50	12,319.91	648.40	14,364.51	718.23	13,646.28	89%	12,145.19	11%	1,501.09
1382-A-44				0.00	0.00	0.00	88%	0.00	11%	0.00
1382-A-45	362.50			362.50	18.13	344.37	89%	308.49	11%	37.88
1382-A-48	265.00			265.00	13.25	251.75	89%	224.08	11%	27.89
1382-A-47	2,247.50			2,247.50	112.38	2,135.12	89%	1,900.25	11%	234.87
1382-A-48	913.50			913.50	45.88	867.62	89%	772.38	11%	95.46
1382-A-49				0.00	0.00	0.00	89%	0.00	11%	0.00
1382-A-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-A-81	880.00			880.00	44.00	836.00	90%	752.40	10%	83.60
1382-A-84				0.00	0.00	0.00	0.80	0.00	0.10	0.00
1382-A-85	1,058.00			1,058.00	52.90	1,005.10	90%	904.59	10%	100.51
1382-A-88				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-01		361.00	19.00	380.00	19.00	361.00	90%	324.90	10%	36.10
1382-B-05	725.00			725.00	36.25	688.75	90%	619.88	10%	68.87
1382-B-08	2,181.25	235.53		2,416.78	120.84	2,295.94	100%	2,295.94	0%	0.00
1382-B-10	10,592.50	18,524.83	823.84	27,940.87	1,397.05	26,543.92	85%	22,582.33	15%	3,961.59
1382-B-20				0.00	0.00	0.00	86%	0.00	15%	0.00
1382-B-21	1,480.00	361.87		1,841.87	92.09	1,749.78	85%	1,487.31	15%	262.47
1382-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-47	8,873.75	437.12		9,310.87	465.54	8,845.33	89%	7,872.34	11%	972.99
1382-B-50	180.00			180.00	9.00	171.00	90%	153.90	10%	17.10
1382-B-51				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-52		961.88	50.63	1,012.51	50.63	961.88	90%	865.89	10%	96.19
1382-B-53		8,054.79	423.94	8,478.73	423.94	8,054.79	90%	7,249.31	10%	805.48
1382-B-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-55	1,847.50	2,813.89	137.58	4,598.75	229.94	4,368.81	90%	3,931.93	10%	436.88
1382-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1382-B-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-B-80				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-81	1,302.50			1,302.50	65.13	1,237.37	90%	1,113.63	10%	123.74
1382-B-83				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-B-84		12,643.98	571.00	13,214.98	559.49	12,655.49	90%	11,389.94	10%	1,265.55
1382-B-85	203.50	7.38		210.88	10.54	200.34	90%	180.31	10%	20.03
1382-B-88				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-01				0.00	0.00	0.00	80%	0.00	10%	0.00
1382-C-05	720.00			720.00	36.00	684.00	90%	615.80	10%	68.40
1382-C-50	187.50			187.50	9.38	178.12	90%	160.31	10%	17.81
1382-C-51	5,295.00			5,295.00	264.75	5,030.25	90%	4,527.23	10%	503.02
1382-C-52	0.00	4.65		4.65	0.23	4.42	90%	3.98	10%	0.44
1382-C-53	720.00			720.00	36.00	684.00	90%	615.80	10%	68.40
1382-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-55	14,048.75	17.20		14,065.95	703.30	13,362.65	90%	12,026.39	10%	1,336.26
1382-C-56				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-57				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-70				0.00	0.00	0.00	85%	0.00	15%	0.00
1382-C-81	2,340.00			2,340.00	117.00	2,223.00	90%	2,000.70	10%	222.30
1382-C-82				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-84	37.50			37.50	1.88	35.62	90%	32.08	10%	3.58
1382-C-85				0.00	0.00	0.00	90%	0.00	10%	0.00
1382-C-88	217.50			217.50	10.88	206.62	90%	185.96	10%	20.66
1382-C-90				0.00	0.00	0.00	80%	0.00	20%	0.00

TOTAL	78,895.25	54,652.13	2,680.07	136,227.45	6,710.15	129,517.30		114,834.02		14,583.28
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TOTAL EXPENSE 57,332.20

NOTE: THE RETAINAGE AMOUNT ON THE ZGF "RETAINAGE"
INVOICE WAS REVERSED IN THE RETAINAGE COLUMN
OF 1382-B-84.

should have been listed as a credit to
The Retainage Column - See 11/9/92 letter

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

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

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

JOB NUMBER	LABOR	DIRECT EXPENSES	SUBCONSULTANT RETAINAGE	TOTAL	LESS RETAINAGE	TOTAL 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				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-A-40	435.00			435.00	21.75	413.25	89%	367.79	11%	45.48
1362-A-41	1,295.50			1,295.50	64.78	1,230.72	89%	1,095.34	11%	135.38
1362-A-42	6,704.50	1,958.13	103.06	8,765.69	438.28	8,327.41	89%	7,411.39	11%	916.02
1362-A-43		1,047.22	55.12	1,102.34	55.12	1,047.22	89%	932.03	11%	115.19
1362-A-44				0.00	0.00	0.00	89%	0.00	11%	0.00
1362-A-45		642.20	33.80	676.00	33.80	642.20	89%	571.56	11%	70.64
1362-A-46	560.00	9.00		569.00	28.45	540.55	89%	481.09	11%	59.46
1362-A-47	287.50			287.50	14.38	273.12	89%	243.08	11%	30.04
1362-A-48	832.50			832.50	41.63	790.87	89%	703.87	11%	87.00
1362-A-49	4,555.50			4,555.50	227.78	4,327.72	89%	3,851.67	11%	476.05
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-88				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	208.75	3,091.06	162.69	3,462.50	173.13	3,289.37	90%	2,960.43	10%	328.94
1362-B-05	2,965.50	912.93	47.50	3,925.93	196.30	3,729.62	90%	3,356.67	10%	372.95
1362-B-06				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-10	5,525.50	7,916.38	390.50	13,832.38	691.62	13,140.76	85%	11,169.65	15%	1,971.11
1362-B-20				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-21				0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-47	807.50	8.38		815.88	40.79	775.09	89%	689.83	11%	85.26
1362-B-50				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-51				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-53		3,771.50	198.50	3,970.00	198.50	3,771.50	90%	3,394.35	10%	377.15
1362-B-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-55				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-60				0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-70		16,621.01	874.79	17,495.80	874.79	16,621.01	85%	14,127.86	15%	2,493.15
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				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				0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-01	93.75			93.75	4.69	89.06	90%	80.15	10%	8.91
1362-C-05				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-50				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-51	262.50			262.50	13.13	249.37	90%	224.43	10%	24.94
1362-C-52				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-53				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-54				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-56	720.00			720.00	36.00	684.00	90%	615.60	10%	68.40
1362-C-57				0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-58	18,423.75	1,253.75	23.75	19,701.25	985.06	18,716.19	90%	16,844.57	10%	1,871.62
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	43,677.75	37,231.58	1,889.71	82,799.02	4,139.98	78,659.03	✓	69,121.36	✓	9,537.67
			ADDITION CHECKS	>>>>	----->	78,659.04				
TOTAL EXPENSE		39,121.27				78,659.03	<-----<<<<			

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 NOCE PERIOD : AUGUST 1992
 NAME: 89003_1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$5,525.50	\$8,306.88	\$13,832.38	85%	\$11,757.52	15%	\$2,074.86
2.0 OPERATIONS PLAN	\$0.00	\$0.00	\$0.00	85%	\$0.00	15%	\$0.00
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
4.0 CIVIL ENGINEERING DESIGN	\$15,478.00	\$3,856.91	\$19,334.91	89%	\$17,208.07	11%	\$2,126.84
ADD'L SERVICES (RCRRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$19,406.25	\$5,247.50	\$24,653.75	90%	\$22,188.38	10%	\$2,465.36
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$17,495.80	\$17,495.80	85%	\$14,871.43	15%	\$2,624.37
8.0 ENVIRONMENTAL IMPACT MITIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
ADD'L SERVICES (RCRRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
10.0 AGENCY COORDINATION	\$302.50	\$3,253.75	\$3,556.25	90%	\$3,200.63	10%	\$355.63
11.0 COMMUNITY PARTICIPATION	\$2,965.50	\$960.43	\$3,925.93	90%	\$3,533.34	10%	\$392.58
ADD'L SERVICES (RCRRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
TOTAL	\$43,677.75	\$39,121.27	\$82,799.02		\$72,759.37		\$10,039.64

BRW, INC.

BILLING LOG

BILLING SUMMARY

Current Costs for Projects in this Run:

	-- Labor --		-- Expenses --	
	Hours	Amount	Reimb.	Direct&Ind
Totals	830.9	14,261.23	37,231.56	

Billings this Run:

Total Labor	43,677.75
Total Consultants	
Total Expense	
Total Unit Billing	
Total Fee	
Total Interest	

Total Billings	43,677.75
----------------	-----------

Projects on file:	3,017
Projects selected:	59
Invoices printed:	1

** End of Billing Run **

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.0	145.00	145.00
STAFF LEVEL III			
RONHOVDE, NANCY	1.7	37.50	63.75
TOTALS	2.7		208.75

TOTAL LABOR 208.75

TOTAL THIS PROJECT \$ 208.75
=====

MIDWAY FE GEOTECHNICAL

PROJECT NO. 1362A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.0	145.00	435.00
TOTAL LABOR			435.00

TOTAL THIS PROJECT \$ 435.00
=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.5	145.00	217.50
STAFF LEVEL II			
JOHNSRUD, LARRY	30.8	35.00	1,078.00
TOTALS	32.3		1,295.50

TOTAL LABOR 1,295.50

TOTAL THIS PROJECT \$ 1,295.50

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	26.0	145.00	3,770.00
ASSOCIATE			
CRIDER, DEREK	1.4	80.00	112.00
STAFF LEVEL II			
JOHNSRUD, LARRY	27.8	35.00	973.00
STAFF LEVEL I			
GROSS, ROBERT	48.5	27.00	1,319.50
TOTALS	123.7		6,704.50

TOTAL LABOR 6,704.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362K.01

TOTAL THIS PROJECT \$ 6,704.50
=====

MIDWAY PERIGHT-OF-WAY

PROJECT NO. 1362A.46

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.5	145.00	507.50
STAFF LEVEL II			
BUCKLEY, SUSAN	1.5	35.00	52.50
TOTALS	5.0		560.00
		TOTAL LABOR	560.00

		TOTAL THIS PROJECT	\$ 560.00
			=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	145.00	145.00
CONSULTANT I			
GREEN, ROBERT	3.0	47.50	142.50
TOTALS	4.0		287.50
		TOTAL LABOR	287.50

		TOTAL THIS PROJECT	\$ 287.50
			=====

BRN, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE KHDOT/FHHA MTG

PROJECT NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	5.5	145.00	797.50
STAFF LEVEL II			
RAUCH, ILO	1.0	35.00	35.00
TOTALS	6.5		832.50
		TOTAL LABOR	832.50

		TOTAL THIS PROJECT	\$ 832.50
			=====

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	2.5	145.00	362.50
STAFF LEVEL II			
JOHNSRUD, LARRY	84.7	35.00	2,964.50
STAFF LEVEL I			
GROSS, ROBERT	45.5	27.00	1,228.50
TOTALS	132.7		4,555.50
		TOTAL LABOR	4,555.50

		TOTAL THIS PROJECT	\$ 4,555.50
			=====

SRM, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE COMHTTY PARTIC

PROJECT NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	20.5	80.00	1,640.00
MAU, RICHARD	1.0	80.00	80.00
SUBTOTALS	21.5		1,720.00
CONSULTANT I			
HIKIER, CHRISTIAN	16.0	47.50	760.00
STUBBS, ROBERT	0.8	47.50	38.00
SUBTOTALS	16.8		798.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	8.0	45.00	360.00
STAFF LEVEL III			
BEVER, GINA	1.0	37.50	37.50
HENDERSON, JANE	0.4	37.50	15.00
SUBTOTALS	1.4		52.50
STAFF LEVEL II			
HAWKINSOK, TOM	1.0	55.00	55.00
TOTALS	48.7		2,965.50

TOTAL LABOR 2,965.50

TOTAL THIS PROJECT \$ 2,965.50

MIDWAY PE PROJECT NGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	24.5	145.00	3,552.50
CONSULTANT I			
HINKER, CHRISTIAN	7.5	47.50	356.25
MOLITOR, LINDA	0.3	47.50	14.25
THATCHER, JENNIE	30.9	47.50	1,467.75
STAFF LEVEL III			
BEVER, SINA	3.1	37.50	116.25
HENDERSON, JANE	0.1	37.50	3.75
LAYER, JULIE	0.2	37.50	7.50
ROKHOUDE, HANCV	0.7	37.50	26.25
STAFF LEVEL II			
HARRICK, CLAUDIA	2.6	35.00	91.00
HAWKINSON, TOM	1.5	35.00	52.50
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	1.0	55.00	55.00
TOTALS	72.4		5,743.00
		TOTAL LABOR	5,743.00

		TOTAL THIS PROJECT	\$ 5,743.00
			=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362B.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
RUSCO, BRENT	13.0	57.50	747.50
STAFF LEVEL III			
HENDERSON, JANE	0.4	37.50	15.00
SR. ASSOCIATE			
PRESTON, HOWARD	0.5	90.00	45.00
TOTALS	13.9		807.50
		TOTAL LABOR	807.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 807.50
=====

MIDWAY PE COST ESTIMATES

PROJECT NO. 1362B.70

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5-	145.00	217.50-
		TOTAL LABOR	217.50-

TOTAL THIS PROJECT \$ 217.50-
=====

MIDWAY PE AGENCY COORD

PROJECT NO. 1362C.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
EMPLOYEES			
WICKLUND, DAVID	2.5	37.50	93.75
		TOTAL LABOR	93.75

TOTAL THIS PROJECT \$ 93.75
=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE STATH SITE D D

PROJECT NO. 1362C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
RAMBERS, JEFF	7.0	37.50	262.50
		TOTAL LABOR	262.50

TOTAL THIS PROJECT \$ 262.50

MIDWAY PE GDWV ENHANCMT

PROJECT NO. 1362C.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PAKALHS, ARIJS	8.0	90.00	720.00
		TOTAL LABOR	720.00

TOTAL THIS PROJECT \$ 720.00

MIDWAY PE PRESENTATIONS

PROJECT NO. 1362C.58

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1992

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	52.0	67.50	3,510.00
STAFF LEVEL IV			
WORD-SHEPTAK, CANDIS	27.5	45.00	1,237.50
STAFF LEVEL III			
RANBERG, JEFF	71.0	37.50	2,662.50
WICKLUND, DAVID	144.5	37.50	5,418.75
SUBTOTALS	215.5		8,081.25
SR. ASSOCIATE			
PAKALNS, ARIJS	42.0	90.00	3,780.00
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	33.0	55.00	1,815.00
TOTALS	370.0		18,423.75

TOTAL LABOR 18,423.75

TOTAL THIS PROJECT \$ 18,423.75

INVOICE SUMMARY

TOTAL LABOR 43,677.75

TOTAL THIS INVOICE 43,677.75

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001
INVOICE PERIOD : AUGUST 1992
FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$77.20
TRAVEL/AUTO/MILEAGE	18.55
FREIGHT/DELIVERY	9.00
OUTSIDE REPRODUCTION/PHOTO	411.53
OUTSIDE TEMPORARY HELP	8.38
AERIAL PHOTOGRAPHY	802.50

TOTAL	\$1,327.16
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SUBCONTRACTORS

BECHTEL CORPORATION	\$19,556.99
BRW ARCHITECTS, INC.	\$16,458.78
LTK	\$0.00
TKDA	\$1,778.34

TOTAL	\$37,794.11
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|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$39,121.27 |
|----------------|-------------|

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

**REQUEST FOR BOARD ACTION**

6

REGIONAL RAILROAD AUTHORITY

Originating Department

*[Signature]* 12/30/92  
Authorized Signature Date

**Board Action Requested**

Ratify Partial Payment No. 13 to BRW, Inc. in the amount of \$73,702.93 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 \$73,702.93 for the period ending September 30, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R92- . 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. 13
  - 3) BRW, Inc. Invoice No. 66778 and attachments

Budgeting and Accounting *Ed Klautsky* 12/30/92  
County Attorney *[Signature]*  
Risk Manager  
Data Processing  
Previous Action taken on Request

Date / Time

Received By

**Comments / Recommendation**

**Documentation certified complete for:**

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 12, 1993

Board Date

Signature

Date

1/5/93



# 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 September 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; and

WHEREAS, BRW, Inc. Invoice No. 66778, Partial Payment No. 13, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$73,702.93 for Ramsey County Regional Railroad Authority's share of services rendered through September 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: 12/4/92

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

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

1-2                      3-7                      8                      9-14

3 CODE

| RFC | Fund | Dept  | Object | Amount       |
|-----|------|-------|--------|--------------|
|     | 591  | 59105 | 02102  | \$ 73,702.93 |
|     |      |       |        | \$           |
|     |      |       |        | \$           |
|     |      |       |        | \$           |
|     |      |       |        | \$           |

\$ 73,702.93

TOTAL

4 PAY TO: <sup>2</sup>/<sub>8</sub> \*02207  
First Name & Initial (NO PUNCTUATION) 9-22  
BRW

Last Name or Company Name 23-52

(Name - Continued)

3

---

Address

9-32

---

City
State 33-54

Soc Sec No \_\_\_\_\_  
or  
Fed Tax ID \_\_\_\_\_

5 ON CHECK STUB PUT: 4 Partial Pymt #13; Inv. 66778; Midway Phase II PE 9-60

Agreement PA270; Acct. 59105-020102; 9/30/92

For Risk Management Use Only



Last Name First Name

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

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

Preparer's Signature /s/ Bette Kurysh

☒ 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 *A. Desplaigne*

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.13

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: DEC 93 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 59105-020102               | PERCENT COMPLETED | 48.6%          |
| TOTAL VALUE OF WORK CERTIFIED - 30 SEP 92 |                   | \$1,429,920.49 |
| LESS 5% RETAINAGE                         |                   | \$69,474.46    |
| AMOUNT DUE                                |                   | \$1,360,446.03 |
| LESS PREVIOUSLY APPROVED PAYMENTS:        |                   | \$1,276,821.90 |
| =====                                     |                   | =====          |
| ALLOWABLE PAYMENT FOR THIS PARTIAL:       |                   | \$83,624.13    |
|                                           |                   | =====          |

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

12/13/92 *[Signature]*  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/3/92 *[Signature]*  
DATE CONSULTANT

| PREVIOUS PARTIALS:     | RCRRA SHARE    | HCRRA SHARE  | TOTAL          |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$6,574.77     | \$837.38     | \$7,412.15     |
| PARTIAL PAYMENT NO. 2  | \$79,502.55    | \$9,652.13   | \$89,154.68    |
| PARTIAL PAYMENT NO. 3  | \$55,446.25    | \$7,034.53   | \$62,480.78    |
| PARTIAL PAYMENT NO. 4  | \$104,832.96   | \$12,889.89  | \$117,722.85   |
| PARTIAL PAYMENT NO. 5  | \$157,659.91   | \$19,533.38  | \$177,193.29   |
| PARTIAL PAYMENT NO. 6  | \$116,868.07   | \$14,573.17  | \$131,441.24   |
| PARTIAL PAYMENT NO. 7  | \$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  | \$119,722.35   | \$15,202.83  | \$134,925.18   |
| PARTIAL PAYMENT NO.10  | \$112,625.52   | \$14,178.51  | \$126,804.03   |
| PARTIAL PAYMENT NO.11  | \$60,970.33    | \$8,047.19   | \$69,017.52    |
| PARTIAL PAYMENT NO.12  | \$69,121.38    | \$9,537.67   | \$78,659.05    |
| PARTIAL PAYMENT NO.13  | \$73,702.93    | \$9,921.20   | \$83,624.13    |
| PARTIAL PAYMENT TOTAL: | \$1,208,279.83 | \$152,166.20 | \$1,360,446.03 |

SUMMARY OF AGREEMENT

|                                                      |                |
|------------------------------------------------------|----------------|
| ORIGINAL AGREEMENT AMOUNT:                           | \$2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | \$1,360,446.03 |
|                                                      | -----          |
| AMOUNT REMAINING ON AGREEMENT                        | \$1,579,553.97 |
|                                                      | -----          |

|                   | THIS BILLING | PAST BILLING   | TOTAL TO DATE  |
|-------------------|--------------|----------------|----------------|
| RCRRA COST SHARE  | \$77,582.05  | \$1,192,163.49 | \$1,269,745.54 |
| RETAINAGE         | \$3,879.12   | \$57,586.59    | \$61,465.71    |
| AMOUNT DUE        | \$73,702.93  | \$1,134,576.90 | \$1,208,279.83 |
| HCRRRA COST SHARE | \$10,443.36  | \$149,731.59   | \$160,174.95   |
| RETAINAGE         | \$522.16     | \$7,486.59     | \$8,008.75     |
| AMOUNT DUE        | \$9,921.20   | \$142,245.00   | \$152,166.20   |



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

#13  
  
INVOICE  
66778

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: September 30, 1992

JOB NO:1362

INVOICE PERIOD: September 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<br>INVOICE | PREVIOUSLY BILLED                   | TOTAL BILLING TO<br>DATE            |
|------------------|------------------------|-------------------------------------|-------------------------------------|
| RCRRA            | \$ 77,582.05           | \$ 1,190,340.79 <sup>2,163.49</sup> | \$ 1,267,922.84 <sup>9,745.54</sup> |
| LESS RETAINAGE   | <u>3,879.12</u>        | <u>57,785.58</u> <sup>586.59</sup>  | <u>61,664.70</u> <sup>465.71</sup>  |
| DUE THIS BILLING | \$ 73,702.93           | \$ 1,132,555.19 <sup>4,576.90</sup> | \$ 1,206,258.14 <sup>8,279.83</sup> |
| HCRRA            | \$ 10,443.36           | \$ 149,529.07 <sup>731.59</sup>     | \$ 159,972.43 <sup>60,174.95</sup>  |
| LESS RETAINAGE   | <u>522.16</u>          | <u>7,284.05</u> <sup>486.59</sup>   | <u>7,806.21</u> <sup>8,008.75</sup> |
| DUE THIS BILLING | \$ 9,921.20            | \$ 142,245.02 <sup>0</sup>          | \$ 152,166.28 <sup>0</sup>          |

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

BRW, INC.

  
Richard P. Wolsfeld  
Principal

For Mr. Wolsfeld

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

| JOB NUMBER    | LABOR     | DIRECT EXPENSES | SUBCONSULTANT<br>RETAINAGE | TOTAL     | LESS<br>RETAINAGE | TOTAL<br>SALES | %          | RCRRRA    | %     | 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     |           |                 |                            | 0.00      | 0.00              | 0.00           | 100%       | 0.00      | 0%    | 0.00     |
| 1362-A-40     | 190.00    | 3,813.70        |                            | 4,003.70  | 200.19            | 3,803.51       | 89%        | 3,385.12  | 11%   | 418.38   |
| 1362-A-41     |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%        | 0.00      | 11%   | 0.00     |
| 1362-A-42     | 3,246.75  | 1,805.45        | 94.23                      | 5,146.43  | 257.32            | 4,889.11       | 89%        | 4,351.31  | 11%   | 537.80   |
| 1362-A-43     |           | 83.14           | 4.38                       | 87.52     | 4.38              | 83.14          | 89%        | 73.99     | 11%   | 9.15     |
| 1362-A-44     |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%        | 0.00      | 11%   | 0.00     |
| 1362-A-45     |           | 1,123.85        | 59.15                      | 1,183.00  | 59.15             | 1,123.85       | 89%        | 1,000.23  | 11%   | 123.62   |
| 1362-A-46     |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%        | 0.00      | 11%   | 0.00     |
| 1362-A-47     | 550.50    |                 |                            | 550.50    | 27.53             | 522.97         | 89%        | 465.44    | 11%   | 57.53    |
| 1362-A-48     |           |                 |                            | 0.00      | 0.00              | 0.00           | 89%        | 0.00      | 11%   | 0.00     |
| 1362-A-49     | 11,232.75 |                 |                            | 11,232.75 | 561.64            | 10,671.11      | 89%        | 9,497.29  | 11%   | 1,173.82 |
| 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     |
|               |           |                 |                            | 0.00      | 0.00              | 0.00           | 100%       | 0.00      | 0%    | 0.00     |
| 1362-B-01     | 1,137.50  | 902.50          | 47.50                      | 2,087.50  | 104.38            | 1,983.12       | 90%        | 1,784.81  | 10%   | 198.31   |
| 1362-B-05     | 5,936.25  | 1,203.29        | 61.75                      | 7,201.29  | 360.06            | 6,841.22       | 90%        | 6,157.11  | 10%   | 684.11   |
| 1362-B-06     |           |                 |                            | 0.00      | 0.00              | 0.00           | 100%       | 0.00      | 0%    | 0.00     |
| 1362-B-07     | 414.40    | 1,257.29        |                            | 1,671.69  | 83.58             | 1,588.11       | 100%       | 1,588.11  | 0%    | 0.00     |
| 1362-B-08     |           |                 |                            | 0.00      | 0.00              | 0.00           | 0%         | 0.00      | ***** | 0.00     |
| 1362-B-10     | 12,275.00 | 4,786.81        | 247.20                     | 17,309.01 | 865.45            | 16,443.56      | 85%        | 13,977.03 | 15%   | 2,466.53 |
| 1362-B-20     |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%        | 0.00      | 15%   | 0.00     |
| 1362-B-21     |           |                 |                            | 0.00      | 0.00              | 0.00           | 85%        | 0.00      | 15%   | 0.00     |
| 1362-B-30     |           | 327.79          | 17.25                      | 345.04    | 17.25             | 327.79         | 90%        | 295.01    | 10%   | 32.78    |
| 1362-B-47     | 295.00    | 16.75           |                            | 311.75    | 15.59             | 296.16         | 89%        | 263.58    | 11%   | 32.58    |
| 1362-B-50     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-B-51     | 96.00     |                 |                            | 96.00     | 4.80              | 91.20          | 90%        | 82.08     | 10%   | 9.12     |
| 1362-B-52     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-B-53     |           | 920.31          | 48.44                      | 968.75    | 48.44             | 920.31         | 90%        | 828.28    | 10%   | 92.03    |
| 1362-B-54     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-B-55     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-B-60     | 925.00    |                 |                            | 925.00    | 46.25             | 878.75         | 80%        | 703.00    | 20%   | 175.75   |
| 1362-B-70     |           | 11,873.19       | 624.90                     | 12,498.09 | 624.90            | 11,873.19      | 85%        | 10,092.21 | 15%   | 1,780.98 |
| 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     |           |                 |                            | 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     |           |                 |                            | 0.00      | 0.00              | 0.00           | 100%       | 0.00      | 0%    | 0.00     |
| 1362-C-01     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-05     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-07     |           |                 |                            | 0.00      | 0.00              | 0.00           | 100%       | 0.00      | 0%    | 0.00     |
| 1362-C-08     |           |                 |                            | 0.00      | 0.00              | 0.00           | 0%         | 0.00      | ***** | 0.00     |
| 1362-C-50     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-51     | 1,620.00  |                 |                            | 1,620.00  | 81.00             | 1,539.00       | 90%        | 1,385.10  | 10%   | 153.90   |
| 1362-C-52     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-53     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-54     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 1362-C-55     |           |                 |                            | 0.00      | 0.00              | 0.00           | 90%        | 0.00      | 10%   | 0.00     |
| 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-58     | 11,136.25 | 9,168.59        | 482.56                     | 20,787.40 | 1,039.37          | 19,748.03      | 90%        | 17,773.23 | 10%   | 1,974.80 |
| 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         | 49,055.40 | 37,282.66       | 1,687.36                   | 88,025.42 | 4,401.28          | 83,624.13      |            | 73,702.93 |       | 9,921.20 |
|               |           |                 | ADDITION CHECKS            | >>>>      | ----->            | 83,624.14      |            |           |       |          |
|               |           |                 |                            |           |                   | 83,624.13      | <-----<<<< |           |       |          |
| TOTAL EXPENSE |           | 38,970.02       |                            |           |                   |                |            |           |       |          |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91-001  
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA  
 INVOICE PERIOD : SEPTEMBER 1992  
 NAME: 89003\_1

| WORK TASK                          | LABOR *     | DIRECT EXPENSES ** | TOTAL       | %    | RCRRA ALLOCATION AMOUNT | %    | HCRRRA ALLOCATION AMOUNT |
|------------------------------------|-------------|--------------------|-------------|------|-------------------------|------|--------------------------|
| 1.0 PROJECT MANAGEMENT             | \$12,275.00 | \$5,034.01         | \$17,309.01 | 85%  | \$14,712.66             | 15%  | \$2,596.35               |
| 2.0 OPERATIONS PLAN                | \$0.00      | \$0.00             | \$0.00      | 85%  | \$0.00                  | 15%  | \$0.00                   |
| 3.0 SYSTEMS ENGINEERING DESIGN     | \$0.00      | \$345.04           | \$345.04    | 90%  | \$310.54                | 10%  | \$34.50                  |
| 4.0 CIVIL ENGINEERING DESIGN       | \$15,515.00 | \$7,000.65         | \$22,515.65 | 89%  | \$20,038.93             | 11%  | \$2,476.72               |
| ADD'L SERVICES (RCRRA CONTINGENCY) | \$0.00      | \$0.00             | \$0.00      | 100% | \$0.00                  | 0%   | \$0.00                   |
| 5.0 FACILITY DESIGN                | \$12,852.25 | \$10,619.90        | \$23,472.15 | 90%  | \$21,124.94             | 10%  | \$2,347.21               |
| 6.0 VALUE ENGINEERING              | \$925.00    | \$0.00             | \$925.00    | 80%  | \$740.00                | 20%  | \$185.00                 |
| 7.0 SYSTEM COST ESTIMATES          | \$0.00      | \$12,498.09        | \$12,498.09 | 85%  | \$10,623.38             | 15%  | \$1,874.71               |
| 8.0 ENVIRONMENTAL IMPACT MITIGN    | \$0.00      | \$0.00             | \$0.00      | 90%  | \$0.00                  | 10%  | \$0.00                   |
| ADD'L SERVICES (RCRRA CONTINGENCY) | \$0.00      | \$0.00             | \$0.00      | 100% | \$0.00                  | 0%   | \$0.00                   |
| 9.0 IMPLEMENTATION METHOD          | \$0.00      | \$0.00             | \$0.00      | 80%  | \$0.00                  | 20%  | \$0.00                   |
| 10.0 AGENCY COORDINATION           | \$1,137.50  | \$950.00           | \$2,087.50  | 90%  | \$1,878.75              | 10%  | \$208.75                 |
| 11.0 COMMUNITY PARTICIPATION       | \$5,936.25  | \$1,265.04         | \$7,201.29  | 90%  | \$6,481.16              | 10%  | \$720.12                 |
| ADD'L SERVICES (RCRRA CONTINGENCY) | \$0.00      | \$0.00             | \$0.00      | 100% | \$0.00                  | 0%   | \$0.00                   |
| RCRRA COMMUNITY PARTICIPATION      | \$414.40    | \$1,257.29         | \$1,671.69  | 100% | \$1,671.69              | 0%   | \$0.00                   |
| HCRRRA COMMUNITY PARTICIPATION     | \$0.00      | \$0.00             | \$0.00      | 0%   | \$0.00                  | 100% | \$0.00                   |
| TOTAL                              | \$49,055.40 | \$38,970.02        | \$88,025.42 |      | \$77,582.05             |      | \$10,443.36              |

BRW, INC.

SEPTEMBER 30, 1992  
INVOICE NO. DRAFT  
PROJECT NO. 1342B.01

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

---

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE               | AMOUNT      |
|-------------------|-------|--------------------|-------------|
| PRINCIPAL         |       |                    |             |
| WOLSFELD, RICHARD | 3.5   | 145.00             | 507.50      |
| SR. ASSOCIATE     |       |                    |             |
| PROBST, DENNIS    | 7.0   | 90.00              | 630.00      |
| TOTALS            | 10.5  |                    | 1,137.50    |
|                   |       | TOTAL LABOR        | 1,137.50    |
|                   |       |                    | =====       |
|                   |       | TOTAL THIS PROJECT | \$ 1,137.50 |
|                   |       |                    | =====       |

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MIDWAY PE GEOTECHNICAL

PROJECT NO. 1342A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

---

PROFESSIONAL PERSONNEL

|                | HOURS | RATE               | AMOUNT    |
|----------------|-------|--------------------|-----------|
| VICE PRESIDENT |       |                    |           |
| ERICKSON, GARY | 2.0   | 95.00              | 190.00    |
|                |       | TOTAL LABOR        | 190.00    |
|                |       |                    | =====     |
|                |       | TOTAL THIS PROJECT | \$ 190.00 |
|                |       |                    | =====     |



BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13628.01

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| VICE PRESIDENT  |       |       |          |
| ERICKSON, GARY  | 31.0  | 95.00 | 2,945.00 |
| STAFF LEVEL III |       |       |          |
| JOHNSRUD, LARRY | 3.1   | 37.50 | 114.25   |
| RONHOVDE, NANCY | 0.8   | 37.50 | 30.00    |
| SUBTOTALS       | 3.9   |       | 144.25   |
| STAFF LEVEL II  |       |       |          |
| BUCKLEY, SUSAN  | 0.3   | 35.00 | 10.50    |
| RAUCH, ILO      | 1.0   | 35.00 | 35.00    |
| SUBTOTALS       | 1.3   |       | 45.50    |
| STAFF LEVEL V   |       |       |          |
| SANDERS, TOM    | 2.0   | 55.00 | 110.00   |
| TOTALS          | 38.2  |       | 3,246.75 |

TOTAL LABOR 3,246.75

TOTAL THIS PROJECT \$ 3,246.75

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE  | AMOUNT |
|----------------|-------|-------|--------|
| VICE PRESIDENT |       |       |        |
| ERICKSON, GARY | 1.0   | 95.00 | 95.00  |

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

|                  |      |       |        |
|------------------|------|-------|--------|
| CONSULTANT I     |      |       |        |
| GREEN, ROBERT    | 9.0  | 47.50 | 427.50 |
| STAFF LEVEL II   |      |       |        |
| HAMRICK, CLAUDIA | 0.8  | 35.00 | 28.00  |
| TOTALS           | 10.8 |       | 550.50 |

TOTAL LABOR 550.50

TOTAL THIS PROJECT \$ 550.50

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT    |
|-----------------|-------|-------|-----------|
| VICE PRESIDENT  |       |       |           |
| ERICKSON, GARY  | 4.5   | 95.00 | 427.50    |
| CONSULTANT II   |       |       |           |
| RUSCO, BRENT    | 52.5  | 57.50 | 3,016.75  |
| STAFF LEVEL III |       |       |           |
| JOHNSRUD, LARRY | 109.0 | 37.50 | 4,087.50  |
| STAFF LEVEL I   |       |       |           |
| GROSS, ROBERT   | 137.0 | 27.00 | 3,699.00  |
| TOTALS          | 303.0 |       | 11,232.75 |

TOTAL LABOR 11,232.75

TOTAL THIS PROJECT \$ 11,232.75

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PE COMMTTY PARTIC

PROJECT NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

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PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT   |
|--------------------|-------|-------|----------|
| ASSOCIATE          |       |       |          |
| MOORE, DOUGLAS     | 12.5  | 80.00 | 1,000.00 |
| CONSULTANT II      |       |       |          |
| COLBURN, ELIZABETH | 7.5   | 57.50 | 431.25   |
| CONSULTANT I       |       |       |          |
| ANDERSON, BETTY    | 0.7   | 47.50 | 33.25    |
| HINKER, CHRISTIAN  | 53.0  | 47.50 | 2,517.50 |
| SUBTOTALS          | 53.7  |       | 2,550.75 |
| STAFF LEVEL III    |       |       |          |
| ELLINGSON, RITCH   | 0.5   | 37.50 | 18.75    |
| NAGAN, CAROL       | 1.0   | 37.50 | 37.50    |
| SUBTOTALS          | 1.5   |       | 56.25    |
| STAFF LEVEL II     |       |       |          |
| HARRICK, CLAUDIA   | 1.3   | 35.00 | 45.50    |
| HAWKINSON, TOM     | 1.5   | 35.00 | 52.50    |
| SUBTOTALS          | 2.8   |       | 98.00    |
| SR. ASSOCIATE      |       |       |          |
| PROBST, DENNIS     | 20.0  | 90.00 | 1,800.00 |
| TOTALS             | 98.0  |       | 5,936.25 |

TOTAL LABOR 5,936.25

TOTAL THIS PROJECT \$ 5,936.25

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11.0 RCRA COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

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BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13628.01

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE  | AMOUNT |
|----------------------|-------|-------|--------|
| BARTEL, DAVID        | 2.5   | 55.00 | 137.50 |
| BLANKENSHIP, TIMOTHY | 4.2   | 55.00 | 231.00 |
| CUMMING, DIANA       | 1.7   | 27.00 | 45.90  |
| TOTALS               | 8.4   |       | 414.40 |

TOTAL LABOR 414.40

TOTAL THIS PROJECT \$ 414.40

MIDWAY PE PROJECT MGMT

PROJECT NO. 13625.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                   | HOURS | RATE   | AMOUNT    |
|-------------------|-------|--------|-----------|
| PRINCIPAL         |       |        |           |
| WOLSFELD, RICHARD | 10.5  | 145.00 | 1,522.50  |
| CONSULTANT I      |       |        |           |
| ANDERSON, BETTY   | 1.5   | 47.50  | 71.25     |
| HINKER, CHRISTIAN | 3.5   | 47.50  | 166.25    |
| THATCHER, JENNIE  | 28.8  | 47.50  | 1,368.00  |
| STAFF LEVEL III   |       |        |           |
| BEYER, GINA       | 5.3   | 37.50  | 198.75    |
| HENDERSON, JANE   | 0.4   | 37.50  | 15.00     |
| RONHOVDE, NANCY   | 6.7   | 37.50  | 251.25    |
| STAFF LEVEL II    |       |        |           |
| HAWKINSON, TOM    | 1.2   | 35.00  | 42.00     |
| SR. ASSOCIATE     |       |        |           |
| PROBST, DENNIS    | 96.0  | 90.00  | 8,640.00  |
| TOTALS            | 153.9 |        | 12,275.00 |

TOTAL LABOR 12,275.00

TOTAL THIS PROJECT \$ 12,275.00

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13628.01

MIDWAY PE STREET/SIGNAL

PROJECT NO. 13628.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| CONSULTANT II   |       |       |        |
| RUSCO, BRENT    | 2.0   | 57.50 | 115.00 |
| SR. ASSOCIATE   |       |       |        |
| PRESTON, HOWARD | 2.0   | 90.00 | 180.00 |
| TOTALS          | 4.0   |       | 295.00 |

TOTAL LABOR 295.00

TOTAL THIS PROJECT \$ 295.00

MIDWAY PE STATN SITE D D

PROJECT NO. 13628.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|               | HOURS | RATE  | AMOUNT |
|---------------|-------|-------|--------|
| ASSOCIATE     |       |       |        |
| CRIDER, DEREK | 1.2   | 80.00 | 96.00  |
| TOTAL LABOR   |       |       | 96.00  |

TOTAL THIS PROJECT \$ 96.00

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1342B.01

MIDWAY PE VALUE ENGRNG

PROJECT NO. 1342B.60

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                     | HOURS | RATE        | AMOUNT |
|---------------------|-------|-------------|--------|
| VICE PRESIDENT      |       |             |        |
| LACKEY, JOHN        | 5.0   | 95.00       | 475.00 |
| SR. ASSOCIATE       |       |             |        |
| FASSMANN, SIEGFRIED | 5.0   | 90.00       | 450.00 |
| TOTALS              | 10.0  |             | 925.00 |
|                     |       | TOTAL LABOR | 925.00 |

TOTAL THIS PROJECT \$ 925.00  
=====

MIDWAY PE STATN SITE D D

PROJECT NO. 1342C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE        | AMOUNT   |
|----------------|-------|-------------|----------|
| SR. ASSOCIATE  |       |             |          |
| PAKALNS, ARIJS | 16.0  | 90.00       | 1,440.00 |
|                |       | TOTAL LABOR | 1,440.00 |

TOTAL THIS PROJECT \$ 1,440.00  
=====

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 13426.01

MIDWAY PE PRESENTATIONS

PROJECT NO. 13420.58

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE               | AMOUNT       |
|----------------------|-------|--------------------|--------------|
| SR. CONSULTANT       |       |                    |              |
| MALLOY, STEPHEN      | 24.0  | 67.50              | 1,620.00     |
| STAFF LEVEL IV       |       |                    |              |
| NORD-SHEPTAK, CANDIS | 38.5  | 45.00              | 1,732.50     |
| STAFF LEVEL III      |       |                    |              |
| RAMBERG, JEFF        | 25.0  | 37.50              | 937.50       |
| WICKLUND, DAVID      | 152.5 | 37.50              | 5,718.75     |
| SUBTOTALS            | 177.5 |                    | 6,656.25     |
| SR. ASSOCIATE        |       |                    |              |
| PAKALNS, ARIJS       | 11.0  | 90.00              | 990.00       |
| STAFF LEVEL V        |       |                    |              |
| BLANKENSHIP, TIMOTHY | 2.5   | 55.00              | 137.50       |
| TOTALS               | 253.5 |                    | 11,134.25    |
|                      |       | TOTAL LABOR        | 11,134.25    |
|                      |       | TOTAL THIS PROJECT | \$ 11,134.25 |

INVOICE SUMMARY

|                    |           |
|--------------------|-----------|
| TOTAL LABOR        | 49,055.40 |
| TOTAL THIS INVOICE | 49,055.40 |



ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA-91001  
INVOICE PERIOD : SEPTEMBER 1992  
FILENAME: MIDWAYII\_B

OTHER DIRECT NON-SALARY COSTS

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|                            |          |
|----------------------------|----------|
| BRW GRAPHIC REPRODUCTION   | \$135.76 |
| TRAVEL/AUTO/MILEAGE        | 7.29     |
| FREIGHT/DELIVERY           | 76.50    |
| OUTSIDE REPRODUCTION/PHOTO | 1,139.19 |
| OUTSIDE TEMPORARY HELP     | 50.25    |

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|       |            |
|-------|------------|
| TOTAL | \$1,408.99 |
|-------|------------|

SUBCONTRACTORS

---

|                                    |             |
|------------------------------------|-------------|
| BECHTEL CORPORATION                | \$14,382.77 |
| AMERICAN ENGINEERING TESTING, INC. | \$3,813.70  |
| BRW ARCHITECTS, INC.               | \$17,749.00 |
| LTK                                | \$345.04    |
| TKDA                               | \$1,270.52  |

---

|       |             |
|-------|-------------|
| TOTAL | \$37,561.03 |
|-------|-------------|

~~~~~

TOTAL EXPENSES	\$38,970.02
----------------	-------------

file

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority

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

District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 26, 1993

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meetings of December 8, 1992 (Tax), and January 5, 1993.
 2. Central Corridor update - Discussion only.
 3. Update on Legislation - Discussion only.
 4. * Ratify Partial Payment No. 14 to BRW Inc. in the amount of \$46,917.85 for the Midway Corridor Phase II Preliminary Engineering.
 5. * Ratify Partial Payment No. 15 to BRW, Inc. in the amount of \$40,383.28 for the Midway Corridor Phase II Preliminary Engineering.
- * Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BOARD MEETING

December 8, 1992

Chairman Finley called the Budget Hearing to order in the Large Conference Room of 316 Court House at 11:00 A.M.

MEMBERS PRESENT:

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

Also Present:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning

1. A. Approve the 1993 Ramsey County Regional Railroad Budget in the amount of \$1,047,496.
B. Adopt a total tax levy of \$1,068,446.

Chairman Finley informed the Board that he would like to make a significant reduction in this budget and tax levy. He referred the Board to Page 9, the Contingent Account which we could reduce by a few hundred thousand dollars. He feels that if we could do this, we would still be comfortable if we reduced the proposed levy by \$218,466 to \$850,000 - this would be a 20.4% reduction.

The Board discussed this recommendation to change the total tax levy to a rate necessary to raise a total tax levy of \$850,000. The 1993 Approved Budget will be \$833,333.

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

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

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

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission; and

WHEREAS, The 1993 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,753,000; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$850,000 of the maximum levy of \$7,753,000; and

WHEREAS, The 1992 property tax levy for Regional Railroad Authority administration was \$1,068,446; and

WHEREAS, The Ramsey County Regional Railroad Authority, at its December 8 budget hearing, reduced the proposed levy by \$218,446 from \$1,068,446 to \$850,000, a 20.4% reduction; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1993 budget, a summary of which is shown in the Tax Levy Statement, as follows:

1993 Tax Levy Statement
Countywide Levy

1993 Approved Budget	\$833,333
FINANCING	
Current Taxes Receivable (Tax Levy)	\$833,333
Plus Estimated Tax Delinquency	16,667
Total Tax Levy:	\$850,000

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

292-39
RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1993 a tax rate percentum necessary to raise a Total Tax Levy of \$850,000.

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

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

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ORGANIZATION MEETING

Tuesday, January 5, 1993 - to be held
immediately after the 2:00 P.M. County
Board Meeting in the City Council
Chambers

Chairman Finley called the meeting to order at 2:15 P.M.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda C. Thomas
Commissioner Dick Wedell

Others Present:

David MacMillan represented the County Attorney's
Office, Kathryn DeSpiegelaere, Jill Goski

1. Appoint Officers for 1993 Ramsey County Regional Railroad Authority, Central Corridor Management Committee, and Metropolitan Light Rail Joint Powers Board.

Chairman Finley said this would be a short organizational meeting. The Regional Railroad Authority has been adopted by the County Board today at its organization meeting, and we have the proposed resolution for the appointment of the officers.

Chairman Finley asked if there were any recommendations for any of the officers.

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

Chairman Finley wished to explain to our new members that the Regional Rail Authority is a statutory body which operates similar to the County Board, with all seven County Board members being on the Authority. The Board meets every other week at 10:30 A.M., and we meet as a Committee of the Whole.

Chairman Finley said that during the last few years we have had almost as many important big dollar items as the County itself in many, many areas. We are proceeding with the first alignment which is called the Central Corridor, and this has been selected as the primary corridor for LRT in the metropolitan area, this goes down I-94 from Downtown St. Paul to the Capitol, to the University of Minnesota, and then Downtown Minneapolis. We have a planning committee which is called the Central Corridor Management Committee of which the primary people are ourselves and the Commissioner of Highways, Hennepin County, and he has been a member of this committee which has been staffed by members of our staffs.

This is to continue with the final, Preliminary Design of the actual alignment, and they are working with BRW under a contract to develop a final Environmental Impact Statement for Federal and State Funds, for this I-94 project.

Chairman Finley asked if there was a motion for Central Corridor Management Committee appointments. Commissioner Hunt moved the recommendation, seconded by Hal Norgard.

Chairman Finley said the next recommendation to be considered is the Joint Powers Board. Commissioner Hunt moved the recommendation, seconded by Commissioner Norgard.

Chairman Finley explained that this is a Joint Powers Board set up statutorily, to continue to study issues on light rail in the seven county metropolitan area. There is a possibility he may become Chairman of this board, which would put us in a good position metropolitan-wide as far as LRT is concerned, so that the Central Corridor does not slip back into second place. Commissioner Ahrens has been alternate on this Board.

Chairman Finley asked if there was a motion for the recommendation for Joint Powers Board.

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

Chairman Finley is going to send notice to our two new members of both of these Committees, so if they should want to come or just participate or observe they can see what we are doing.

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1993:

John T. Finley, Chairman
Diane Ahrens, Vice Chairman
Warren W. Schaber, Secretary
Ruby Hunt, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1993:

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

and Be it Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1993:

893-01 John T. Finley (member)
Diane Ahrens (alternate)
Kathryn DeSpiegelaere (staff).

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

Chairman Finley pointed out that David MacMillan, County Attorney's Office, handles Regional Rail Authority matters, he is very helpful metropolitan-wide and everything else. If you have any questions regarding the legality, Mr. MacMillan has been our man from the beginning.

Kathryn DeSpiegelaere is the premier expert in this area, and our new members have met her.

Jill Goski has been handling of the Public Affairs, she is responsible for setting up all meetings with citizenry for the last three to four years, to make sure that the public is aware, the notices are out, she has done a yeoman's job during the last several weeks when Ms. DeSpiegelaere was out of town due to her son's accident.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 1/15/93
Authorized Signature Date

Board Action Requested

Central Corridor update.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 26, 1993

Board Date

Signature

Date

F. L. Glendon

1/18/93

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Central Corridor Update

DATE: January 15, 1993

Ramsey County Regional Railroad Authority currently has responsibility for two major contracts, one for the Midway Corridor and one for the Central Corridor.

The Midway Corridor project is a joint contract with Hennepin County Regional Railroad Authority. The consultant on the project is BRW. The work consists of preliminary engineering for light rail transit from downtown St. Paul to the University of Minnesota, near Oak and Washington.

The contract is about 2/3 completed, and is expected to conclude in mid-1993. The State of Minnesota provides 50% of the funding for the project.

Major work elements include defining the alignment and station locations in downtown St. Paul, Capitol area engineering, location of the alignment in the vicinity of Marion to Western along St. Anthony Avenue, LRT in the median of I-94 to Fairview Avenue, and an alignment through the Westgate area. Preliminary engineering has been defined as 30% of the engineering needed before a project is constructed.

Community participation (Downtown Task Force, work with the Capitol Area Architectural and Planning Board, station-area meetings, and meetings with individual property owners) has been a significant portion of the this work and will be discussed with you at a subsequent meeting.

Page 2

The Central Corridor project, an Alternatives Analysis/Draft Environmental Impact Statement, is being conducted with the Minnesota Department of Transportation and Hennepin County Regional Railroad Authority. It is a federally-sponsored project with 80% funding provided by the Federal Transit Administration.

A map of the Central Corridor and an outline of the five step federal process of developing a project are attached.

The Central Corridor project includes an analysis of four alternatives for major capital improvements between the two downtowns:

- No build
- Transportation System Management
- Busway/high occupancy vehicle lanes
- Light rail transit.

This project is expected to be completed by mid-1993. It includes work on a surface alignment in downtown Minneapolis.

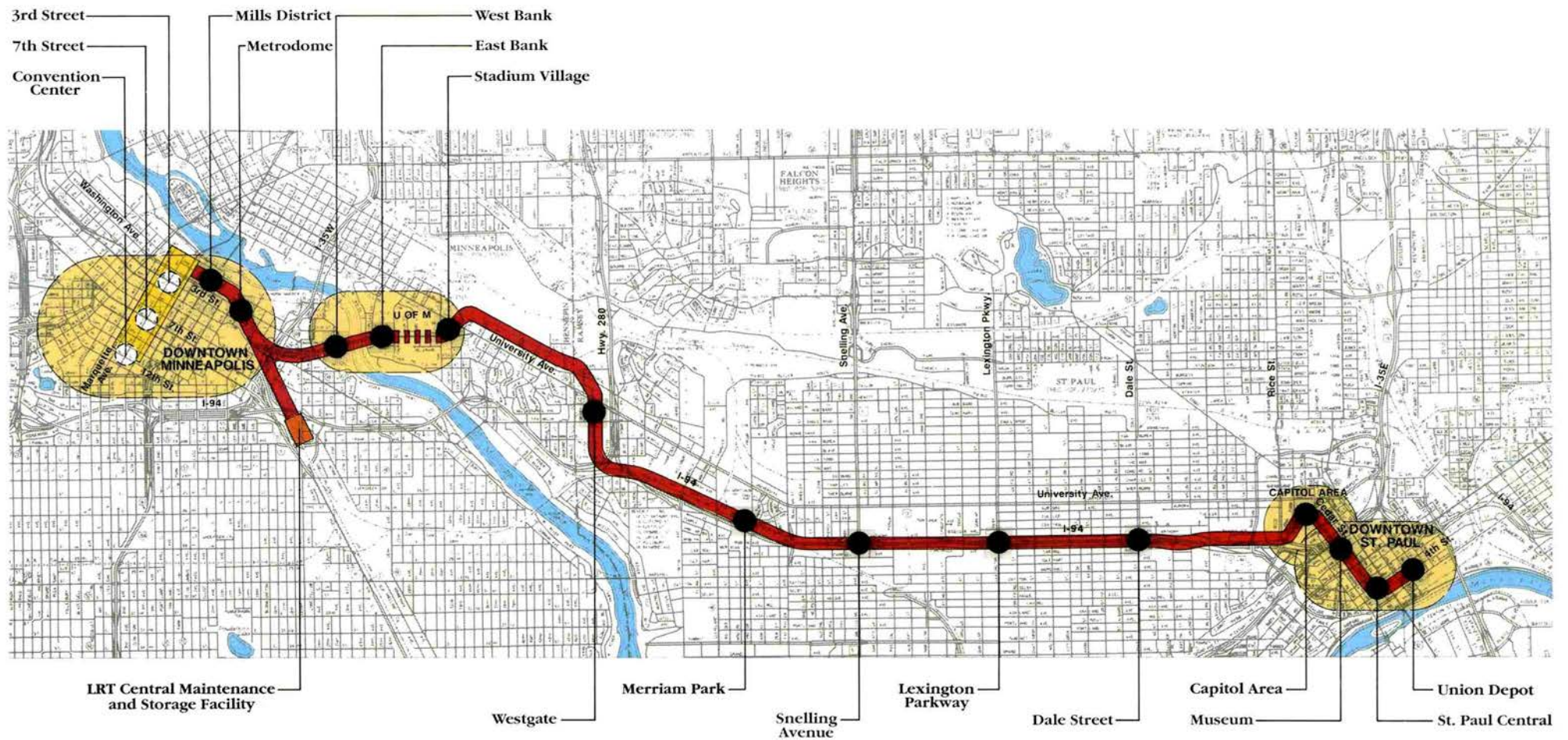
BRW is the primary contractor for this project.

Community participation on this project includes distribution of a newsletter to a mailing list of 2700, the Central Corridor Management Committee (Commissioners Finley and Ahrens are representative and alternate), and forums and hearings at intervals of the project.

Recommendation:

For your information.

KD/blk
Attachment



CENTRAL CORRIDOR TRANSIT ALIGNMENT

Legend:

- Proposed Alignment
- Alignment Study Area
- Tunnel
- Proposed Station
- Station Location Study Areas
- Major Transit Generators

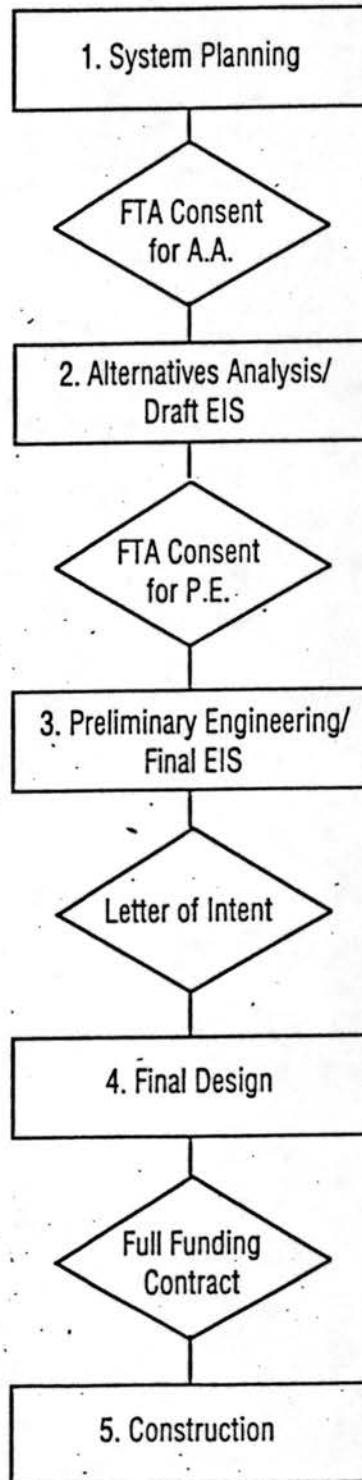
10/5/92

0 1500 3000



BRW

Project Development Process



Local activities
Funded by FTA

FTA decision

**PRESENTATION TO
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

10:30 AM

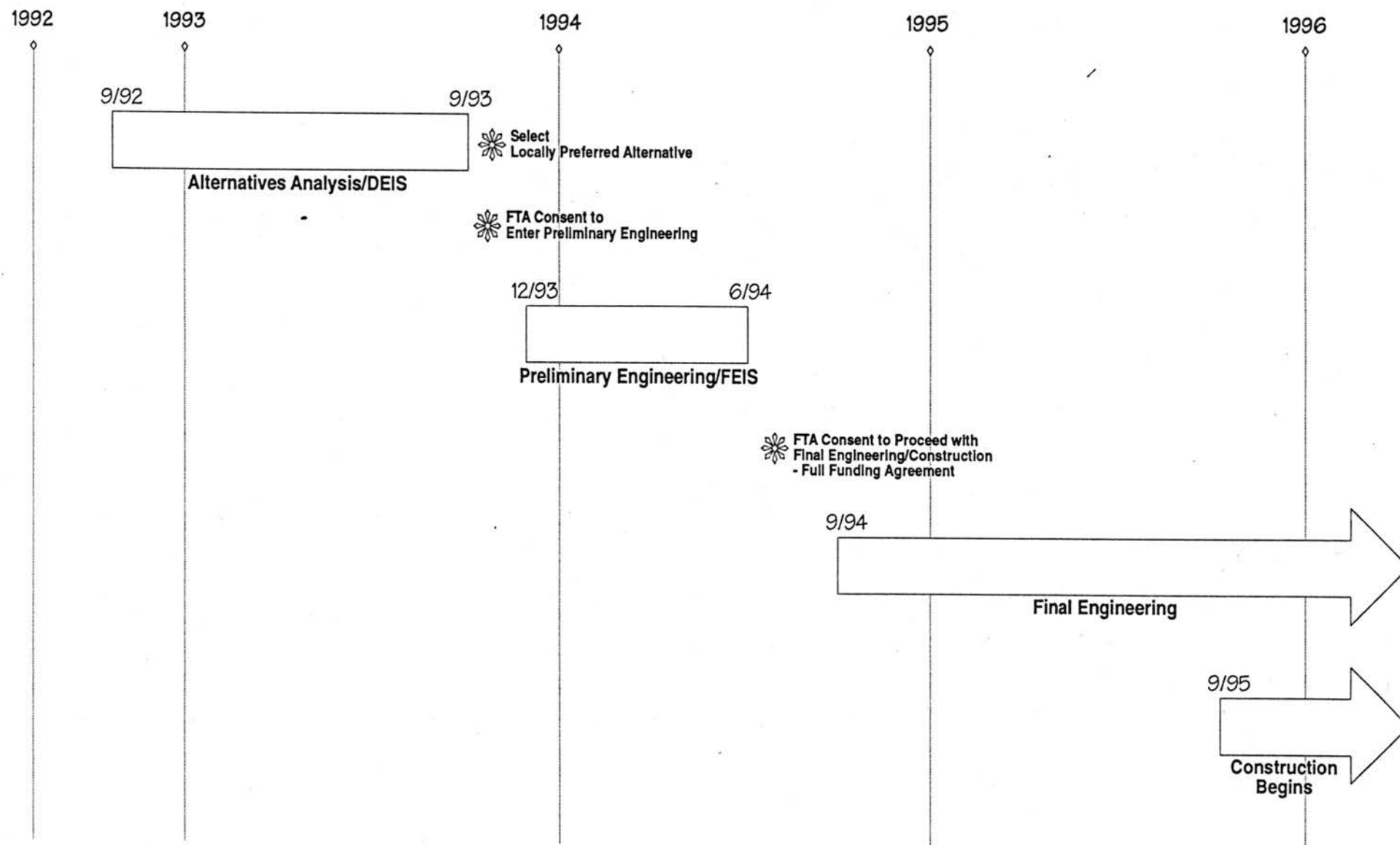
Courthouse

Tuesday, January 26, 1993

OVERVIEW OF MIDWAY/CENTRAL CORRIDOR

- Terminology
- Midway Corridor Preliminary Design and DEIS:
(November 1989 - December 1990) - Wolsfeld
 - No Federal Funds/State EIS
 - Three Alternative Alignments
 - Preliminary Design (10%)
- Midway Preliminary Engineering (30%)
(September 1991 - Current) - Wolsfeld/Probst
 - Issues
 - Resolutions
 - Public Involvement
 - Current Status
- Regional Transit Facilities Plan (2/92) - DeSpiegelaere
 - 20 Year System Plan: Central Corridor and I-35W
 - Central Corridor First Priority
 - Federal Funds for Central Corridor (30-50%)
- Central Corridor Alternatives Analysis/DEIS
(September 1992 - Current) - Probst
 - Work Program
 - Alternatives Being Analyzed
 - Schedule (Attachment #1)
 - Current Work

CENTRAL CORRIDOR IMPLEMENTATION SCHEDULE



Joint Lead Agencies
Mn/DOT • RCRRA • HCRRA



January 1993

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

F. L. Spiegelauer 1/15/93
Authorized Signature Date

Board Action Requested

Update on legislation.

DISCUSSION ONLY

Request Justification

Information on legislative proposals will be provided at your meeting.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

January 26, 1993
Board Date

Signature

1/18/93
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

E. L. Spiegeler 1/15/93
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 14 to BRW, Inc. in the amount of \$46,917.85 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 \$46,917.85 for the period ending October 31, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R92- . 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. 14
 - 3) BRW, Inc. Invoice No. 67026 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

January 26, 1993

Board Date

Signature

1/18/93

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

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

WHEREAS, BRW, Inc. Invoice No. 67026, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$46,917.85 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 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: 12/29/92

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	\$ 46,917.85
				\$
				\$
				\$
				\$
				\$
15-17	18-20	21-25	26-31	32-41
				\$ 46,917.85

4 PAY TO: *02207 \$ 46,917.85
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 #14; Inv. 67026; Midway Phase II PE
8 9-60

Agreement PA270; Acct. 59105-020102; 10/31/92
8 9-60

For Risk Management Use Only	Last Name	First Name

6 9-24

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

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

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.14

PREPARED BY: _____

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

ENTERED BY: _____

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: DEC 29 92

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

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55419

ACCOUNT NUMBER 59105-020102
TOTAL VALUE OF WORK CERTIFIED - 31 OCT 92
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 50.5%
\$1,484,391.76
\$72,198.05
\$1,412,193.71
\$1,360,446.03

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$51,747.68

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

1/7/93 *K. W. Spiegelauer*
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

1/5/93 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$55,446.25	\$7,034.53	\$62,480.78
PARTIAL PAYMENT NO. 4	\$104,832.96	\$12,889.89	\$117,722.85
PARTIAL PAYMENT NO. 5	\$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	\$119,722.35	\$15,202.83	\$134,925.18
PARTIAL PAYMENT NO.10	\$112,625.52	\$14,178.51	\$126,804.03
PARTIAL PAYMENT NO.11	\$60,970.33	\$8,047.19	\$69,017.52
PARTIAL PAYMENT NO.12	\$69,121.38	\$9,537.67	\$78,659.05
PARTIAL PAYMENT NO.13	\$73,702.93	\$9,921.20	\$83,624.13
PARTIAL PAYMENT NO.14	\$46,917.85	\$4,829.83	\$51,747.68
PARTIAL PAYMENT TOTAL:	\$1,255,197.68	\$156,996.03	\$1,412,193.71

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$1,412,193.71
AMOUNT REMAINING ON AGREEMENT	\$1,527,806.29

	THIS BILLING	PAST BILLING	TOTAL TO DATE
RCRRA COST SHARE	\$49,387.25	\$1,269,745.54	\$1,319,132.79
RETAINAGE	\$2,469.40	\$61,465.71	\$63,935.11
AMOUNT DUE	\$46,917.85	\$1,208,279.83	\$1,255,197.68
HCRRRA COST SHARE	\$5,084.02	\$160,174.95	\$165,258.97
RETAINAGE	\$254.19	\$8,008.75	\$8,262.94
AMOUNT DUE	\$4,829.83	\$152,166.20	\$156,996.03



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
67026

#14

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: October 31, 1992

JOB NO:1362

INVOICE PERIOD: October 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	\$ 49,387.25	\$ 1,267,922.84	\$ 1,317,310.09
LESS RETAINAGE	<u>2,469.40</u>	<u>61,064.70</u>	<u>64,134.10</u>
DUE THIS BILLING	\$ 46,917.85	\$ 1,206,258.14	\$ 1,253,175.99
		8,279.83	5,197.68
HCRRA	\$ 5,084.02	\$ 159,972.43	\$ 165,056.45
LESS RETAINAGE	<u>254.19</u>	<u>8,008.75</u>	<u>8,060.40</u>
DUE THIS BILLING	\$ 4,829.83	\$ 152,166.28	\$ 156,996.05

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

BRW, INC.

Richard P. Wolsfeld
Principal

For
Richard Wolsfeld

BRW, INC.

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

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
PROBST, DENNIS	13.0	90.00	1,170.00
		TOTAL LABOR	1,170.00
			=====
		TOTAL THIS PROJECT	\$ 1,170.00
			=====

MIDWAY PE GEOTECHNICAL

PROJECT NO. 1362A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.5	145.00	217.50
		TOTAL LABOR	217.50
			=====
		TOTAL THIS PROJECT	\$ 217.50
			=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 13625.01

MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
JOHNSRUD, LARRY	4.0	37.50	150.00
		TOTAL LABOR	150.00
		TOTAL THIS PROJECT	\$ 150.00

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	11.5	145.00	1,667.50
STAFF LEVEL III			
JOHNSRUD, LARRY	72.8	37.50	2,730.00
STAFF LEVEL II			
RAUCH, ILO	7.0	35.00	245.00
TOTALS	91.3		4,642.50
		TOTAL LABOR	4,642.50
		TOTAL THIS PROJECT	\$ 4,642.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	2.5	145.00	362.50
		TOTAL LABOR	362.50

		TOTAL THIS PROJECT	\$ 362.50
			=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
GREEN, ROBERT	42.0	47.50	1,995.00
		TOTAL LABOR	1,995.00

		TOTAL THIS PROJECT	\$ 1,995.00
			=====

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	7.0	145.00	1,015.00
CONSULTANT II			
RUSCO, BRENT	20.0	57.50	1,150.00
STAFF LEVEL III			
JOHNSRUD, LARRY	14.2	37.50	532.50
STAFF LEVEL II			
BUCKLEY, SUSAN	0.5	35.00	17.50
MOEN, TODD	9.0	35.00	315.00
SUBTOTALS	9.5		332.50
STAFF LEVEL I			
GROSS, ROBERT	168.5	27.00	4,549.50
MAKI, JOE	30.0	27.00	810.00
SUBTOTALS	198.5		5,359.50
TOTALS	249.2		6,389.50

TOTAL LABOR 6,389.50

TOTAL THIS PROJECT \$ 6,389.50

11.0 RCRA COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
COLBURN, ELIZABETH	2.5	57.50	143.75
HAWKINSON, TOM	1.0	35.00	35.00
HINIKER, CHRISTIAN	46.5	47.50	2,208.75
MOORE, DOUGLAS	7.5	60.00	400.00
PATRICK, CHRISTOPHER	2.0	45.00	90.00
PROBST, DENNIS	21.0	90.00	1,890.00
WOLSFELD, RICHARD	3.0	145.00	435.00
TOTALS	83.5		5,402.50

TOTAL LABOR 5,402.50

TOTAL THIS PROJECT \$ 5,402.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 13428.01

MIDWAY PE PROJECT MGMT

PROJECT NO. 13428.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.5	145.00	507.50
CONSULTANT I			
HINIKER, CHRISTIAN	7.8	47.50	370.50
THATCHER, JENNIE	24.9	47.50	1,182.75
STAFF LEVEL III			
BEYER, GINA	1.1	37.50	41.25
RONHOVDE, NANCY	1.9	37.50	71.25
STAFF LEVEL II			
HAWKINSON, TOM	1.0	35.00	35.00
SR. ASSOCIATE			
PROBST, DENNIS	34.0	90.00	3,060.00
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	2.0	55.00	110.00
TOTALS	76.2		5,378.25

TOTAL LABOR 5,378.25

TOTAL THIS PROJECT \$ 5,378.25
=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 13428.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1342B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT II			
RUSCO, BRENT	21.5	57.50	1,234.25
STAFF LEVEL II			
HAWKINSON, TOM	0.4	35.00	21.00
SR. ASSOCIATE			
PRESTON, HOWARD	2.5	90.00	225.00
TOTALS	24.4		1,482.25

TOTAL LABOR 1,482.25

TOTAL THIS PROJECT \$ 1,482.25

11.0 RCRA COMM/PARTICIP

PROJECT NO. 1342C.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
BEYER, GINA	1.4	37.50	52.50
MALLOY, STEPHEN	13.0	67.50	877.50
PAKALNS, ARIJS	6.0	90.00	540.00
PATRICK, CHRISTOPHER	1.5	45.00	67.50
WICKLUND, DAVID	86.0	37.50	3,200.00
TOTALS	107.9		4,837.50

TOTAL LABOR 4,837.50

TOTAL THIS PROJECT \$ 4,837.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1342B.01

11.0 HCRA COMM/PARTICIP

PROJECT NO. 1342C.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
WICKLUND, DAVID	32.5	37.50	1,218.75

TOTAL LABOR 1,218.75

TOTAL THIS PROJECT \$ 1,218.75

MIDWAY PE STATN SITE D D

PROJECT NO. 1342C.51

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1992

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE PAKALNS, ARIJS	10.0	90.00	900.00

TOTAL LABOR 900.00

TOTAL THIS PROJECT \$ 900.00

INVOICE SUMMARY

TOTAL LABOR 36,146.25

TOTAL THIS INVOICE 36,146.25

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRRA/HCRRRA-91001

VOICE PERIOD : OCTOBER 1992

FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$98.92
TRAVEL/AUTO/MILEAGE	25.46
FREIGHT/DELIVERY	120.60
OUTSIDE REPRODUCTION/PHOTO	279.81

TOTAL	\$524.79
-------	----------

SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$11,895.00
ETK	\$109.76
TKDA	\$5,795.47

TOTAL	\$17,800.23
-------	-------------

~~~~~

|                |             |
|----------------|-------------|
| TOTAL EXPENSES | \$18,325.02 |
|----------------|-------------|

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

*K. Helgeson* 1/15/93  
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 15 to BRW, Inc. in the amount of \$40,383.28 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 \$40,383.28 for the period ending November 30, 1992, has been issued in accordance with contract provisions and Rail Authority Resolution No. R92- . Payment documentation is being submitted for ratification in compliance with the latter.

- Attachments are: 1) Proposed resolution  
2) Accounts Payable form and Partial Payment 15  
3) BRW, Inc. Invoice No. 67128 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

January 26, 1993

Board Date

Signature

Signature

Date

Date

1/18/93



# 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 November 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; and

WHEREAS, BRW, Inc. Invoice No. 67128, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$40,383.28 for Ramsey County Regional Railroad Authority's share of services rendered through November 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: 12/30/92

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  | 59101 | 020102 | \$ 40,383.28 |
|        |      |       |        | \$           |
|        |      |       |        | \$           |
|        |      |       |        | \$           |
|        |      |       |        | \$           |

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

\$ 40,383.28  
TOTAL

4 PAY TO: \*02207

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

Last Name or Company Name BRW 23-52

(Name - Continued) BRW 53-76

8 Address BRW 9-32

City BRW State BRW 33-54 Zip Code BRW 55-59

Soc Sec No \_\_\_\_\_ or Fed Tax ID \_\_\_\_\_ 60-71

5 ON CHECK STUB PUT: Partial Pymt #15; Inv. 67128; Midway Phase II PE 9-60

Agreement PA270; Acct. 59105-020102; 11/30/92 9-60

For Risk Management Use Only BRW 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 K. H. Spiegel

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.15

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: DEC 30 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 59105-020102  
TOTAL VALUE OF WORK CERTIFIED - 30 NOV 92  
LESS 5% RETAINAGE  
AMOUNT DUE  
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 52.2%  
\$1,534,169.41  
\$74,686.91  
\$1,459,482.50  
\$1,412,193.71  
-----  
\$47,288.79  
=====

ALLOWABLE PAYMENT FOR THIS PARTIAL:

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

1/7/93 *[Signature]*  
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/5/93 *[Signature]*  
DATE CONSULTANT

| PREVIOUS PARTIALS:     | RCRRA SHARE    | HCRRA SHARE  | TOTAL          |
|------------------------|----------------|--------------|----------------|
| PARTIAL PAYMENT NO. 1  | \$6,574.77     | \$837.38     | \$7,412.15     |
| PARTIAL PAYMENT NO. 2  | \$79,502.55    | \$9,652.13   | \$89,154.68    |
| PARTIAL PAYMENT NO. 3  | \$55,446.25    | \$7,034.53   | \$62,480.78    |
| PARTIAL PAYMENT NO. 4  | \$104,832.96   | \$12,889.89  | \$117,722.85   |
| PARTIAL PAYMENT NO. 5  | \$157,659.91   | \$19,533.38  | \$177,193.29   |
| PARTIAL PAYMENT NO. 6  | \$116,868.07   | \$14,573.17  | \$131,441.24   |
| PARTIAL PAYMENT NO. 7  | \$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  | \$119,722.35   | \$15,202.83  | \$134,925.18   |
| PARTIAL PAYMENT NO.10  | \$112,625.52   | \$14,178.51  | \$126,804.03   |
| PARTIAL PAYMENT NO.11  | \$60,970.33    | \$8,047.19   | \$69,017.52    |
| PARTIAL PAYMENT NO.12  | \$69,121.38    | \$9,537.67   | \$78,659.05    |
| PARTIAL PAYMENT NO.13  | \$73,702.93    | \$9,921.20   | \$83,624.13    |
| PARTIAL PAYMENT NO.14  | \$46,917.85    | \$4,829.83   | \$51,747.68    |
| PARTIAL PAYMENT NO. 15 | \$40,383.28    | \$6,905.51   | \$47,288.79    |
| PARTIAL PAYMENT TOTAL: | \$1,295,580.96 | \$163,901.54 | \$1,459,482.50 |

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00  
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,459,482.50  
-----  
AMOUNT REMAINING ON AGREEMENT \$1,480,517.50  
=====

|                   | THIS BILLING | PAST BILLING   | TOTAL TO DATE  |
|-------------------|--------------|----------------|----------------|
| RCRRA COST SHARE  | \$42,508.72  | \$1,319,132.79 | \$1,361,641.51 |
| RETAINAGE         | \$2,125.44   | \$63,935.11    | \$66,060.55    |
| AMOUNT DUE        | \$40,383.28  | \$1,255,197.68 | \$1,295,580.96 |
| HCRRRA COST SHARE | \$7,268.93   | \$165,258.97   | \$172,527.90   |
| RETAINAGE         | \$363.42     | \$8,262.94     | \$8,626.36     |
| AMOUNT DUE        | \$6,905.51   | \$156,996.03   | \$163,901.54   |





BRW INC.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Denver  
Phoenix  
Tucson  
San Diego  
Seattle  
Orlando

INVOICE  
67128

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: November 30, 1992

JOB NO: 1362

INVOICE PERIOD: November 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<br>INVOICE | PREVIOUSLY BILLED                       | TOTAL BILLING TO<br>DATE                 |
|------------------|------------------------|-----------------------------------------|------------------------------------------|
| RCRRA            | \$ 42,508.72           | \$ 1,317,310.09<br><sup>9,132.79</sup>  | \$ 1,359,818.81<br><sup>61,641.51</sup>  |
| LESS RETAINAGE   | <u>2,125.44</u>        | <u>64,164.10</u><br><sup>3,935.11</sup> | <u>66,289.54</u><br><sup>66,289.54</sup> |
| DUE THIS BILLING | \$ 40,383.28           | \$ 1,253,145.99<br><sup>5,197.68</sup>  | \$ 1,293,529.27<br><sup>5,580.96</sup>   |
| HCRRA            | \$ 7,268.93            | \$ 165,056.45<br><sup>258.97</sup>      | \$ 172,325.38<br><sup>527.90</sup>       |
| LESS RETAINAGE   | <u>363.42</u>          | <u>8,060.40</u><br><sup>262.94</sup>    | <u>8,423.82</u><br><sup>423.82</sup>     |
| DUE THIS BILLING | \$ 6,905.51            | \$ 156,996.05 <sup>3</sup>              | \$ 163,901.58 <sup>4</sup>               |

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

BRW, INC.

  
Richard P. Wolsfeld  
Principal

  
Ken Stevens

PROJECT BUDGET STATUS REPORT  
MONTH OF NOVEMBER 1992

| WORK TASK                                  | BUDGET      | SPENT THIS PERIOD | SPENT TO DATE | AMOUNT REMAINING | % SPENT | % RCRA | RCRA AMOUNT | % HCRRA | HCRRA AMOUNT | COMMENTS                                |
|--------------------------------------------|-------------|-------------------|---------------|------------------|---------|--------|-------------|---------|--------------|-----------------------------------------|
| TASK 1.0 ADMINISTRATION                    | \$280,000   | \$4,370           | \$229,260     | \$50,740         | 82%     | 85%    | \$194,871   | 15%     | \$34,389     |                                         |
| TASK 2.0 OPERATIONS                        | \$80,000    | \$0               | \$17,117      | \$62,883         | 21%     | 85%    | \$14,548    | 15%     | \$2,568      |                                         |
| TASK 3.0 SYSTEM DESIGN                     | \$210,000   | \$0               | \$19,423      | \$190,577        | 9%      | 90%    | \$17,480    | 10%     | \$1,942      |                                         |
| TASK 4.0 CIVIL DESIGN                      | \$1,240,000 | \$22,218          | \$566,135     | \$673,865        | 46%     | 89%    | \$503,860   | 11%     | \$62,275     |                                         |
| TASK 4.0 ADD'L SERVICES RCRA CONTINGENCY   | \$3,200     | \$0               | \$3,200       | \$0              | 100%    | 100%   | \$3,200     | 0%      | \$0          | +\$3,200 ALLOCATION PER 2/14/92 LETTER  |
| TASK 5.0 FACILITY DESIGN                   | \$480,000   | \$5,966           | \$438,980     | \$41,020         | 91%     | 90%    | \$395,082   | 10%     | \$43,898     | -\$30,000 ALLOCATION PER 2/14/92 LETTER |
| TASK 6.0 VALUE ENGINEERING                 | \$25,000    | \$12,044          | \$12,969      | \$12,031         | 52%     | 80%    | \$10,375    | 20%     | \$2,594      |                                         |
| TASK 7.0 COST ESTIMATES                    | \$30,000    | \$0               | \$46,148      | (\$16,148)       | 154%    | 85%    | \$39,224    | 15%     | \$6,922      |                                         |
| TASK 8.0 ENVIRONMENTAL IMPACT MITIGATION   | \$115,000   | \$0               | \$105,962     | \$9,038          | 92%     | 90%    | \$95,366    | 10%     | \$10,596     | +\$30,000 ALLOCATION PER 2/14/92 LETTER |
| TASK 8.0 ADD'L SERVICES - RCRA CONTINGENCY | \$10,500    | \$0               | \$10,500      | \$0              | 100%    | 100%   | \$10,500    | 0%      | \$0          | +\$10,599 ALLOCATION PER 2/14/92 LETTER |
| TASK 9.0 IMPLEMENTATION METHOD/MGMT        | \$10,000    | \$0               | \$0           | \$10,000         | 0%      | 80%    | \$0         | 20%     | \$0          |                                         |
| TASK 10.0 AGENCY COORDINATION              | \$55,000    | (\$14)            | \$21,948      | \$33,052         | 40%     | 90%    | \$19,753    | 10%     | \$2,195      |                                         |
| TASK 11.0 PARTICIPATION/COMMUNICATION      | \$145,000   | \$180             | \$25,809      | \$119,191        | 18%     | 90%    | \$23,228    | 10%     | \$2,581      |                                         |
| TASK 11.0 RCRA COMMUNITY PARTICIPATION     | \$0         | \$3,867           | \$32,330      | (\$32,330)       |         | 100%   | \$32,330    | 0%      | \$0          |                                         |
| TASK 11.0 HCRRA COMMUNITY PARTICIPATION    | \$0         | \$1,148           | \$2,366       | (\$2,366)        |         | 0%     | \$0         | 100%    | \$2,366      |                                         |
| SUBTOTAL                                   | \$2,683,700 | \$49,778          | \$1,532,144   | \$1,151,556      | 57%     |        | \$1,359,819 |         | \$172,325    |                                         |
| CONTINGENCY                                | \$256,300   |                   |               | \$256,300        |         |        |             |         |              | -\$13,700 ALLOCATION PER 2/14/92 LETTER |
| TOTAL                                      | \$2,940,000 | \$49,778          | \$1,532,144   | \$1,407,856      | 52%     |        | \$1,359,819 |         | \$172,325    |                                         |

# MIDWAY PE BUDGET HISTORY

| WORK TASK   | ORIGINAL<br>CONTRACT AMOUNT | 2/14/92<br>LETTER #1 | 2/14/92<br>LETTER #2 | 2/14/92<br>LETTER #3 | TOTAL       |
|-------------|-----------------------------|----------------------|----------------------|----------------------|-------------|
| TASK 1.0    | \$280,000                   |                      |                      |                      | \$280,000   |
| TASK 2.0    | \$80,000                    |                      |                      |                      | \$80,000    |
| TASK 3.0    | \$210,000                   |                      |                      |                      | \$210,000   |
| TASK 4.0    | \$1,240,000                 |                      |                      | \$3,200              | \$1,243,200 |
| TASK 5.0    | \$510,000                   | (\$30,000)           |                      |                      | \$480,000   |
| TASK 6.0    | \$25,000                    |                      |                      |                      | \$25,000    |
| TASK 7.0    | \$30,000                    |                      |                      |                      | \$30,000    |
| TASK 8.0    | \$85,000                    | \$30,000             | \$10,500             |                      | \$125,500   |
| TASK 9.0    | \$10,000                    |                      |                      |                      | \$10,000    |
| TASK 10.0   | \$55,000                    |                      |                      |                      | \$55,000    |
| TASK 11.0   | \$145,000                   |                      |                      |                      | \$145,000   |
| SUBTOTAL    | \$2,670,000                 | \$0                  | \$10,500             | \$3,200              | \$2,683,700 |
| CONTINGENCY | \$270,000                   |                      | (\$10,500)           | (\$3,200)            | \$256,300   |
| TOTAL       | \$2,940,000                 | \$0                  | \$0                  | \$0                  | \$2,940,000 |

cc: Dick Wolsfeld  
Jennie Thatcher  
File: Midway 15.1

# Memorandum



Date : December 17, 1992

To : Kathy DeSpeigelaere  
Ken Stevens

B R W INC.

From : Jennie Thatcher *JT*

RE : Freight/Delivery Charge on the October 1992 Invoice.

In the process of finding back-up copies that were missing from the October 1992 invoice, I found a UPS charge coded to this project in error. The charge for \$ 13.50 is listed against job number 1362-A-01 and appears in the October 1992 Invoice. The Credit appears against the same number in the November 1992 invoice. Copies of the charge and posting sheet are attached for your review. Please call if you have any questions.

Planning  
Transportation  
Engineering  
Urban Design

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

Minneapolis  
Phoenix  
Denver  
Orlando  
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

PROJECT: 1362A.01  
MIDWAY PE AGENCY CUORD

PROJECT DETAIL REPORT  
FOR THE PERIOD 10/01/92 - 10/31/92

PROJ MGR: HOLSFELD  
TASK MGR:

| DESCRIPTION                      | HOURS   |          |               |       | AMOUNTS |          |               |        |
|----------------------------------|---------|----------|---------------|-------|---------|----------|---------------|--------|
|                                  | CURRENT |          | -JOB TO DATE- |       | CURRENT |          | -JOB TO DATE- |        |
|                                  | REGULAR | OVERTIME | TOTAL         | TOTAL | REGULAR | OVERTIME | TOTAL         | TOTAL  |
| 010 PRINCIPAL<br>00 GENERAL      |         |          |               | 17.0  |         |          |               |        |
| 060 CONSULTANT I<br>00 GENERAL   |         |          |               | 1.5   |         |          |               |        |
| 090 STAFF LEVEL II<br>00 GENERAL |         |          |               | .7    |         |          |               |        |
| TOTAL LABOR                      |         |          |               | 19.2  |         |          |               | 720.31 |

## REIMBURSABLE EXPENSES

551.00 PARKING

3.75

564.00 FREIGHT MESSENGER

AP 03901 10/31/92

UNITED PARCEL SERVICE

13.50

TOTAL

13.50

13.50

TOTAL REIMBURSABLES

13.50

17.25

PROJECT TOTALS

13.50

737.56

7  
To: 1620-A-01<sup>19.2</sup>

# Parcel Service

# DELIVERY SERVICE BILL

ACCOUNT #5611664428 - BRW INC

WEEK ENDING 10/31/92

| DATE     | SHIPMENT FROM               | DELIVERY TO                    | TRACKING #             | SERVICE                | REFERENCE # | PKGS/WT | CHARGE |
|----------|-----------------------------|--------------------------------|------------------------|------------------------|-------------|---------|--------|
| 10/22/92 | BRW<br>MPLS, MN             | BRW<br>PORTLAND, OR            | 02036724731<br>19216   | NEXT DAY AIR           |             | 1/22    | 40.00  |
| 10/22/92 | BRW<br>MPLS, MN             | BRW<br>PORTLAND, OR            | 02036724740<br>19216   | NEXT DAY AIR           |             | 1/3     | 15.7   |
| 10/26/92 | RICK NAU<br>MPLS, MN        | MARSHALL ERDMAN<br>MADISON, WI | 01920738660<br>1620A01 | NEXT DAY AIR           |             | 1/1     | 13.5   |
| 10/26/92 | BRW<br>MPLS, MN             | BRW<br>MILWAUKEE, WI           | 01920739310<br>19210   | NEXT DAY AIR<br>LETTER |             |         | 9.0    |
| 10/26/92 | RALPH BLUM<br>MILWAUKEE, WI | BRW INC<br>MINNEAPOLIS, MN     | 19929897957<br>19210   | NEXT DAY AIR           |             | 1/10    | 27.5   |

-DETAIL PAGE 2, CONTINUE

05813

TARIFFS FILED WITH THE INTERSTATE COMMERCE COMMISSION AND STATE REGULATORY AGENCIES  
REQUIRE PAYMENT OF THIS BILL WITHIN SEVEN (7) DAYS.

**BRW**

700 Third Street South  
Minneapolis, MN 55415

CHECK DATE REFERENCE NO.

11/10/92

04308

AMOUNT

\*\*\*\*\*426.50

PAY

FOUR HUNDRED TWENTY-SIX & 50/100 DOLLARS

TO:

UNITED PARCEL SERVICE  
P.O. BOX 9430

MINNEAPOLIS, MN 55440-9430

**NOT NEGOTIABLE**

104308 091001157 1083589

10-26 0192 1268 961 22 1 Letter Next Day Air

Receiver

BRW INC  
MINNEAPOLIS MN

Reference No.

11212

Sender

BRW INC  
SAN DIEGO CA

Transportation

9.00

Total

9.00

BRW, INC.

BILLING LOG

BILLING SUMMARY

Current Costs for Projects in this Run:

|        | -- Labor -- |          | -- Expenses -- |            |
|--------|-------------|----------|----------------|------------|
|        | Hours       | Amount   | Reimb.         | Direct&Ind |
| Totals | 353.9       | 5,302.77 | 31,554.10      | .          |

Billings this Run:

|                    |           |
|--------------------|-----------|
| Total Labor        | 16,621.50 |
| Total Consultants  |           |
| Total Expense      |           |
| Total Unit Billing |           |
| Total Fee          |           |
| Total Interest     |           |

|                |           |
|----------------|-----------|
| Total Billings | 16,621.50 |
|----------------|-----------|

|                    |       |
|--------------------|-------|
| Projects on file:  | 3,323 |
| Projects selected: | 63    |
| Invoices printed:  | 1     |

\*\* End of Billing Run \*\*



BRW, INC.

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

-----  
MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

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

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| STAFF LEVEL III |       |       |        |
| JOHNSRUD, LARRY | 17.5  | 37.50 | 656.25 |
| STAFF LEVEL I   |       |       |        |
| GROSS, ROBERT   | 4.0   | 27.00 | 162.00 |
| TOTALS          | 23.5  |       | 818.25 |

TOTAL LABOR 818.25  
-----

TOTAL THIS PROJECT \$ 818.25  
=====

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

---

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE               | AMOUNT      |
|-----------------|-------|--------------------|-------------|
| STAFF LEVEL III |       |                    |             |
| JOHNSRUD, LARRY | 40.3  | 37.50              | 1,511.25    |
|                 |       |                    |             |
|                 |       | TOTAL LABOR        | 1,511.25    |
|                 |       |                    |             |
|                 |       | TOTAL THIS PROJECT | \$ 1,511.25 |

---

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

---

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE               | AMOUNT      |
|----------------------|-------|--------------------|-------------|
| PRINCIPAL            |       |                    |             |
| ERICKSON, GARY       | 4.0   | 145.00             | 580.00      |
|                      |       |                    |             |
| STAFF LEVEL IV       |       |                    |             |
| PATRICK, CHRISTOPHER | 2.0   | 45.00              | 90.00       |
|                      |       |                    |             |
| STAFF LEVEL III      |       |                    |             |
| JOHNSRUD, LARRY      | 12.1  | 37.50              | 453.75      |
|                      |       |                    |             |
| STAFF LEVEL II       |       |                    |             |
| BUCKLEY, SUSAN       | 1.0   | 35.00              | 35.00       |
|                      |       |                    |             |
| STAFF LEVEL I        |       |                    |             |
| GROSS, ROBERT        | 99.0  | 27.00              | 2,673.00    |
| MAKI, JOE            | 17.0  | 27.00              | 459.00      |
| SUBTOTALS            | 116.0 |                    | 3,132.00    |
|                      |       |                    |             |
| TOTALS               | 135.1 |                    | 4,290.75    |
|                      |       |                    |             |
|                      |       | TOTAL LABOR        | 4,290.75    |
|                      |       |                    |             |
|                      |       | TOTAL THIS PROJECT | \$ 4,290.75 |

---

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

MIDWAY PE COMMTTY PARTIC

PROJECT NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                | HOURS | RATE               | AMOUNT    |
|----------------|-------|--------------------|-----------|
| SR. ASSOCIATE  |       |                    |           |
| PROBST, DENNIS | 2.0   | 90.00              | 180.00    |
|                |       |                    |           |
|                |       | TOTAL LABOR        | 180.00    |
|                |       |                    |           |
|                |       | TOTAL THIS PROJECT | \$ 180.00 |

11.0 RCRA COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE               | AMOUNT      |
|----------------------|-------|--------------------|-------------|
| ANDERSON, BETTY      | 0.3   | 47.50              | 14.25       |
| COLBURN, ELIZABETH   | 15.5  | 57.50              | 891.25      |
| HINIKER, CHRISTIAN   | 11.0  | 47.50              | 522.50      |
| MOORE, DOUGLAS       | 6.0   | 80.00              | 480.00      |
| PATRICK, CHRISTOPHER | 1.6   | 45.00              | 72.00       |
| PROBST, DENNIS       | 17.0  | 90.00              | 1,530.00    |
| WOLSFELD, RICHARD    | 0.5   | 145.00             | 72.50       |
|                      |       |                    |             |
| TOTALS               | 51.9  |                    | 3,582.50    |
|                      |       |                    |             |
|                      |       | TOTAL LABOR        | 3,582.50    |
|                      |       |                    |             |
|                      |       | TOTAL THIS PROJECT | \$ 3,582.50 |

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1342B.01

11.0 HCRRRA COMM/PARTICIP

PROJECT NO. 1342B.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                    | HOURS | RATE  | AMOUNT   |
|--------------------|-------|-------|----------|
| PROBST, DENNIS     | 1.0   | 90.00 | 90.00    |
| TOTAL LABOR        |       |       | 90.00    |
| TOTAL THIS PROJECT |       |       | \$ 90.00 |

MIDWAY PE PROJECT MGMT

PROJECT NO. 1342B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1992

PROFESSIONAL PERSONNEL

|                      | HOURS | RATE   | AMOUNT   |
|----------------------|-------|--------|----------|
| PRINCIPAL            |       |        |          |
| WOLSFELD, RICHARD    | 2.5   | 145.00 | 362.50   |
| CONSULTANT I         |       |        |          |
| HINIKER, CHRISTIAN   | 2.5   | 47.50  | 118.75   |
| THATCHER, JENNIE     | 13.8  | 47.50  | 655.50   |
| STAFF LEVEL III      |       |        |          |
| HENDERSON, JANE      | 1.2   | 37.50  | 45.00    |
| LAYER, JULIE         | 0.6   | 37.50  | 22.50    |
| STAFF LEVEL I        |       |        |          |
| SCHMELING, STEVEN    | 5.5   | 27.00  | 148.50   |
| SR. ASSOCIATE        |       |        |          |
| PROBST, DENNIS       | 24.0  | 90.00  | 2,160.00 |
| STAFF LEVEL V        |       |        |          |
| BLANKENSHIP, TIMOTHY | 1.0   | 55.00  | 55.00    |
| TOTALS               | 51.1  |        | 3,567.75 |
| TOTAL LABOR          |       |        | 3,567.75 |

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1342B.01

TOTAL THIS PROJECT \$ 3,567.75  
=====

-----  
MIDWAY PE STREET/SIGNAL

PROJECT NO. 1342B.47

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

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT   |
|-----------------|-------|-------|----------|
| CONSULTANT II   |       |       |          |
| RUSCO, BRENT    | 18.5  | 57.50 | 1,063.75 |
| STAFF LEVEL III |       |       |          |
| RONHOVDE, NANCY | 1.0   | 37.50 | 37.50    |
| SR. ASSOCIATE   |       |       |          |
| PRESTON, HOWARD | 2.0   | 90.00 | 180.00   |
| TOTALS          | 21.5  |       | 1,281.25 |

TOTAL LABOR 1,281.25  
-----

TOTAL THIS PROJECT \$ 1,281.25  
=====

-----  
11.0 RCRA COMM/PARTICIP

PROJECT NO. 1342C.07

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

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| BEYER, GINA     | 0.4   | 37.50 | 15.00  |
| HAWKINSON, TOM  | 0.6   | 35.00 | 21.00  |
| WICKLUND, DAVID | 5.5   | 37.50 | 206.25 |
| TOTALS          | 6.5   |       | 242.25 |

TOTAL LABOR 242.25  
-----

TOTAL THIS PROJECT \$ 242.25  
=====

BRW, INC.

INVOICE NO. DRAFT  
PROJECT NO. 1362B.01

-----  
11.0 HCRRA COMM/PARTICIP

PROJECT NO. 1362C.08

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

PROFESSIONAL PERSONNEL

|                 | HOURS | RATE  | AMOUNT |
|-----------------|-------|-------|--------|
| MALLOY, STEPHEN | 2.0   | 67.50 | 135.00 |
| PAKALNS, ARIJS  | 4.0   | 90.00 | 360.00 |
| WICKLUND, DAVID | 15.0  | 37.50 | 562.50 |

|        |      |  |          |
|--------|------|--|----------|
| TOTALS | 21.0 |  | 1,057.50 |
|--------|------|--|----------|

|             |          |
|-------------|----------|
| TOTAL LABOR | 1,057.50 |
|-------------|----------|

|                    |             |
|--------------------|-------------|
| TOTAL THIS PROJECT | \$ 1,057.50 |
|--------------------|-------------|

-----  
INVOICE SUMMARY

|             |           |
|-------------|-----------|
| TOTAL LABOR | 16,621.50 |
|-------------|-----------|

|                    |           |
|--------------------|-----------|
| TOTAL THIS INVOICE | 16,621.50 |
|--------------------|-----------|

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRRA/HCRRRA-91001  
INVOICE PERIOD : NOVEMBER 1992  
FILENAME: MIDWAYII\_B

OTHER DIRECT NON-SALARY COSTS

|                            |         |
|----------------------------|---------|
| BRW GRAPHIC REPRODUCTION   | \$21.50 |
| TRAVEL/AUTO/MILEAGE        | 12.22   |
| FREIGHT/DELIVERY           | 8.60    |
| OUTSIDE REPRODUCTION/PHOTO | 802.50  |

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|       |          |
|-------|----------|
| TOTAL | \$844.82 |
|-------|----------|

SUBCONTRACTORS

---

|                              |             |
|------------------------------|-------------|
| BRW ARCHITECTS, INC.         | \$5,966.25  |
| BECHTEL                      | \$12,044.24 |
| AMERICAN ENGINEERING TESTING | \$8,486.42  |
| TKDA                         | \$5,814.44  |

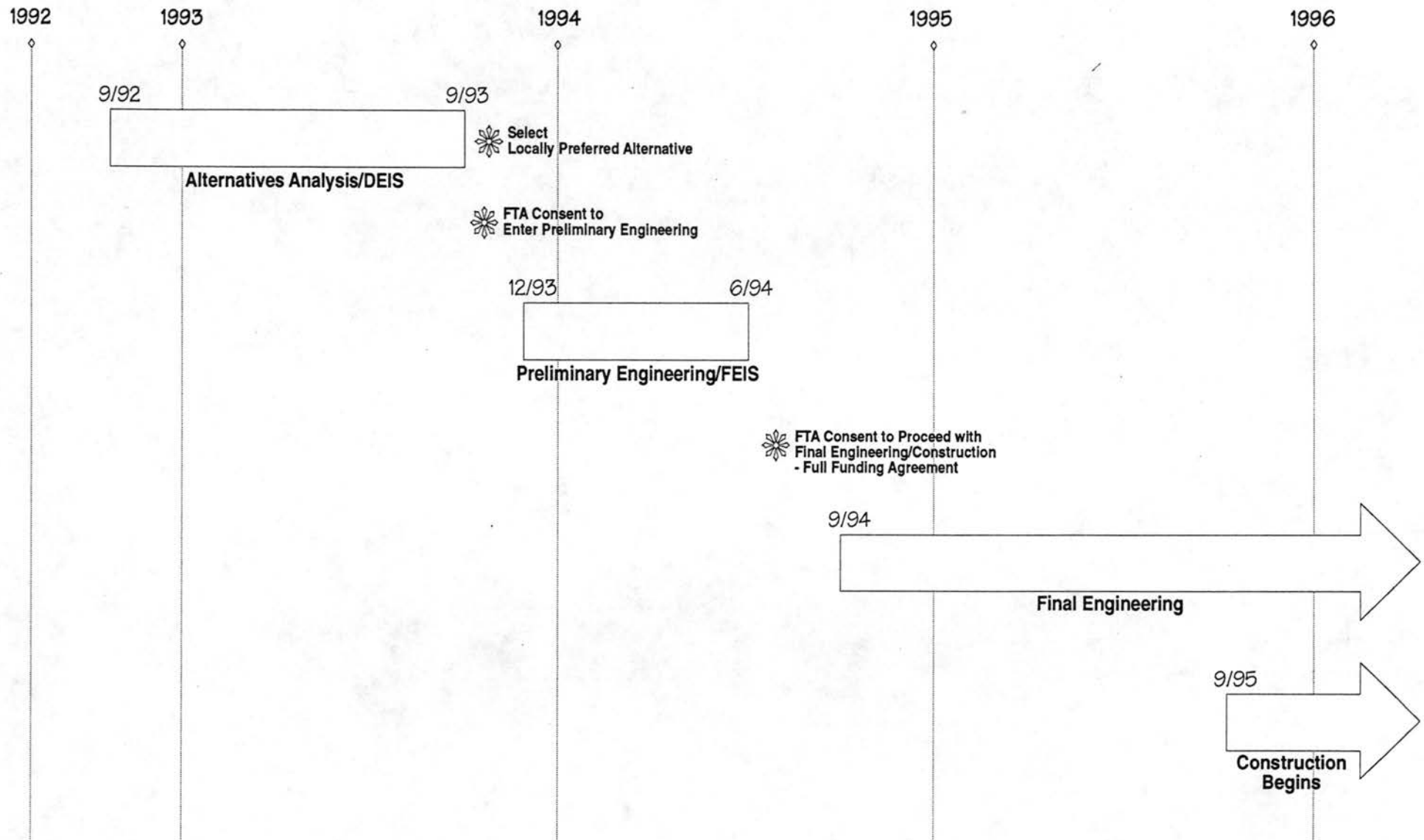
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|       |             |
|-------|-------------|
| TOTAL | \$32,311.35 |
|-------|-------------|

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TOTAL EXPENSES	\$33,156.17
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CENTRAL CORRIDOR IMPLEMENTATION SCHEDULE



Joint Lead Agencies
Mn/DOT • RCRRA • HCRRA



January 26, 1993

file

Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 9, 1993

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

1. * MINUTES - of the Ramsey County Regional Railroad Authority Meeting of January 12, 1993.
2. Northeast Corridor Right-of-Way - Update by St. Paul Parks, Ramsey County Parks and Recreation, and St. Paul Policy and Economic Development Departments - Discussion Only.
3. * Authorize staff to issue a Request for Proposals (RFP) for consultant services for Phase I Environmental Audit for Northeast Corridor right-of way.
4. * Approve contract with Mary Elizabeth Anderson for legislative services for an amount not to exceed \$12,000; and authorize the Chairman of the RCRRA to execute the contract.
5. Update on Legislation - Discussion only.

* Action is Requested.

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD
BOARD MEETING

January 12, 1993

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, January 12th, 1993 in the Large Conference Room of 316 Court House. Chairman Finley called the meeting to order at 10:40 A.M.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Warren Schaber
Commissioner Hal Norgard
Commissioner Brenda Thomas
Commissioner Dick Wedell

Also Present:

Kathryn DeSpiegelaere, Terry Schutten, Ed Glaubitz, James Van Houdt, David MacMillan represented the County Attorney's Office, Frances Glendenning, Jill Goski, Robert Clarkson, Sandy Delaforest, Patrick Harris

1. Minutes - of the Ramsey County Regional Railroad Authority Meetings of December 8, 1992.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Ramsey County Regional Railroad Authority Board Meeting of December 8, 1992, and the Ramsey County Regional Railroad Budget Hearing Meeting of December 8, 1992.

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

2. Update on Legislation -

Chairman Finley stated that 35W is excellent for light rail and it is excellent for us.

Commissioner Hunt commented that it was a good proposal overall covering all areas that have to be served.

Chairman Finley said that both McLaughlin and Andrew have both told him that they really want to cooperate and be a part of doing it the way it is planned, which is Central Corridor first, 35W right behind it. They would like to step up the speed in which 35 W as they realize that 35W at this point is so far behind I94 in what the possibilities of having a plan or actually constructed

that they would like to try to move it up somehow, and get 35W moving before the rest of the total project. The reason they would like to do this, is as Derus always said, they were 17 years out on 35W if you do the whole thing, as there are 500 to 1000 homes involved. The low end would be 556 homes. They would be up to 1300 if they do LRT and the expanded highway with the HOV line.

Commissioner Wedell mentioned that John Riley will be coming back into active service. Chairman Finley said we will get a letter out to Riley today.

Commissioner Hunt asked who is going to lobby in Washington for transit. The RTB did not make a decision on who to hire, She is concerned as to who is going to coordinate the lobbying of all these folks in Washington as there have been different lobbyists for the agencies.

Chairman Finley said that what they had tried to do was to have the RTB spearhead it, but after the governance bill, they shifted gears a little bit with Commissioner Denn coming on board. That was the posture they used the last half of the year. Now, things are changing again.

Ms. DeSpiegelaere addressed the Board. The Metro Transit Leadership Group is actively promoting transit funding. Bob Bach and the subcommittee chairs are meeting with the St. Paul Pioneer Press editorial board, and are meeting with Legislators on January 19. The group has printed a report that was distributed to Commissioners. They will have weekly meetings to share transit related legislative information.

Representative Mariani is chairing a group of metro-area legislators who have considered transit funding and governance. A bill has been prepared which would provide \$140 million in bonding for the Central Corridor for LRT, 30% of the total construction cost. The remainder is to be provided with federal funds, although that isn't assured. The funding source to repay the state bonds hasn't yet been determined. The bill was prepared by Senator Ranum, Flynn and Representative Wagenius. It also specifies construction of LRT in 35W and makes recommendations regarding other roadway projects.

Ms. DeSpiegelaere continued, ata meeting with staff of the Federal Transit Administration (FTA) about the Central Corridor Alternatives/Analysis Draft Environmental Impact Statement in Washington, she was told that they are interested in how we will fund both capital and operating expenses for transit. They were receptive to how we planned to involve local officials in decision making through the Central Corridor Management Committee. Commissioner Finley and Commissioner Ahrens are members of the Committee. They were complimentary about the thorough, objective analysis we are preparing and said the Twin Cities has a history of environmental awareness and preparation of realistic funding plans.

Ms. DeSpiegelaere informed the Board that at the meeting with FTA they discussed 35W and the potential for a decision today on the preferred alternate for that corridor. FTA staff receive information on 35W and don't review it because it isn't the region's priority Corridor. They also discussed the candidates for the new FTA Administrator.

FTA staff were pleased that a surface alignment for LRT on Second and Marquette in downtown Minneapolis had been developed. They said in theory they are frozen out of federal funding for the next five years because we are not earmarked in the Surface Transportation Act (ISTEA), but Representative Sabo can be helpful to us.

Ms. DeSpiegelaere said they left several products with them and received good guidance.

Chairman Finley said the Joint Powers Board will be meeting tomorrow morning with the new members that have been appointed. He would like to get an idea from the other counties as to how big a role we want to play in the governance bill with the change in structure and membership. Unfortunately some of the Counties who are not going to be involved in the very near future, as to how interested they will want to be. We have lost some of our allies, so it is going to be interesting.

3. 1992 Annual Report of Metropolitan LRT Joint Powers Board

Chairman Finley said that we used very little of the funds that we had appropriated, and at this point it does not look like we are going to have to fund anything out of our 1993 budget to the Joint Powers Board. We have renewed Mary Richardson's contract through the end of March, and we will be looking at it again. We did that because of the new people coming on board, we did not feel that we should give her a full contract.

4. Report on Burlington Northern Right of Way Acquisition

David MacMillan addressed the Board, we completed acquisition of the Burlington Northern Corridor from downtown St. Paul, approximately Kellogg to a point just north of Beam Avenue in Maplewood. The deed was delivered to us on December 23rd, and it is in the process of being recorded now. The railroad got its money on date, as the railroad was quite anxious to complete the transaction before the end of the year.

Mr. MacMillan has written a letter to the Department of Transportation requesting that they initiate the process to reimburse us for half of the purchase price out of the Rail Bank Funds, we had this prior agreement with them.

Mr. MacMillan and Ms. DeSpiegelaere have had some discussions that need to be done with this, there are some easement, some leases that were assigned to us, and they are in the process of going through these. The railroad had short notice of cancellation in their leases, so now the County as the successor has relatively short notice if they wish to cancel these leases.

Chairman Finley informed the Board that there are some discussions going on with the Parks people for the interim.

Ms. DeSpiegelaere said they have met with both Parks and Public Works to talk about the maintenance, any problems that might occur. The Parks Department has funds for the development.

Chairman Finley said the St. Paul Parks staff has been involved with this also, and Ms. DeSpiegelaere said they have a Phalen Plan on this.

Chairman Finley suggested we get it up to speed, and have the City and the County Parks people come to this meeting, and give an update on the plans. Ms. DeSpiegelaere will arrange for this presentation at a future meeting.

Chairman Finley said we should ask BRW to come in and go over at our next meeting to see where we are at, to give us an updated presentation on the Central Corridor so we can bring our new Board members up to date on this.

5. Ratify partial payment No. 12 to BRW, Inc. in the amount of \$69,121.38 for the Midway Corridor Phase II preliminary engineering.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Norgard

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

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

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

R93-02
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; and

WHEREAS, BRW, Inc. Invoice No. 66772, Partial Payment No. 12, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$69,121.38 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1992, is hereby ratified.

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

6. Ratify partial payment No. 13 to BRW, Inc. in the amount of \$73,702.93 for the Midway Corridor Phase II preliminary engineering.

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

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

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

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

R93-03
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; and

WHEREAS, BRW, Inc. Invoice No. 66778, Partial Payment No. 13, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$73,702.93 for Ramsey County Regional Railroad Authority's share of services rendered through September 30, 1992, is hereby ratified.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 1/27/93
Authorized Signature Date

Board Action Requested

Northeast Corridor right of way update.

DISCUSSION ONLY

Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere
 - 2) Executive Summary - Northeast Corridor Alignment Study
 - 3) Memorandum from Greg Mack
 - 4) East Side/Phalen Corridor Redevelopment Proposal
 - 5) Resolution adopted by City of Saint Paul

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

February 9, 1993

2/2/93

Board Date

Signature

Date

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

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

SUBJECT: Northeast Corridor Right of Way

DATE: January 27, 1993

On December 23, Ramsey County Regional Railroad Authority purchased 6.53 miles of linear right of way from Burlington Northern extending from downtown Saint Paul to Beam Avenue in Maplewood.

The right of way has previously been designated for joint use as a trail and light rail transit.

Ramsey County Regional Railroad Authority completed the Northeast Corridor alignment study (Attachment 1) in August, 1991, which evaluated locations for light rail transit and identified the right of way recently purchased as one of two potential locations for LRT in this area.

At the same time, Ramsey County and Saint Paul Parks Departments have been working on a master plan for the trail. Greg Mack has provided information on the plan (Attachment 2).

Ramsey County Regional Railroad Authority is in the process of notifying property owners of the new ownership, preparing for cleanup and ongoing maintenance of the property, developing an agreement with parks departments, completing a policy for handling encroachments on the right of way, conducting an environmental audit of the property, and posting the property with signs to identify its ownership and potential use.

The City of Saint Paul Department of Housing and Economic Development has included a portion of the right of way in its East Side/Phalen Corridor Redevelopment Proposal and proposes to use the right of way for a roadway (Attachment 3).

Page 2

The right of way is generally 100 feet in width and narrower in some sections. Light rail transit requires a minimum of 36 feet of right of way (Attachment 4) and additional right of way at station locations.

A resolution passed by the City of Saint Paul regarding the acquisitions and use of the right of way is included as Attachment 5.

Recommendation:

Presentations about the plans by Ramsey County Regional Railroad Authority, Ramsey County Parks and Recreation, Saint Paul Parks and Recreation, and Saint Paul Planning and Economic Development Department staffs will be made at the February 9 Rail Authority meeting.

KD/blk
Attachments

Ramsey County Northeast Corridor LRT Alignment Study Executive Summary



August 1991



Ramsey County Regional Railroad Authority

**NORTHEAST CORRIDOR
LIGHT RAIL TRANSIT ALIGNMENT STUDY
EXECUTIVE SUMMARY**

**PREPARED FOR
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

**PREPARED BY
STRGAR-ROSCOE-FAUSCH, INC.
DELEUW, CATHER AND COMPANY**

AUGUST 1991

EXECUTIVE SUMMARY

The Northeast Corridor is an area extending generally from downtown St. Paul to the northern border of Ramsey County and from Rice Street to the eastern border of Ramsey County (Figure 1). This area was identified as one of several potential corridors for the implementation of light rail transit (LRT) in the Ramsey County Comprehensive LRT Plan (December, 1989). The Northeast Corridor was also included in the Regional Transit Board's Regional LRT Development and Financial Plan (February, 1990).

In mid-1990, the Ramsey County Regional Railroad Authority (RCRRA) began an LRT alignment study in the Northeast Corridor. The purpose of this study was to assess the suitability of specific locations for LRT. The study was to provide information to assist with the selection of a preferred alignment for LRT in the Northeast Corridor.

This report documents the findings and recommendations of the Northeast Corridor LRT Alignment Study. A public hearing was held on May 23, 1991 to receive public comment on the report before it was finalized. The Ramsey County Regional Railroad Authority made its alignment decisions based on the technical information provided in the study, the recommendations of the advisory committees, and comments received from the public and other agencies.

DESCRIPTION OF LIGHT RAIL TRANSIT

Light rail transit consists of steel wheeled vehicles that operate on train tracks and are powered by overhead electrical wires. LRT is defined as "an urban electric railroad system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or occasionally, in reserved lanes on city streets" (Transportation Research Board, 1989). LRT can operate at speeds that are competitive with the automobile. Train length and operating frequency can be varied to meet passenger demand.

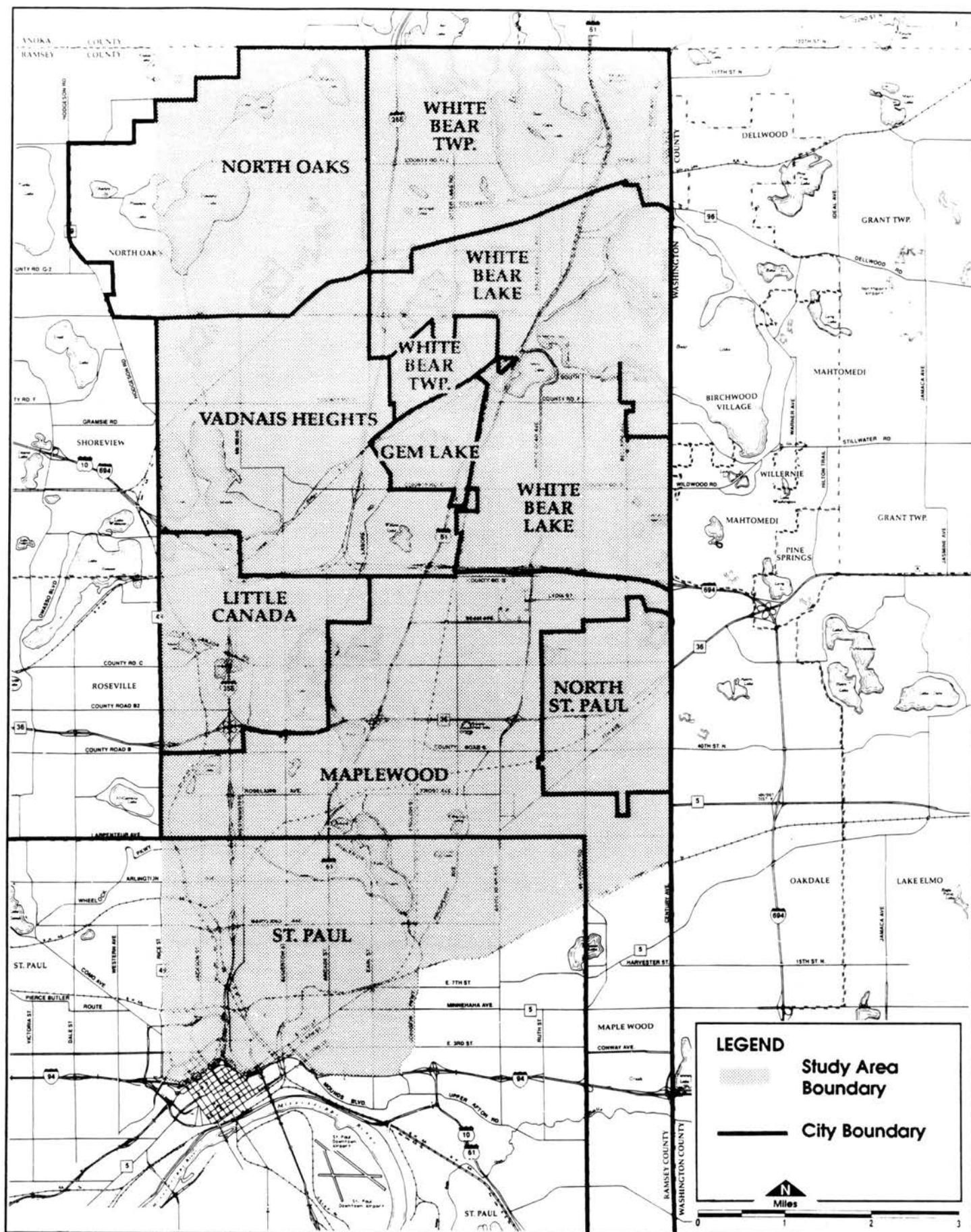
Passengers board LRT trains at stations spaced approximately one-half to one and one-half miles apart. Most passengers will reach stations using feeder buses or by driving an automobile to a park and ride lot. Some passengers will walk or bicycle to an LRT station. LRT will be integrated with the bus routes serving nearby areas to form a comprehensive public transit system that provides increased coverage and frequency of service.

Light rail transit has emerged as the preferred transit solution for many metropolitan areas in the United States. LRT is currently operating in 12 U.S. cities and is planned or under construction in 20 other cities including the Twin Cities.

BENEFITS OF LIGHT RAIL TRANSIT

The principal potential benefits of light rail transit for the Twin Cities are:

- . Increases in overall transit ridership which can be achieved by offering a comfortable, reliable and fast ride free from traffic congestion.
- . Revitalization of the existing bus system through restructuring of transit service and improvements in transit service coverage and timeliness.



Northeast Corridor LRT Alignment Study

Figure 1

- . A decrease in foreign oil dependency and improvements in air quality through reduced gasoline consumption.
- . A stronger transportation system that will enhance the economic competitiveness of the region by making it more attractive to new businesses and visitors.

COMMUNITY PARTICIPATION

Community participation was an integral part of this study. Public involvement included:

- . The Intergovernmental Committee, consisting of elected and appointed representatives of affected cities and agencies, reviewed information and made recommendations on policy issues.
- . The Technical Committee, consisting of agency staff representatives, reviewed technical information and made recommendations on technical issues.
- . The Northeast Corridor Task Force, consisting of citizen representatives, reviewed information and made recommendations on alignments and neighborhood issues.
- . A public forum was held in July, 1990 to gather citizen input. A public hearing was held in May, 1991.
- . Presentations were made and meetings were held as requested.

ALTERNATIVE ALIGNMENTS FOR LRT

A wide range of possible LRT alignments was initially identified in the Northeast Corridor and evaluated on the basis of five general criteria. To be studied further, the corridor had to:

- . Serve most of the study area.
- . Serve major trip generators in the study area.
- . Minimize route circuitry and travel time.
- . Have the capability for high-speed transit service.
- . Have adequate right-of-way width.

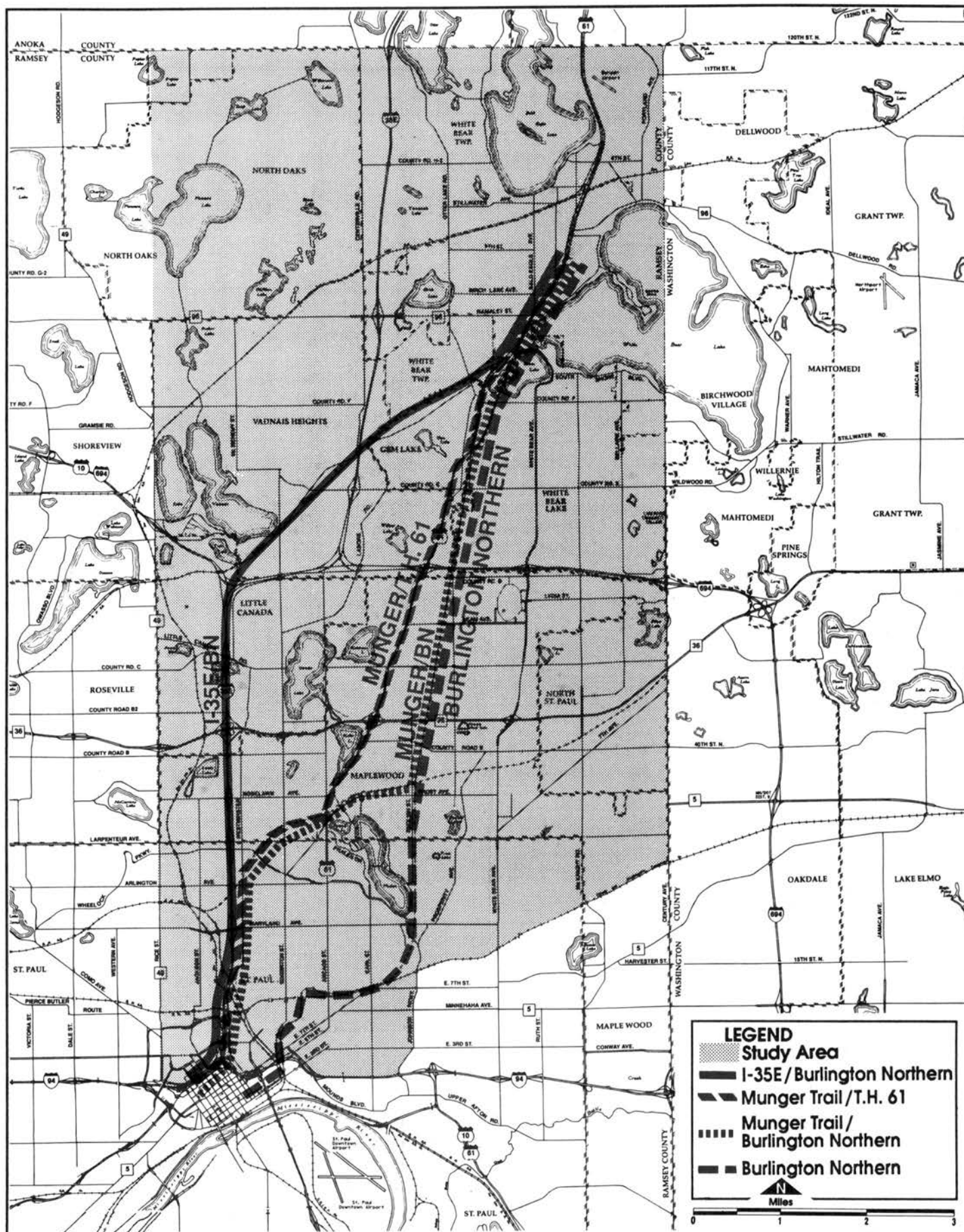
Based on these initial criteria, four alternative LRT alignments were selected for more detailed study. These alignments are shown in Figure 2 and include:

- . Burlington Northern Alignment

Under this alignment LRT would proceed from Fourth Street in St. Paul and follow Broadway to Prince Street, under Lafayette Freeway and along the Burlington Northern Railroad right-of-way to the City of White Bear Lake.

- . I-35E/Burlington Northern Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, and Burlington Northern Railroad right-of-way to the City of White Bear Lake.



Northeast Corridor LRT Alignment Study

Figure 2

- . Munger Trail/Burlington Northern Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, the Willard Munger State Trail, and Burlington Northern Railroad right-of-way to the City of White Bear Lake.

- . Munger Trail/T.H. 61 Alignment

Under this alignment LRT would proceed from Cedar Street in St. Paul and follow 12th Street, the I-35E median, the Willard Munger State Trail, the west side of T.H. 61 and Burlington Northern Railroad right-of-way to the City of White Bear Lake.

ALIGNMENT EVALUATION

The four alternative LRT alignments were evaluated on the basis of the following evaluation criteria:

- . Projected daily ridership
- . Estimated new transit riders (impact on congestion)
- . Travel time
- . Estimated capital cost
- . Estimated operating costs
- . Right-of-way acquisition needed
- . Economic impacts
- . Traffic and parking impacts
- . Pedestrian, handicapped and trail user impacts (access and safety)
- . Neighborhood impacts (noise, visual)
- . Potential for other significant environmental impacts (wetlands, etc.)
- . Compatibility with existing plans (city, park, etc.)

The results of that evaluation are summarized in Table 1.

FINDINGS

Of the alignments evaluated for the Northeast Corridor, the Munger Trail/T.H. 61 alignment and the Munger Trail/Burlington Northern alignment have less potential for successful LRT implementation. They are less feasible due to lower estimated ridership, higher capital costs, significantly more at-grade street crossings, as well as right-of-way constraints.

Both the I-35E/Burlington Northern alignment and the Burlington Northern alignment have greater potential for LRT. These alignments are compared as follows:

- . The I-35E alignment would carry about 500 fewer daily riders than the Burlington Northern but would attract a greater number of new riders from automobiles.
- . The Burlington Northern alignment construction costs would be approximately 30 percent lower than the I-35E alignment.

TABLE 1 – SUMMARY OF EVALUATION CRITERIA – ALTERNATIVE ALIGNMENTS FOR LRT IN THE NORTHEAST CORRIDOR

CRITERIA	BURLINGTON NORTHERN	I-35E/ BURLINGTON NORTHERN	MUNGER TRAIL/ BURLINGTON NORTHERN	MUNGER TRAIL/T.H. 61
1. Total Daily LRT Riders (2010)	12,100	11,600	10,800	9,600
2. New LRT Riders (2010)	2,500	3,200	2,400	2,300
3. Travel Time	26 Minutes	23 Minutes	26 Minutes	26 Minutes
4. Capital Cost	\$170 Million	\$220 Million	\$220 Million	\$220 Million
5. Annual LRT Operating Cost	\$3.8 Million	\$4.1 Million	\$4.0 Million	\$3.8 Million
6. Net Bus Savings	\$1.1 Million	\$375,000	\$350,000	\$350,000
7. Right-of-Way Issues	Minor	12th St., I-35E	DNR Trail, 12th St., I-35E	DNR Trail, 12th St., I-35E, Keller Lake
8. Traffic and Parking Impacts	13 Grade Crossings, Broadway Street	10 Grade Crossings, 12th Street	15 Grade Crossings, 12th Street	33 Grade Crossings, 12th Street
9. Pedestrian Safety	Moderate	Moderate	Moderate	Poor
10. Compatible with Existing Plans	Yes	Yes	No	No
11. Development Potential	Yes	Yes	Yes	Yes
12. Noise Impacts	Yes	Yes	Yes	Yes
13. Visual Impacts	Yes	Yes	Yes	Yes
14. Parkland/Wetland Impacts	Indirect	Indirect	Indirect	Direct

The I-35E alignment would provide an end-to-end trip three minutes faster than the Burlington Northern alignment. The Burlington Northern alignment would provide more service to St. Paul neighborhoods and to the Maplewood Mall area than the I-35E alignment.

Construction of LRT in the median of I-35E would require reconstruction of the highway and acquisition of five miles of Burlington Northern right-of-way. Construction of the Burlington Northern alignment would require acquisition of 10.5 miles of railroad right-of-way.

RECOMMENDATIONS AND ACTIONS

Upon consideration of the study results, advisory committees made recommendations regarding a preferred alignment. Members of the Intergovernmental Committee present at its March 12 meeting recommended the Burlington Northern alignment as the preferred alignment. The Technical Committee and the Northeast Corridor Task Force recommended that both the I-35E and Burlington Northern alignments be considered viable options for LRT construction in the future. Continued planning on the alignments was recommended; it was also recommended that the Ramsey County Regional Railroad Authority proceed with acquisition of the Burlington Northern Railroad right-of-way from downtown St. Paul to Beam Avenue.

After careful consideration of the technical project information, the committee recommendations, and comments received from the public, Ramsey County Regional Railroad Authority on July 9, 1991 adopted a resolution containing the following directives regarding the Northeast LRT Corridor:

1. The Ramsey County Regional Railroad Authority supports the construction of light rail transit in the Northeast Corridor between downtown St. Paul and downtown White Bear Lake.
2. The Ramsey County Regional Railroad Authority will continue negotiations with the Burlington Northern for purchase of right-of-way between downtown St. Paul and Beam Avenue for construction of both LRT and a trail.
3. The Ramsey County Regional Railroad Authority will continue to explore the feasibility for light rail transit in both the I-35E and Burlington Northern corridors so that (1) LRT can be incorporated into reconstruction of I-35E if the opportunity arises and (2) joint LRT/trail development is planned for the Burlington Northern right-of-way.

SPECIAL ISSUES

There are several issues which will need to be addressed in more detail during preliminary design and environmental reviews of LRT in the Northeast Corridor. These issues, which are discussed in more detail in the report, are:

1. Purchase of the Burlington Northern Right-of-Way--Negotiations will need to be completed between the Ramsey County Regional Railroad Authority and the Burlington Northern for the acquisition of railroad right-of-way in order to proceed with light rail transit in this alignment.

2. Resolution of the Downtown Connection and Coordination of LRT Service with Other Corridors--The recommended entry to the St. Paul Central Business District (CBD) for the Burlington Northern alignment is via Broadway to Fourth Street in the vicinity of the Gillette Company plant. Selection of the alignment for this connection must be coordinated with the Ramsey County South and East LRT Corridors.
3. Connections to the Maplewood Mall Area--Transit service to the Maplewood Mall area from the Burlington Northern alignment could be provided either by feeder bus or a deviation in the LRT alignment. Preliminary analysis indicates feeder bus service would be more cost-effective than a rail connection. If it is determined that a rail connection should be made, then a specific alignment should be determined and the impacts of this alignment change on the performance and cost of the Burlington Northern alignment should be reassessed.
4. Staging or Phasing of Construction--Future studies may need to address the desirability of staging LRT construction in the Northeast Corridor as provided for in the regional LRT plan. The Intergovernmental Committee and the Northeast Corridor Task Force have recommended against staging or phasing construction.
5. Joint Trail and LRT Use of the Burlington Northern Right-of-Way--In 1989, the Metropolitan Council designated the abandoned Burlington Northern Railroad corridor as part of the Regional Parks and Open Space System with potential shared use with LRT. Ramsey County and the City of St. Paul are developing a trail master plan in coordination with County LRT planning efforts. Joint LRT/trail use along the Burlington Northern alignment can enhance the overall value of the corridor by furthering transportation and recreational goals.
6. Schedule for Upgrading of I-35E--The expansion of I-35E from six to eight lanes is included in the Minnesota Department of Transportation's Metro twenty-year plan but it is not a high priority project and funding is uncertain at this time. If funding should become available to reconstruct I-35E, if LRT continues to be a feasible alternative in the I-35E alignment, and if LRT has not yet been constructed along the Burlington Northern alignment, then consideration should be given to construction of LRT as part of the highway reconstruction project.
7. Mitigation of Impacts on Neighborhoods and/or Natural Resources--More detailed analysis of the potential for significant impacts on neighborhoods and natural resources will be required as part of the Environmental Impact Statement process. This process will require the identification of ways to mitigate any significant impacts.
8. Funding--At the present time, there is limited funding available for the planning and design of light rail transit. There is not adequate funding at this time for the construction of LRT in any corridor, including the Northeast Corridor. The availability or lack of funds will determine the schedule for implementation of light rail transit in this and other corridors.



RAMSEY COUNTY

PARKS & RECREATION DEPARTMENT

2015 N. Van Dyke Street
Maplewood, Minnesota 55109-3796

Telephone (612) 777-1707
Fax (612) 777-6519

Gregory A. Mack, Director

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director, Light Rail Transit Planning

FROM: Gregory A. Mack *[Signature]*

SUBJECT: Burlington Northern Regional Trail Corridor

DATE: January 25, 1993

BACKGROUND

In 1989, the Metropolitan Council designated the Burlington Northern Railroad right of way as a regional trail corridor with the understanding that the corridor could also be used for light rail transit. Dual use of the corridor was supported by the Ramsey County Board of Commissioners, the Ramsey County Regional Railroad Authority and the St. Paul City Council. The 1991 Ramsey County Northeast Corridor LRT Alignment Study reaffirmed the joint trail and light rail transit use of the Burlington Northern right of way.

TRAIL DEVELOPMENT STATUS

Development of the Burlington Northern Regional Trail Corridor is included in the first fiscal year of the Metropolitan Council's Regional Recreation Open Space Capital Improvement Program. The designated implementing agencies for the project are Ramsey County (north of Larpenteur Avenue) and the city of St. Paul (south of Larpenteur Avenue). The Capital Improvement Program was presented to the legislature in 1992 as part of a \$29.9 million bonding bill request. The legislature funded \$2.5 million of this request but appropriations did not include funding for the Burlington Northern Regional Trail Corridor.

The federal funding program for highways, known as the Intermodal Surface Transportation Efficiency Act (ISTEA) includes funding for trails and bikeways. In 1992, the Metropolitan Council Transportation Advisory Board solicited bikeway and walkway projects to be funded under the Surface Transportation Program. At the time of solicitation, the Transportation Advisory Board indicated that \$1.5 million was available for funding. The program requires a minimum local match of twenty percent (20%).

In response to this solicitation, the Ramsey County Parks and Recreation Department submitted a joint application with the Public Works Department for development of the Burlington Northern Regional Trail Corridor between Frost Avenue and Beam Avenue. The total cost of the project was estimated at \$300,000, with a federal share request of \$240,000. The local share (\$60,000) is eligible for funding by the Metropolitan Council.

The Technical Advisory Committee of the Metropolitan Council's Transportation Advisory Board recommended ISTEA funding for the Burlington Northern Regional Trail Corridor in the amount of \$240,000. The project ranked third out of 72 project submittals. The Departments of Parks and Recreation and Public Works will jointly plan and develop the trail.

In 1992, the Legislative Commission on Minnesota Resources (LCMR) considered requests for park, trail and natural resources grants for fiscal year 1994. The Metropolitan Council submitted a grant proposal of \$4.5 million for "trail linkages" which included the Burlington Northern Regional Trail Corridor. The LCMR recommended funding \$2 million for trail linkages without specifying projects. The Burlington Northern Regional Trail Corridor is eligible for funding under this program. Currently, the legislature is considering the recommendations of the LCMR. Upon legislative ratification of the LCMR recommendation, the Metropolitan Council will issue grants based on a set of criteria established by the Metropolitan Parks and Open Space Commission. (There is no assurance that the Burlington Northern Regional Trail will be funded.)

In order to be eligible for Metropolitan Council funding of the local share of the Burlington Northern Regional Trail Corridor development, a master plan must be approved by the Metropolitan Council. Since Ramsey County and the city of St. Paul are both implementing agencies for the project, a joint master plan is required. The master plan is substantially complete and will be presented, in the near future, to the Ramsey County Board of Commissioners, Ramsey County Regional Railroad Authority, St. Paul City Council and the Metropolitan Council.

In addition to the master plan, a joint powers agreement is necessary to define roles and responsibilities of the county, city and rail authority in the future development and operation of the corridor. A draft document is currently being reviewed by staff.

GAM/clm

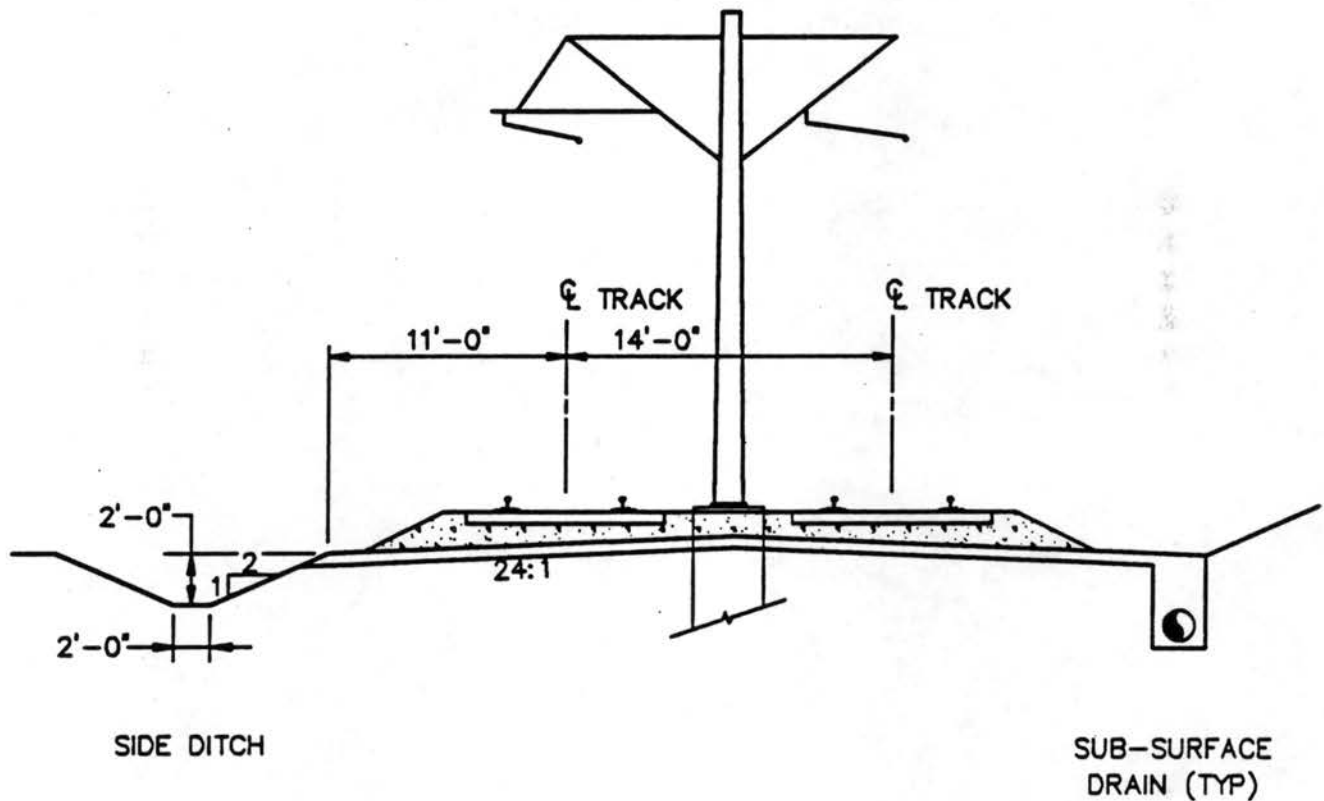
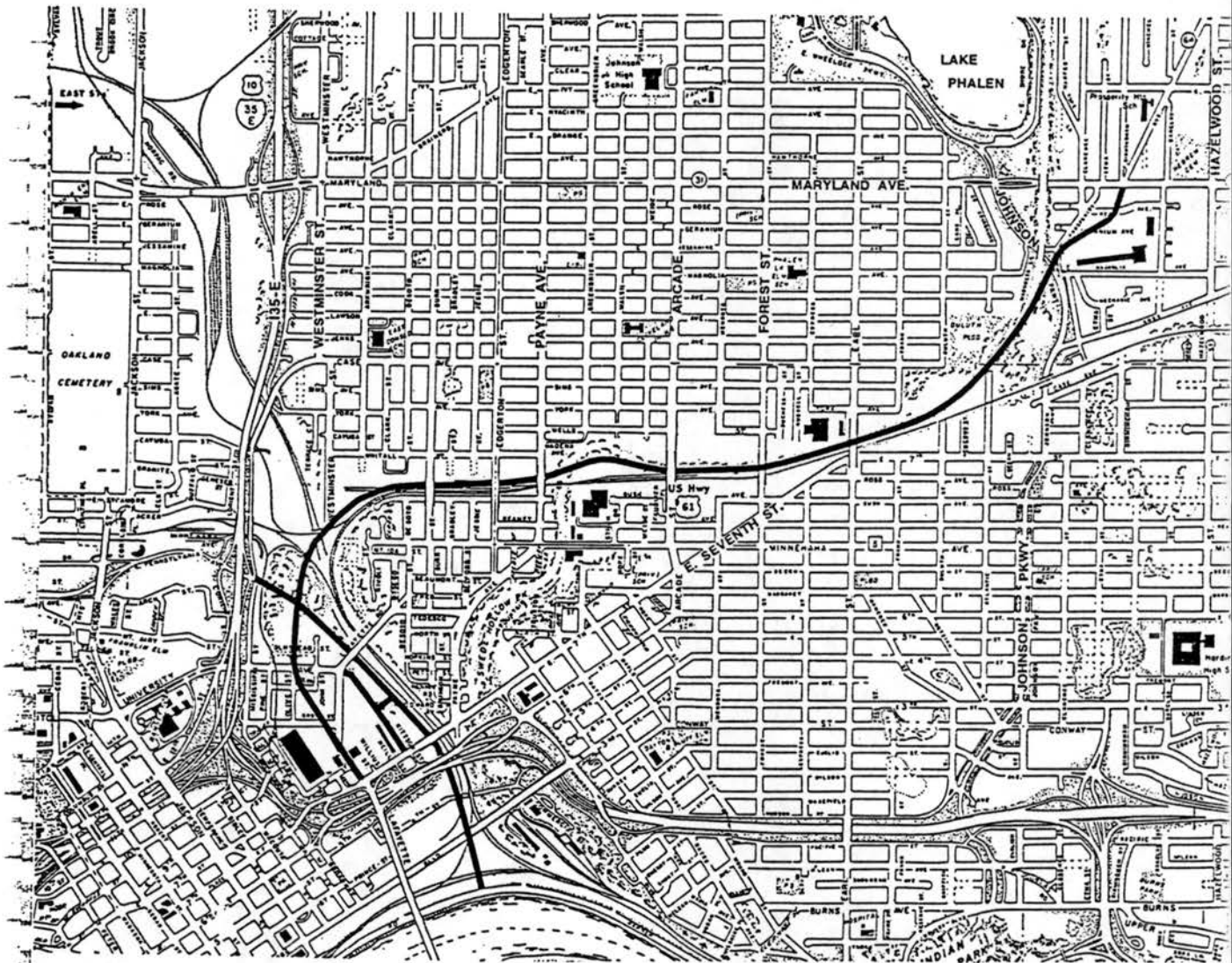


Figure 7.1 Double Track – At Grade Ballasted Track

East Side/Phalen Corridor Redevelopment Proposal



— a working paper



Prepared by:

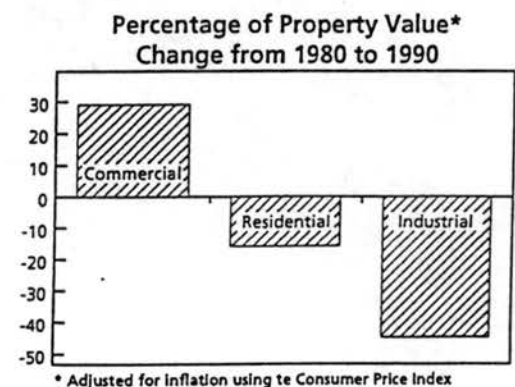
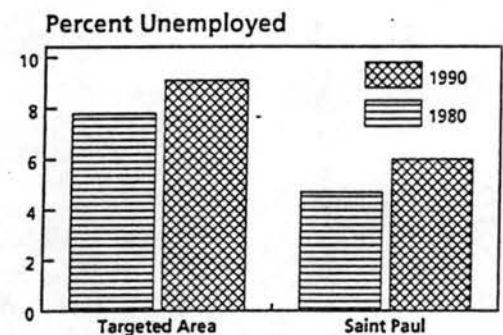
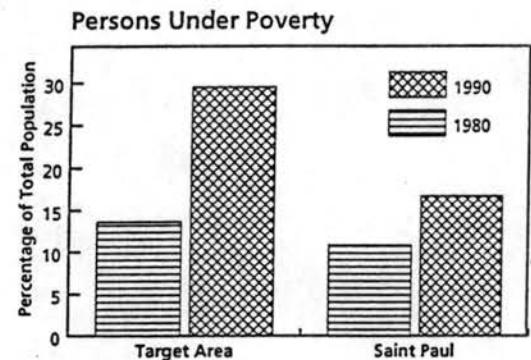
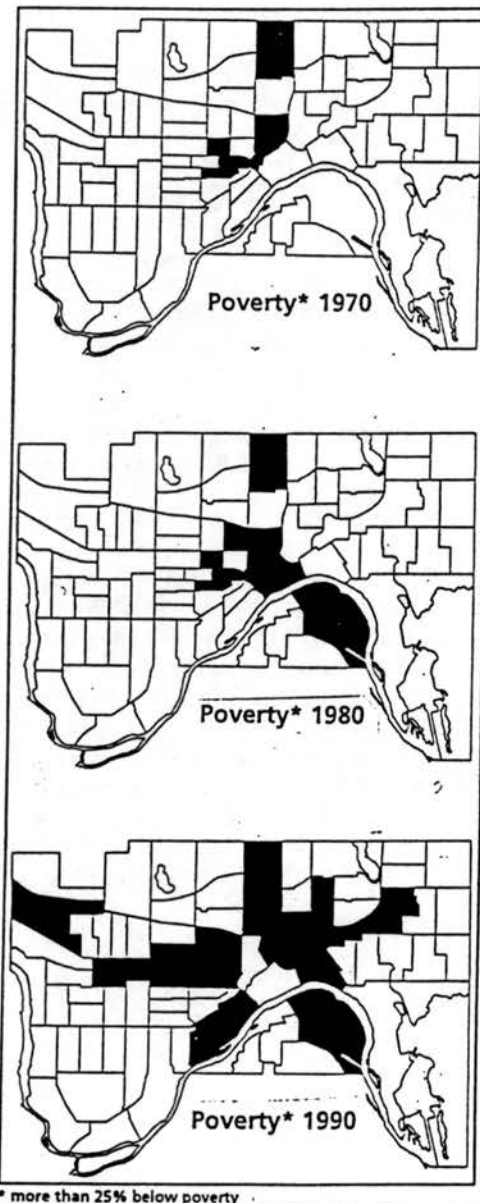
City of Saint Paul
Department of Planning and
Economic Development

Project Description and Purpose

The Phalen Corridor is at the heart of the East Side, and its future is pivotal to the future of surrounding neighborhoods and much of the East Side. The corridor is currently undergoing substantial change. It is becoming the focus of high unemployment and rapidly increasing poverty on the East Side. There has been a substantial loss of manufacturing jobs and a decline in industrial property value in the area since 1980. Trends in residential property values, vacant housing units, crime, and the stability of the area are in the wrong direction. The purpose of the East Side/Phalen Corridor Redevelopment Proposal is to reverse these trends.

While the Phalen Corridor is facing some serious problems, it also has some important assets: strong industries such as 3M and Strohs, the commercial areas along Payne and Arcade, solid nearby neighborhoods, and access to recreational opportunities at Lake Phalen. The purpose of the East Side/Phalen Corridor Redevelopment Proposal is to protect and build on these assets.

The East Side/Phalen Corridor Redevelopment Proposal combines major transit and transportation infrastructure improvements with commercial and industrial redevelopment initiatives, housing redevelopment, connections to bicycle trails and recreational opportunities, job training and referral programs, and physical improvements to increase safety, attractiveness to customers and investors, and neighborhood pride in the area. It is intended to create better access for existing businesses as well as for potential commercial, industrial and residential redevelopment. It is intended to create more jobs in the area and better access to jobs and job training outside of the area. It is intended to transform a declining area at the heart of the East Side into a safe, stable and attractive area that is an asset to the East Side.



Phalen Corridor/Phalen Boulevard Overall Concept

Phalen Boulevard has long been recognized as a major East Side opportunity for business and employment development, improved access to recreation, and better transit and transportation links among East Side, downtown and northeast suburban employment and development sites. It would run through one of Saint Paul's original railroad-oriented industrial areas where many major businesses have left and new industrial development is hampered by lack of good roadway access.

The East Side Improvement Coalition Economic Development Task Force has recommended that the Phalen Corridor be redeveloped as a new industrial and employment opportunity area for the East Side. Both the District 4 and District 5 Plans identify the area as one of their prime employment and business centers. The Districts have serious concern about the loss of businesses and manufacturing employment in the area in recent years.

The need for Phalen Boulevard was identified in the 1979 Streets and Highways chapter of the Saint Paul Comprehensive Plan. The District 4 Dayton's Bluff Chapter of the Comprehensive Plan, also adopted by The City Council in 1979, recommends study and implementation of the boulevard along the northern boundary of District 4 and district council involvement in discussing industrial land use needs and employment of area residents. The 1979 District 5 Payne-Phalen Chapter of the Comprehensive Plan establishes economic goals to encourage existing industrial uses to remain and expand in the area, notes that the boulevard would provide a good east-west route that would reduce unacceptably high traffic volumes on Maryland, and recommends that the City proceed with preliminary design and engineering. The Transit Chapter of the Comprehensive Plan, adopted by the City Council in 1981, identifies the Phalen Corridor as a potential transit corridor between downtown Saint Paul, Maplewood and White Bear Lake, and recommends evaluation of the feasibility of Light Rail Transit (LRT) in the corridor.

Development of Phalen Boulevard became much more feasible when Burlington Northern abandoned its railroad right-of-way in the corridor in 1989. Since then, the Ramsey County Regional Railroad Authority (RCRRA) has assessed the potential for LRT in the corridor and has acquired the abandoned Burlington Northern right-of-way to preserve it for transportation and recreation uses. Saint Paul Parks and Recreation is developing plans for bicycle and pedestrian trails in the corridor. A District 5 task force has recently drafted a plan for the East Consolidated area that recommends construction of Phalen Boulevard to provide better access to businesses along Payne and Arcade, and to reduce traffic on heavily traveled neighborhood streets. In addition, the Phalen Village Small Area Plan Task Force in District 2 is recommending construction of Phalen Boulevard as a key component in revitalization of the Phalen Center area.

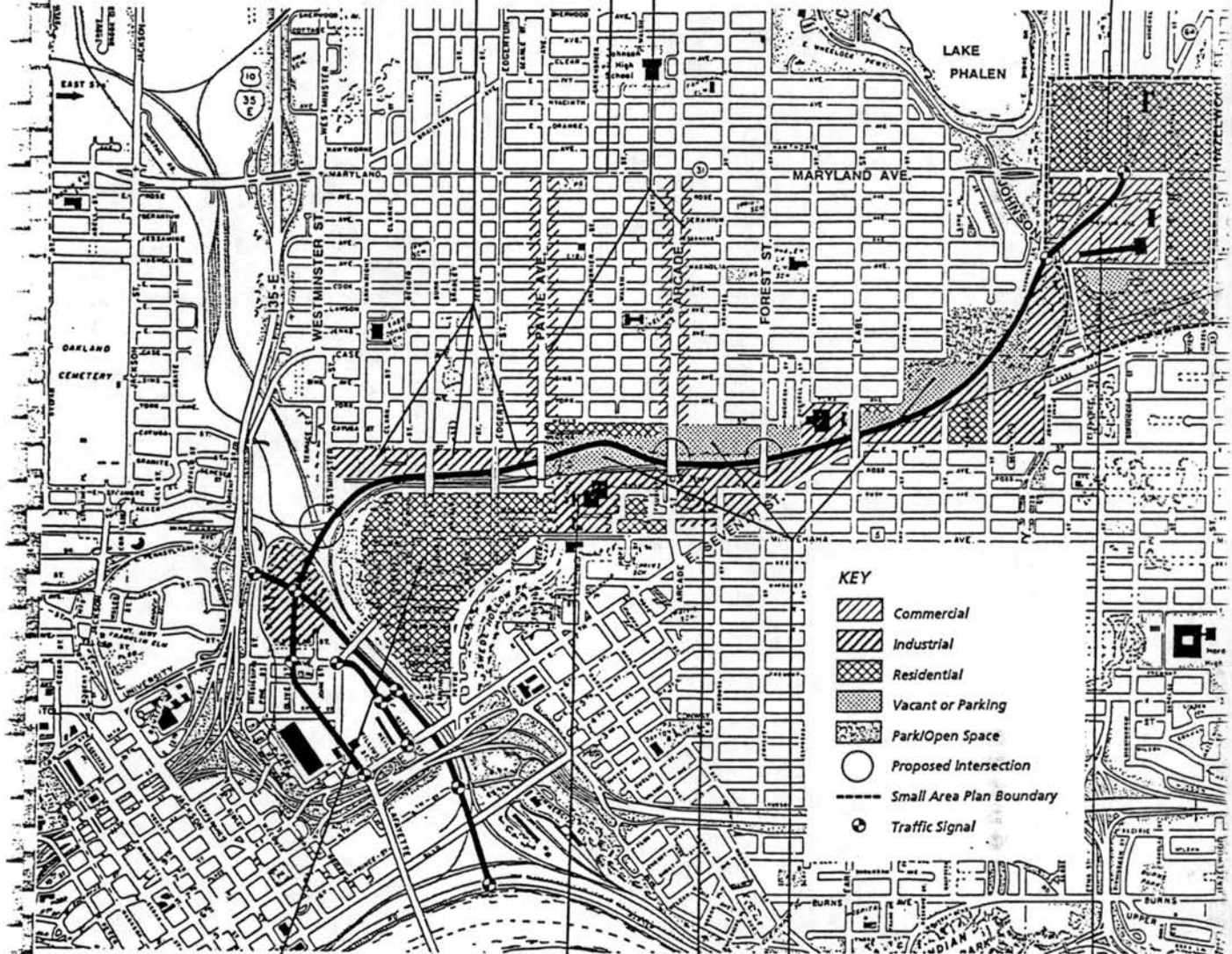
All industrial properties would benefit from improved auto, truck, and transit access.

Phalen Boulevard would reduce traffic congestion on Maryland Avenue.

Improving access will help stop declining residential property values.

New redevelopment opportunities for existing scrap yards.

Improved auto, truck, and transit access to commercial on Arcade and Payne Avenues.



Railroad Island residential area - possible reduction in through traffic

Better access to Stroh's Brewery and 3M.

Improved auto, truck, and transit access to vacant development parcels.

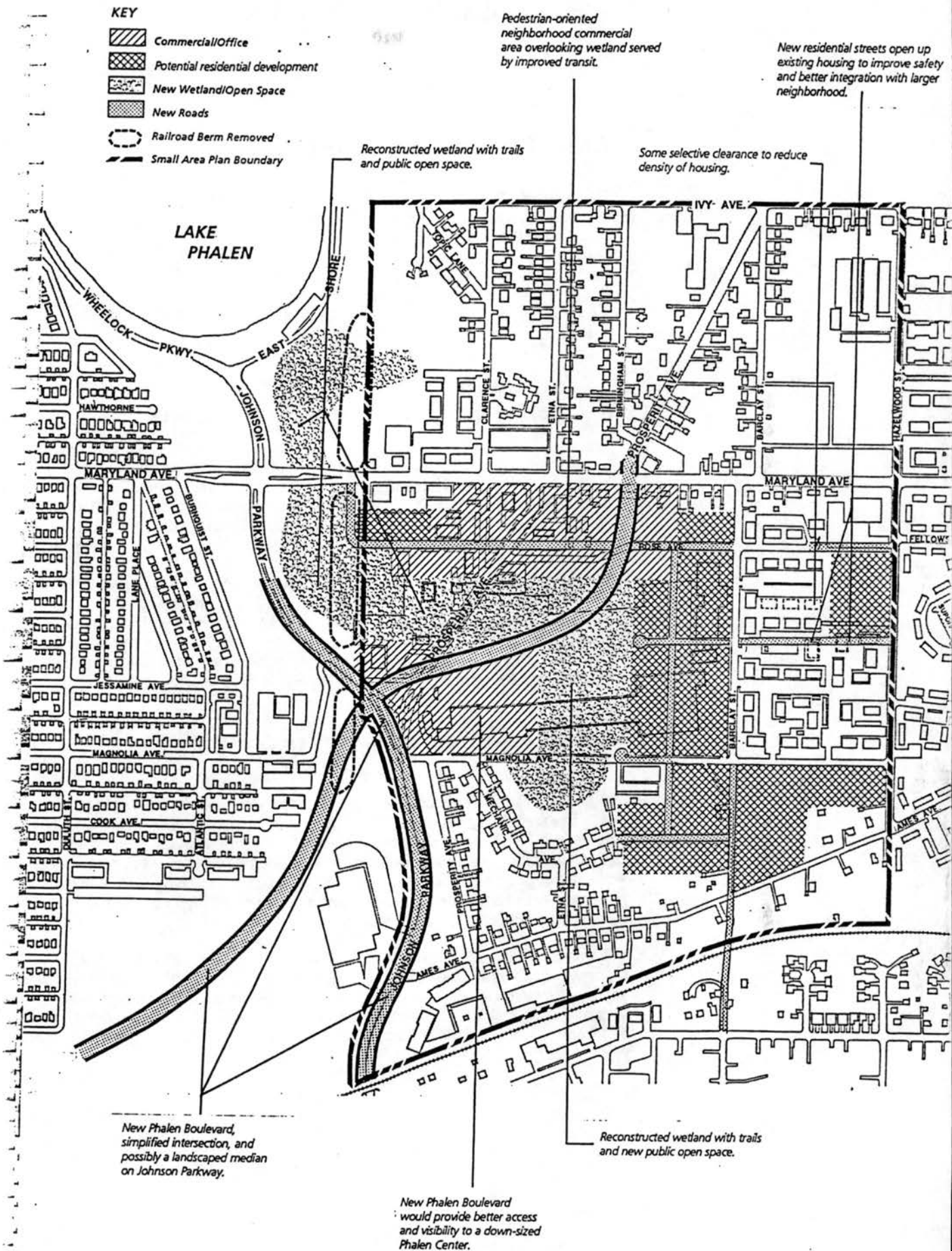
Improved access to "turn around" the Phalen Village commercial area.

Phalen Village Area Concept Plan

A neighborhood task force was established in 1991 by the District 2 Community Council and the St. Paul Planning Commission to recommend strategies to: 1) improve the declining Phalen Center commercial area; 2) improve deteriorated apartment complexes in the area; 3) improve traffic circulation, safety and access; and 4) address land use, zoning and related issues in the area. The task force is developing a plan of interrelated, bold actions: to create an urban village with balanced housing options and a commercial presence reconstituted both geographically and in terms of market; to provide major infrastructure improvements; to improve access to transit, jobs and job training; to improve the physical development pattern of the area in ways that increase personal safety and help to control crime; and to make some significant environmental improvements in the area. Some of the key ideas and recommendations coming out of the task force are noted below.

Key Ideas and Recommendations

1. Concentrate a smaller, more neighborhood- and pedestrian-oriented Phalen Village commercial area along Maryland between Clarence and Prosperity.
2. Establish a Phalen Village Merchants Association to address common concerns of merchants and to manage the commercial area more as a unified shopping center with joint promotions, coordinated hours, more efficient shared parking lots and facade improvements.
3. Create a stronger connection between Phalen Village and the area's most important assets, Lake Phalen and Phalen Park, and use these assets to build a stronger market for businesses and housing in the area. Remove the railroad berm between Phalen Village and Phalen Park, restore parts of Phalen Creek and wetlands in low areas unsuitable for development, create ties to regional trails, and use the natural landscape of the area as an asset to attract new and better commercial and residential development.
4. Construct a new Phalen Boulevard between Phalen Village and Downtown St. Paul, with a separated bicycle and pedestrian trail, using a portion of the abandoned Burlington Northern right-of-way. This will provide better access for Phalen Village, as well as other commercial and industrial sites along the route, and reduce unacceptably high levels of traffic and accident rates on Maryland and White Bear Avenues. Align the new Phalen Boulevard directly with Prosperity north of Maryland to eliminate current traffic circulation problems and provide better access to new development sites.
5. Develop a regular intersection at Johnson Parkway and Phalen Boulevard that is more understandable than the existing Johnson-Prosperity intersection and easier for pedestrians to cross. Continue the landscaped center median in Johnson Parkway south to the Chicago Northwestern Railroad bridge to give it more of a parkway character.
6. Renovate apartment buildings to meet current needs. Remove some buildings to create a better residential environment, provide play space for young children, and create open space and street relationships that help control crime. Encourage local, hands-on ownership of apartments and establishment of an association of apartment owners, managers and residents to develop standards and programs for building maintenance, tenant management, "curb appeal" improvements, and crime control.
7. Develop new housing that adds to the diversity of housing types, price ranges, and ownership options in the area.
8. Create a special design district for Phalen Village to guarantee some basic level of quality for new development and to implement measures to control crime through environmental design. Increasing the level of confidence about the quality of surrounding development and the safety of the area are keys to attracting investors. The attractiveness of the area and the perception of safety are also keys to attracting customers.
9. Establish a small transit hub at the Phalen Blvd./Maryland intersection and express bus service on Phalen Boulevard linking the area with major education and employment centers.
10. Work with the school district and health and human service providers to ensure that Phalen Village is well served by schools; early childhood, family and adult basic education programs; youth recreation and development programs; job counseling, training and information programs; child care; and a neighborhood medical clinic.



Phalen Blvd. with Redevelopment and Road Concepts for Phalen Village Area Figure 3

Phalen Boulevard Project Location

The proposed Phalen Boulevard alignment follows railroad right-of-way between Downtown Saint Paul and the south end of Lake Phalen. It would use a portion of the abandoned Burlington Northern right-of-way recently purchased by the Ramsey County Regional Railroad Authority. The roadway would connect with I-35E at the Pennsylvania Avenue interchange via an extension of Pennsylvania Avenue. It would also connect with University Avenue, East Seventh Street and Lafayette Freeway at its southwestern end near Downtown Saint Paul. The northwestern end of Phalen Boulevard would be at the intersection of Maryland Avenue and Prosperity Avenue near Phalen Center.

Transportation and Access Benefits of Phalen Boulevard

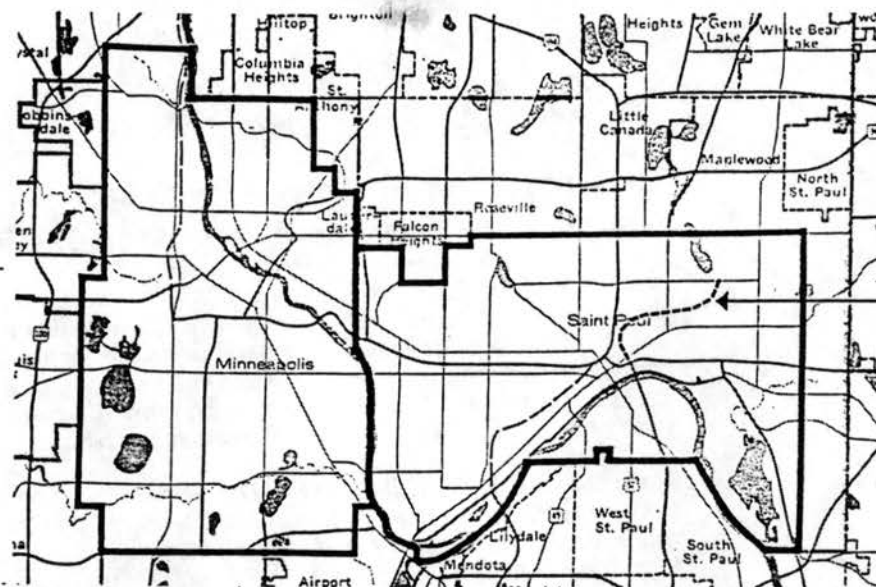
A primary function of Phalen Boulevard is to provide better access and visibility to existing and potential industrial and commercial sites along the corridor, including the Space Center area, Williams Hill, the Payne-Arcade area, and the Phalen Center area. It would reduce travel times to many East Side locations which are now perceived as "hard to get to."

Phalen Boulevard would also relieve other less suitable streets in the area of a substantial amount of truck and auto traffic. It would reduce traffic by about 25% on Maryland east of I-35E, a heavily traveled, narrow street lined with houses that currently has a high accident rate. On White Bear south of Maryland, a similar street, it would reduce traffic by about 15%. It is expected to reduce traffic on sections of Payne, Lafayette and Tedesco in Railroad Island by about 15 to 30%.

Regional Transit Access for Phalen Corridor

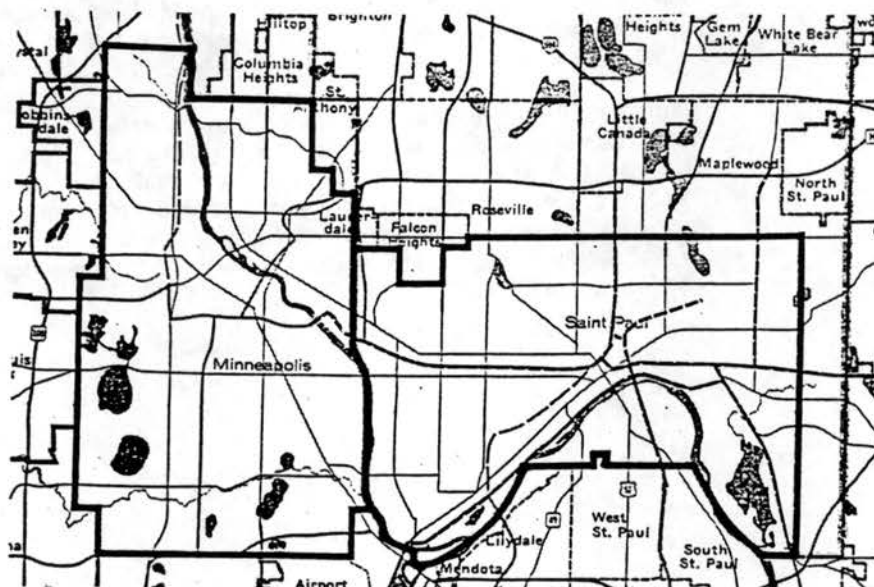
Phalen Corridor residents who need jobs not only need more employment opportunities in the area. They also need better transit access to major employment centers outside of their neighborhood. Because of location relative to major employment centers in the Twin Cities, transit service from the East Side to employment opportunities is generally not as good as from the western part of the city. Providing substantially better regional transit access can have significant impact on employment and the market for residential property in the Phalen Corridor.

The Regional Transit Board's "Vision for Transit" calls for express bus service between Maplewood Mall and Downtown St. Paul, and from there to other major education and employment centers such as the University of Minnesota and Downtown Minneapolis. This kind of regional transit access may eventually be provided by Light Rail Transit. But it can and should be provided much more quickly and economically with buses.

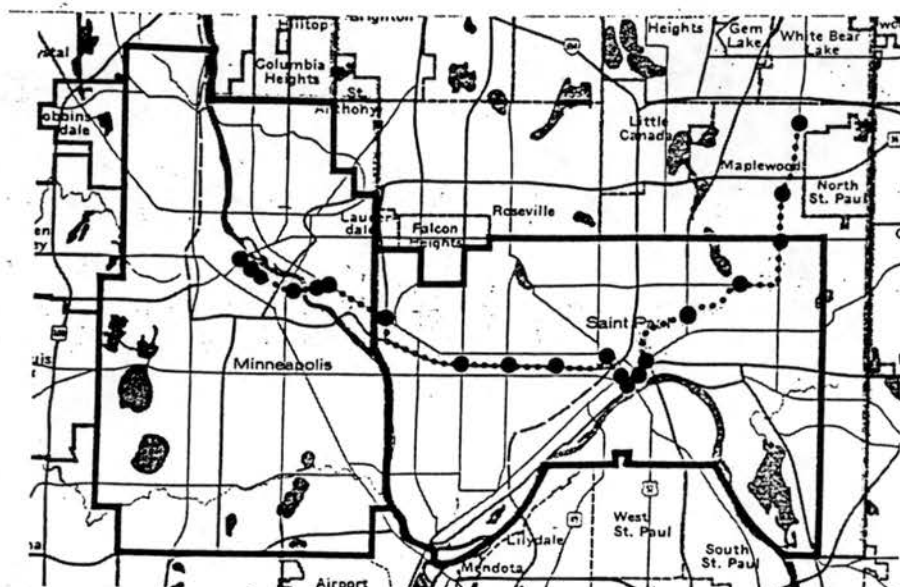


Regional Context of Phalen Blvd.

Phalen Blvd.



Regional Auto/ Truck Access to Phalen Blvd.



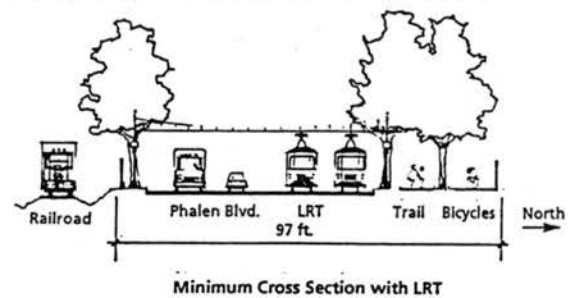
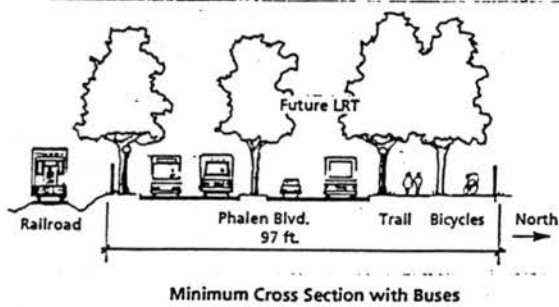
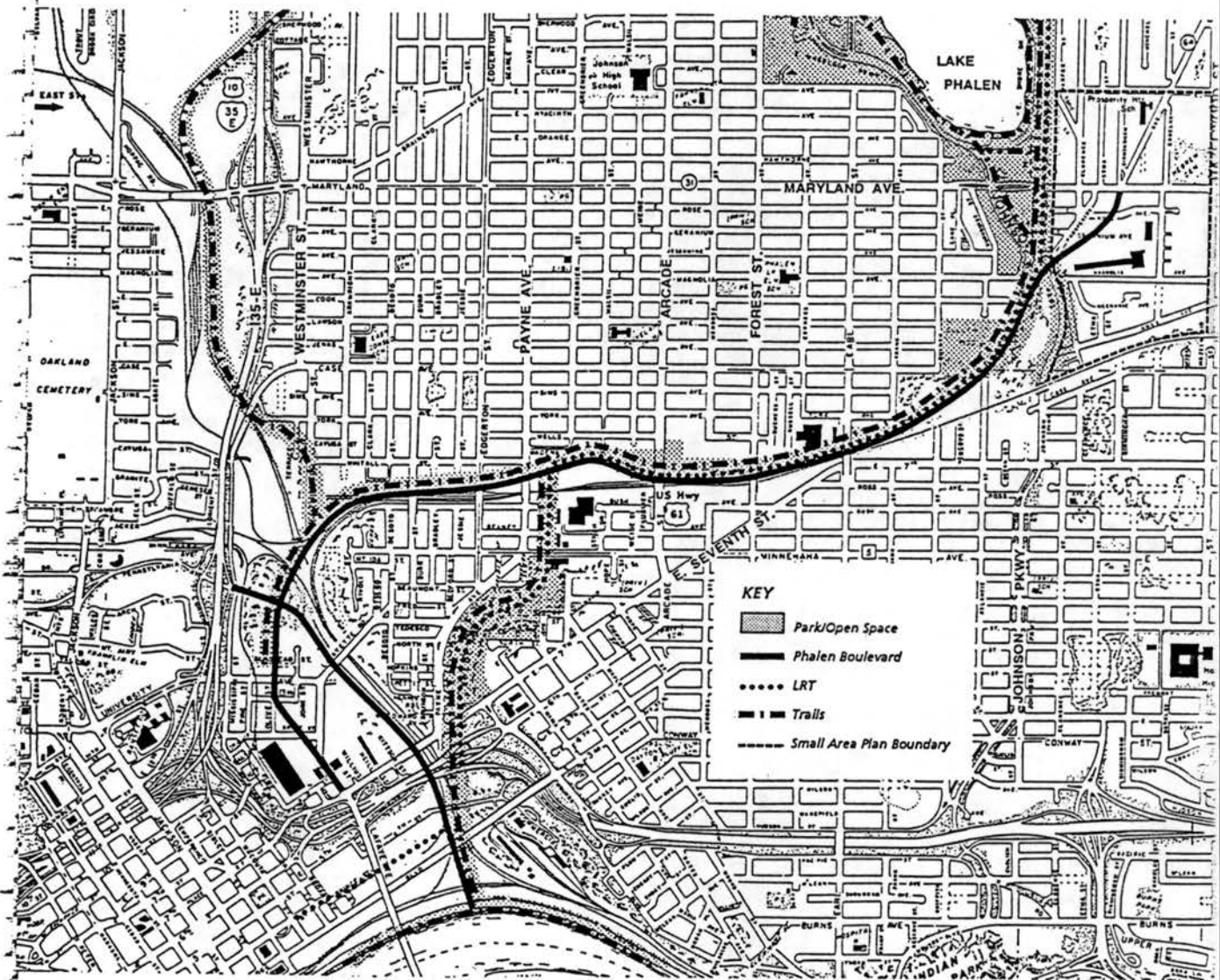
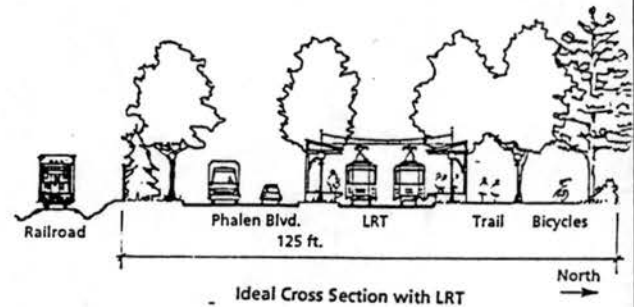
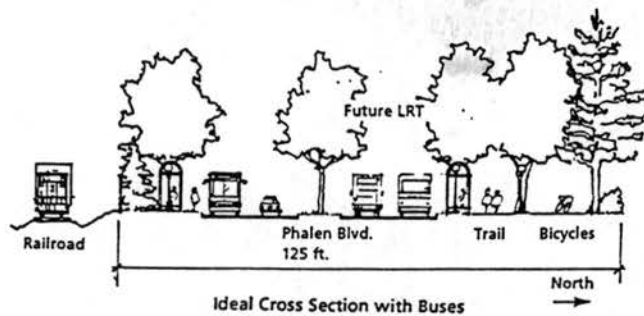
Concept for Regional Bus Access on Phalen Blvd. from Minneapolis to Maplewood Mall

Concept for Phalen Boulevard with Regional Trail Connections and Provision for Future Light Rail Transit

In addition to providing better access to East Side commercial and industrial sites and regional transit access, development of Phalen Boulevard is an opportunity to provide Phalen Corridor residents with better access to recreational amenities such as Lake Phalen and to the regional trail system. Separated bicycle and pedestrian paths along Phalen Boulevard would serve both commuters and recreational walkers and bicyclists.

The trail along Phalen Boulevard would connect with existing trails along Lake Phalen and from there with the Willard Munger State Trail. A possible connection to the Gateway segment of the Munger Trail would create a loop that would be highly desirable for recreational use. Together with a trail connection through Swede Hollow Park to the Great River Road open space and riverfront trail system, the trail along Phalen Boulevard would provide a link in the regional trail system between Fort Snelling and Stillwater, and eventually Duluth.

Enough right-of-way should be acquired to provide space for landscaping, separation of bicycle and pedestrian trails, and future construction of Light Rail Transit. A concept for this is shown in the "Ideal Section" drawings. While the "Ideal Section" may not be practical in the most constricted area of the Phalen Boulevard alignment between Arcade and Earl, enough right-of-way should be acquired to at least provide space for the design shown in the "Minimum Section" drawings.



Phalen Blvd. with Trail System Concept

Figure 5

Phalen Boulevard/Phalen Corridor Redevelopment Phasing

Phalen Boulevard can be constructed in stages, each successive stage providing better access for the Phalen Center area and other commercial and industrial areas along the boulevard. And each successive stage would bring more relief for Maryland and other congested streets.

Construction of the section of Phalen Boulevard between Johnson Parkway and Maryland is a key to the redevelopment of the Phalen Center area envisioned by the Phalen Village Small Area Plan Task Force.

The section of Phalen Boulevard between Johnson Parkway and Arcade, much of which would use part of the abandoned Burlington Northern right-of-way recently acquired by the Ramsey County Regional Railroad Authority, could begin to provide needed regional transit access with express buses long before Light Rail Transit is built in this corridor. Such express bus service would begin to change land use patterns in the corridor and create the demand for transit needed to justify investment in LRT. Light Rail Transit could be added later when needed to accommodate the demand. Bicycle and pedestrian trails constructed as part of this section would be a key link in the regional trail system.

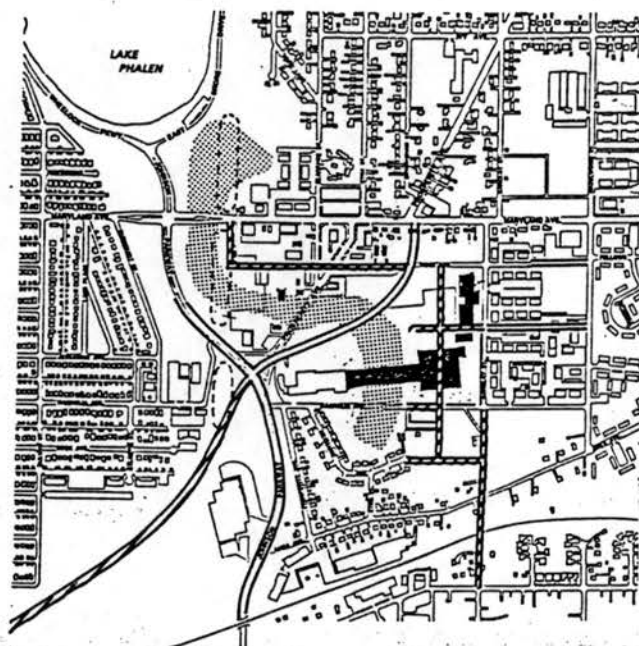
The sections of Phalen Boulevard west of Arcade would greatly improve access to the regional highway system, open vacant and underused land for development, and create as efficient internal circulation system in the developing Lafayette Park area.



Phasing Concepts A & B

Phase I

-  New or reconstructed roads
-  Selective clearance



Phasing Concept A

Phase II

-  Additional roadwork
-  Railroad berm removed
-  Selective clearance
-  New wetland / open space



Phasing Concept B

Phase II

-  Additional roadwork
-  Railroad berm removed
-  Selective clearance
-  New wetland / open space

WHITE - CITY CLERK
 PINK - FINANCE
 CANARY - DEPARTMENT
 BLUE - MAYOR

CITY OF SAINT PAUL

Council Resolution

Council
 File NO. _____

Presented By _____

Referred To _____ Committee: _____ Date _____

Out of Committee By _____ Date _____

WHEREAS, the Ramsey County Regional Rail Authority has prepared a Draft Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, the Draft Comprehensive Light Rail Transit Plan for Ramsey County was released for public review and comment in July of 1989; and

WHEREAS, the Saint Paul Planning Commission has reviewed the draft plan and submitted comments to the Mayor and City Council of the City of Saint Paul; and

WHEREAS, Saint Paul City Council, through its Housing and Economic Development Committee, has reviewed the plan and the comments of the Saint Paul Planning Commission as well as discussed the plan with representatives of the Ramsey County Regional Railroad Authority;

NOW, THEREFORE, BE IT RESOLVED that the Saint Paul City Council finds that the draft Light Rail Transit Plan for Ramsey County is consistent with the Saint Paul Comprehensive Plan insofar as both support the concept of light rail transit as important elements of the transit system but lacks the necessary specificity to adequately determine complete consistency with the Saint Paul Comprehensive Plan; and be it

FURTHER RESOLVED that the draft Comprehensive Light Rail Transit Plan for Ramsey County specifies potential corridors, route alignments, downtown alignments, systems costs and funding methods which require further study before consistency with the Saint Paul Comprehensive Plan can be determined; and be it

COUNCIL MEMBERS

Yeas

Nays

Dimond
 Long
 Goswitz
 Rettman
 Scheibel
 Sonnen
 Wilson

_____ In Favor

_____ Against

Adopted by Council: _____ Date _____

Certified Passed by Council Secretary

By _____

Approved by Mayor: _____ Date _____

Requested by Department of: _____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

WHITE - CITY CLERK
PINK - FINANCE
CANARY - DEPARTMENT
BLUE - MAYOR

CITY OF SAINT PAUL

Council Resolution

Council File NO. 89-1821-

Presented By _____

Referred To _____ Committee: _____ Date _____

Out of Committee By _____ Date _____

FURTHER RESOLVED that the City of Saint Paul adopts the following comments:

1. That the Ramsey County Regional Rail Authority develop guidelines and methodology for the continued involvement of the City of Saint Paul and other affected bodies in future light rail planning activities and decisions and that these guidelines and methods be incorporated in the LRT Comprehensive Plan;
2. That future studies for the implementation of light rail transit include the investigation of the feasibility of alternative transit and transportation or modes for each corridor;
3. That the capital costs presented in the Comprehensive Plan represent the total anticipated system costs, not just corridor construction costs, also that the funding scenarios be related to the projected costs of the proposed system and that all potential funding sources be included.
4. That the City of Saint Paul supports the immediate acquisition of the northeast Burlington Northern right of way from the easterly edge of downtown Saint Paul to the northern Ramsey County line by the Ramsey County Regional Rail Authority to be jointly developed as soon as development funds are available as a trail corridor by the City of Saint Paul and Ramsey County to the fullest extent possible with appropriate access and amenities, with the understanding that such development as a trail does not preclude in any way possible future joint use of the trail with light rail transit.
5. That the City of Saint Paul urges the Ramsey County Regional Rail Authority to initiate necessary studies as soon as possible to determine which alignment will be used for light rail transit in the northeast corridor so that the master planning for the trail corridor can accommodate light rail transit if necessary; and be it

FURTHER

~~FINALLY~~ RESOLVED that these comments be forwarded to the Ramsey County Regional Rail Authority for its consideration.

COUNCIL MEMBERS

Yeas	Nays	
Dimond		In Favor
Long		
Goswitz		
Rettman		Against
Scheibel		
Sonnen		
Wilson		

Requested by Department of: _____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

By _____

Adopted by Council: _____ Date _____

Certified Passed by Council Secretary

By _____

Approved by Mayor: _____ Date _____

By _____

Council Resolution

Presented By _____

Referred To _____

Committee: _____

Date _____

Out of Committee By _____

Date _____

FURTHER RESOLVED, that the City Council directs the administration to enter into a joint power agreement within 30 days between the City and Ramsey County and/or the Ramsey County Regional Rail Authority to manage the Phalen Creek Trail from Kellogg Boulevard on the south to Larpenteur on the north; and be it

FINALLY RESOLVED, that the City of Saint Paul continue to plan for the trail, and if there is due delay in acquisition by the County, the Joint Power Agreement will permit the City to proceed with the acquisition.

COUNCILMEN

Yeas _____ Nays _____

Dimond

Goswitz

Long

Rettman

Scheibel

Sonnen

Wilson

7

In Favor

0

Against

Adopted by Council: _____

Date _____

OCT 19 1989

Certified Passed by Council Secretary

By _____

Approved by Mayor: _____

Date _____

By _____

Requested by Department of: _____

By _____

Form Approved by City Attorney

By _____

Approved by Mayor for Submission to Council

By _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Delprado
Authorized Signature

1/27/93
Date

Board Action Requested

Authorize staff to issue a Request for Proposals (RFP) for consultant services for Phase I Environmental Audit for Northeast Corridor right of way.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Request for Proposals

Budgeting and Accounting

Ed Blawie 1/29/93

County Attorney

[Signature]

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

February 9, 1993

Board Date

J. L. Glendinning
Signature

1/3/93
Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) purchased abandoned railroad right of way from Burlington Northern Railroad in December, 1992; and

WHEREAS, In order to establish a baseline if environmental issues arise, it is necessary to conduct a Phase I environmental audit to set a baseline condition; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental audit of the Northeast Corridor right of way.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

A



OFFICE OF THE COUNTY ATTORNEY

RAMSEY COUNTY

SUITE 400

350 ST. PETER STREET

ST. PAUL, MINNESOTA 55102

TOM FOLEY
COUNTY ATTORNEY

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

MEMORANDUM

TO: Kathy DeSpiegelaere
Ramsey County Regional Rail Authority
Suite 360 RCGC West

FROM: David MacMillan
Assistant Ramsey County Attorney

DATE: January 26, 1993

SUBJECT: Phase I Environmental Audit RFP

Enclosed for your review is Phase I Environmental Audit RFP. This is in the new County format. Please note that items III(B)(1)(b) on page 4; Amount of Bond on page 8; and Term on page 16, must be completed.

DM/dm
enclosure

B

REQUEST FOR PROPOSALS

PHASE I ENVIRONMENTAL AUDIT OF ABANDONED
BURLINGTON NORTHERN RAILROAD RIGHT-OF-WAY
IN RAMSEY COUNTY

Issued by:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

You are invited to submit a proposal to Ramsey County Regional Rail Authority in accordance with this Request for Proposal (RFP).

REQUEST FOR PROPOSALS

Phase I Environmental Audit of Abandoned
Burlington Northern Railroad Right-of-Way
in Ramsey County.

I. PROJECT INFORMATION

A. PROJECT DESCRIPTION

The project for which proposals are being solicited is a Phase I Environmental Audit/Assessment of the abandoned Burlington Northern Railroad right of way corridor (hereinafter the Corridor) lying between approximately Kellogg Boulevard in downtown St. Paul and a point approximately ninety (90) feet north of Beam Avenue in Maplewood. The Corridor varies in width and is approximately 6.5 miles long. A complete survey of the area involved may be inspected at the office listed below.

B. [Reserved]

C. DEPARTMENT CONTACTS

Proposers may direct questions regarding this solicitation and prior to submission of their proposal to:

Ms. Kathryn DeSpiegelaere
Director of LRT Planning
Ramsey County Regional Railroad Authority
Suite 360
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

II. SCOPE OF SERVICES

A. GENERAL

Preparation of a Phase I Environmental Audit/Assessment of the Corridor.

B. PROJECT TASKS

Project tasks shall be as follows:

1. Historical Review

- a. Site plans and surveys
- b. Aerial photos
- c. Nearby surface water and drainage
- d. Consider adjacent property and its use
- e. Review topographic maps, geologic and hydrologic data for the site vicinity
- f. Note locations of water supply wells

- g. Estimate types of soil, and depth to groundwater and bedrock
- h. Review published surface and subsurface information:
 - 1) Geotechnical boring and well logs
 - 2) Stream quality data
 - 3) Utility plans
 - 4) Site zoning
- i. Review site ownership records back to 1940
- j. Determine proximity of Superfund sites, and any candidates for Superfund within three (3) miles
- k. Review public records to determine any regulatory history, citations, reported accidents or spills,
- l. Interview appropriate public officials
- m. Interview parties who may be familiar with site history
- 2. Site Reconnaissance
 - a. Walk-over
 - b. Note and record pertinent site information
 - 1) Location and sizes of structures
 - 2) Evidence of any below-grade tanks
 - 3) Distressed vegetation
 - 4) Signs of chemical production or storage
 - 5) Any trash or rubble
 - 6) Types of businesses operating in area
 - 7) Evidence of any illegal disposal tactics
 - 8) Adjacent site information

III. EVALUATION AND SELECTION

A. TIMETABLE

B. VALID PROPOSAL

1. Proposal Contents.

In order for a proposal to be considered, it must conform to the following requirements:

- a. Proposals must be in writing with five (5) copies submitted.
- b. The proposal must be received no later than 4:30 p.m. on _____, 1993, at the following address:

Ms. Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority

Suite 360
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

- c. Proposals must be signed by an officer of the proposer.
 - d. Proposal must have a copy of these requirements attached to it.
2. Final Submission Date of Proposals.

3. Withdrawal of Proposal/Changes.

A proposal may be withdrawn on written request of the proposer prior to the proposal due date. Negligence of the proposer in preparing this proposal confers no right to withdraw the proposal after the proposal due date. Prior to opening, changes may be made, provided the change is initialed by the proposer or the proposer's agent. If the intent of the proposer is not clearly identifiable, the interpretation most advantageous to the RCRRRA will prevail. Once submitted, a proposal becomes public property and will not be returned.

4. Proposal Submission.

- a. The response must include an original and four (4) copies of the proposal. The first page of the original must have the original signature of the officer who will be accountable for all representations. Unsigned proposals may be considered invalid.
- b. To facilitate proposal opening, the original copy (including any bid bond required) only should be sealed in a separate envelope or box. The name, address, and RFP number should be clearly marked on the outside. The remaining copies may be wrapped or boxed together.

C. **EVALUATION**

RCRRRA reserves the right to reject any and all proposals. RCRRRA reserves the right to accept other than the lowest cost proposal.

D. **CONTRACT AWARD**

- 1. A contract will be executed between the successful proposer(s) and RCRRRA. The contract will include the terms set forth in Section IV.B of this RFP and the proposer's proposal.

2. The RCRRRA reserves the right to waive minor irregularities in the proposal request process.

IV. CONDITIONS

A. SPECIAL CONDITIONS

The proposer, by submitting a proposal, agrees to the following conditions:

1. Costs of Proposal.

RCRRRA will not be responsible for any costs incurred by proposers in preparing proposals.

2. Independent Price Determination.

Proposers are held legally responsible for their proposals and proposal budgets. Proposers are not to collude with other proposers or competitors or take any other action which will restrict competition. Evidence of such activity will result in rejection of the proposal.

3. Reimbursement/Payment.

4. Contingencies.

If addenda are needed, all recipients of the original RFP will be notified.

5. Cancellation.

The RCRRRA reserves the right to cancel this request at any time.

B. GENERAL CONDITIONS

The following conditions must be included in the response to the RFP and any resulting contract:

1. Nonassignability.

The Contractor shall not assign any interest in this agreement and shall not transfer any interest in the same, whether by subcontract, assignment or novation, without the prior written consent of the RCRRRA.

2. Independent Contractor.

In the performance of this agreement, the

Contractor is an independent contractor, and neither it, its agents, employees, assigns or other persons, while engaged in the performance of any work or services required to be performed by the RCRRA under this agreement, shall be considered employees of RCRRA. Nothing contained in this Agreement shall be construed as creating the relationship of co-partners, joint venturers or an association between RCRRA and Contractor.

3. Hold Harmless.

The Contractor agrees to defend, indemnify, and hold RCRRA, its employees and officials harmless from any claims, demands, actions or causes of action, including reasonable attorneys' fees, arising out of any act or omission on the part of the Contractor, or its subcontractors, partners or independent contractors or any of their agents or employees, in the performance of or with relation to any of the work or services to be performed or furnished by the Contractor or the subcontractors, partners, or independent contractors or any of their agents or employees, under the terms of this agreement.

4. Alteration.

Any alteration, variation, modification, or waiver of the provisions of this Agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

5. Insurance.

(Note: The department has the responsibility for checking with the Ramsey County Risk Manager regarding the specific insurance requirements for the services being requested, prior to submission of the RFP.)

- a. Contractor shall purchase and maintain such insurance as will protect the Contractor from claims which may arise out of, or result from, the Contractor's operations under the contract, whether such operations be by the Contractor or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any one of them may be liable.
- b. Contractor shall secure the following coverages and comply with all provisions noted. Certificates of Insurance shall be issued evidencing such coverage to the County.

- 1) General Liability Insurance
Commercial General Liability Insurance
(ISO CGL)

Minimum Limits:

\$600,000 each event limit
\$1,000,000 general aggregate
\$1,000,000 products/completed
operations total limit
\$ 600,000 personal injury &
advertising liability

The policy is to be written on an occurrence basis or as acceptable to the County's Risk Manager. Certificate of Insurance must indicate if the policy is issued on a claims-made or occurrence basis and if coverage is provided for X, C, U hazards if applicable.

- 2) Automobile Liability Insurance

- a) Minimum limit: \$600,000 combined single limit
- b) Coverage shall include hired, non-owned and owned automobiles.

- 3) Workers' Compensation & Employer's Liability

- a) Workers' Compensation per Minnesota State statute
- b) Employer's Liability shall have
Minimum Limits:

\$500,000 per accident; \$500,000 per employee; \$500,000 per disease policy limit

Other States Coverage

- 4) Professional Liability Insurance (if applicable)

Minimum limits:

\$ 600,000 per claim
\$1,000,000 aggregate

- 5) Fidelity bond (covering Contractor's employees having access to money) in a total amount of \$_____ (if applicable).

- 6) License as required.
- C) All certificates of insurance shall provide that the insurance company give the RCRRA thirty (30) days prior written notice of cancellation, non-renewal or any material changes in the policy.
- D) The above sub-paragraphs establish minimum insurance requirements, and it is the sole responsibility of the Contractor to purchase and maintain additional insurance that may be necessary in connection with this contract.
- E) The Contractor shall not commence work until the Contractor has obtained the required insurance and filed an acceptable certificate of insurance with the Ramsey County Risk Manager. Copies of insurance policies shall be submitted to the RCRRA upon request.
- F) Nothing in this contract shall constitute a waiver by RCRRA of any statutory limits or exceptions on liability.
- G) Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurer shall be noted on the certificate, and shall not be less than a B+.
- H) On the certificate, agent shall certify that the agency carries error and omissions coverage.

6. Non-Conforming Services.

The acceptance by the RCRRA of any non-conforming services under the terms of this agreement or the foregoing by the RCRRA of any of the rights or remedies arising under the terms of this agreement shall not constitute a waiver of the RCRRA's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms of this agreement. The rights and remedies of the RCRRA provided or referred to under the terms of this agreement are cumulative and not mutually exclusive.

7. Waste Reduction.

The Contractor shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase

of recycled products in its procurement processes. All reports, publications and documents produced as a result of this contract shall be printed on both sides of the paper, where commonly accepted publishing practices allows, on recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

8. Setoff.

Notwithstanding any provision of this agreement to the contrary, the Contractor shall not be relieved of liability to the RCRRA for damages sustained by the RCRRA by virtue of any breach of this Agreement by the Contractor. The RCRRA may withhold any payments to the Contractor for the purpose of setoff until such time as the exact amount of damages due the County from the Contractor is determined.

9. Equal Employment Opportunity.

The Contractor agrees to comply with all federal, state and local laws, resolutions, ordinances, rules, regulations and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, sexual preference, disability, or age. When required by law and requested by the RCRRA, the Contractor shall furnish a written affirmative action plan.

10. Termination.

- a. With Cause. The RCRRA reserves the right to suspend or terminate this Agreement if the Contractor violates any of the terms or conditions of this Agreement or does not fulfill in a timely and proper manner its obligations under this Agreement as determined by the RCRRA. In the event that the RCRRA exercises its right of suspension or termination under this Paragraph, it shall submit written notice to the Contractor specifying the extent of such suspension or termination under this Paragraph, the reasons therefore, and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, the Contractor shall take all actions necessary to discontinue further commitments of funds to the extent that they relate to the suspended or terminated portions of this Agreement.

- b. Without Cause. The RCRRRA may terminate this Agreement without cause and for any reason whatsoever upon giving at least thirty(30) days written notice thereof to the other party. In such event, the Contractor shall be entitled to receive compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

11. Compliance with Applicable Law.

The Contractor agrees to comply with all federal, state and local laws or ordinances, and all applicable rules, regulations, and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the Contractor's performance of the provisions of this agreement. It shall be the obligation of the Contractor to apply for, pay for and obtain all permits and/or licenses required by any governmental agency for the provision of those services contemplated herein.

12. Access to Documents.

- a. The RCRRRA, its authorized representative, or the State Auditor shall have full access to all records relating to the performance of this Agreement.
- b. The Contractor agrees to maintain records relative to all services provided by it under the terms of this Agreement and shall retain all such documentation for three (3) years following the termination of this Agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRRA or its authorized representative.

13. Data Practices.

All data collected, created, received, maintained or disseminated for any purpose in the course of Contractor's performance of this agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, other applicable state statutes, any state rules adopted to implement the Act or other statutes, and any federal statutes and regulations on data privacy. The Contractor agrees to comply strictly with these statutes, rules and regulations.

14. Conflict of Interest.

The Contractor affirms that, to the best of Contractor's knowledge, Contractor's involvement in this contract does not result in a conflict of interest with any party or entity which may be affected by the terms of this contract. The Contractor agrees that, should any conflict or potential conflict of interest become known to Contractor, Contractor will immediately notify the RCRRRA of the conflict or potential conflict, specifying the part of this contract giving rise to the conflict or potential conflict, and will advise the RCRRRA whether Contractor will or will not resign from the other engagement or representation.

15. Interpretation of Agreement; Venue.

This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this agreement shall be venued in the District Court of the County of Ramsey, Second Judicial District, State of Minnesota.

16. Term.

This Agreement shall be in force and effect from _____ through _____ or until earlier terminated by the parties hereto pursuant to this Agreement.

17. Entire Agreement.

This agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

F. L. Spiegelbauer *1/27/93*
 Authorized Signature Date

Board Action Requested

Approve contract with Mary Elizabeth Anderson for legislative services for an amount not to exceed \$12,000 and authorize the Chairman of RCRRA to execute the contract with Mary Elizabeth Anderson.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
 2) Contract

Budgeting and Accounting *Ed Slawitz* *1/29/93*
County Attorney *[Signature]*
Risk Manager *Heidianna Schulte* *2/1/93*
Data Processing _____
Previous Action taken on Request _____

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

February 9, 1993

Board Date

Signature

Date

F. L. Spiegelbauer

2/2/93



Resolution Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

RESOLVED, That Ramsey County Regional Railroad Authority approves the contract with Mary Elizabeth Anderson for legislative services for an amount not to exceed \$12,000 through the end of the 1993 legislative session; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the contract with Mary Elizabeth Anderson.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

A

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT

The following is an agreement between MARY ELIZABETH ANDERSON (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, through its Administrator's Office (hereinafter the "AUTHORITY").

1. SCOPE OF SERVICES

CONTRACTOR listed above shall provide the services as outlined below:

- A. On behalf of the AUTHORITY, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the AUTHORITY.
- B. On behalf of the AUTHORITY, CONTRACTOR will do research, attend meetings, provide testimony, visit individual legislators, relate to the media, and perform such other services as are usual and customary for organizations which lobby at the Minnesota legislature and with administrative departments of the state government.
- C. In performing services for the AUTHORITY, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities, particularly activities which enhance the development and construction of the Light Rail Transit System in the metropolitan area. As a necessary incident to providing these services, CONTRACTOR will register as an agent of the AUTHORITY with the Minnesota State Ethical Practices Board.
- D. On behalf of AUTHORITY, CONTRACTOR will be available for meetings with AUTHORITY's board members and staff as requested. The AUTHORITY's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the AUTHORITY, CONTRACTOR will work with the Chair of the AUTHORITY, and the AUTHORITY's administrator to:
 - 1) Foster the growth of working relationships between members of the Ramsey County Legislative delegation, the AUTHORITY, and the AUTHORITY's key staff members.

- 2) Develop and assist in implementing strategies regarding how the AUTHORITY is funded in relation to other governmental units.
 - 3) Develop and assist in implementing the AUTHORITY's overall lobbying efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the state.
- F. CONTRACTOR will work on passage of the AUTHORITY's local legislative initiatives and will perform other activities as desired by AUTHORITY during the Minnesota legislative session.
- G. CONTRACTOR will furnish a written report monthly, beginning on March 30 and at the end of the session to the AUTHORITY.

2. DELIVERY OF SERVICES

Services will be delivered from February 9, 1993, until the legislature adjourns. The CONTRACTOR shall also perform these services during any special session of the legislature at no additional cost.

3. COST FOR SERVICES AND PAYMENT

CONTRACTOR shall receive the sum of Twelve Thousand Dollars (\$12,000) for performance of its obligations, as follows:

- A. The sum of Three Thousand Dollars (\$3,000) on February 17, 1993.
- B. The sum of Three Thousand Dollars (\$3,000) on March 16, 1993.
- C. The sum of Three Thousand Dollars (\$3,000) on April 16, 1993.
- D. The sum of Three Thousand Dollars (\$3,000) when the state legislature adjourns its 1993 regular session.

CONTRACTOR shall also provide all services under this agreement on behalf of the AUTHORITY for up to three business days for any special session of the legislature in 1993 which occurs prior to September 1, 1993, without additional compensation.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this agreement is intended or should be construed as creating the relationship of

co-partners, joint venturers, or an association with the AUTHORITY and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, or representatives are agents of the AUTHORITY.

5. INDEMNITY

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

6. INSURANCE AND BONDING

CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of, or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

7. AUDIT

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

8. NON-DISCRIMINATION

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

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

9. CONFLICT OF INTEREST

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

10. ENTIRE AGREEMENT

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

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

MARY ELIZABETH ANDERSON

By: _____
John T. Finley, Chair

By: Mary Elizabeth Anderson
Mary Elizabeth Anderson

Dated: _____

Dated: _____

Georgiana Schulte 2/1/93
Risk Management

APPROVED AS TO FORM:

David F. MacMillan
David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$ 12,000.00

Account No. 59101-020154

Ed Glauk
Budgeting & Accounting

WORKERS' COMPENSATION INSURANCE COVERAGE
DECLINATION FORM

SECTION I: To be completed by County's Contracting Department

TO: Ramsey County Regional Rail Authority
(Department)

Attention: _____
(Contract Manager)

Address: _____

SECTION II: To be completed by Contractor

In accordance with Minnesota State Law, I certify that this company is not required to carry Workers' Compensation and Employer's Liability insurance. I understand though, that I may voluntarily purchase such insurance to protect myself and this company. I further certify that I,

Mary Elizabeth Anderson
(Name of Company Official, Title)

of _____, spoke to _____ of
(Contracting Company) (Insurance Agent)

(Insurance Agency or Company) (Address)

_____ on _____
(Date Spoke to Agent)

regarding the purchase of Workers' Compensation and Employer's Liability insurance and the coverage it provides. I understand the risks of loss which would be covered and the benefits which would be afforded through the purchase of such insurance and I freely waive the right to purchase such insurance.

Mary Elizabeth Anderson
(Contractor's Signature)

(Title)

1-28-93
(Date)

Note to Contractor: After this form has been completed by you, please return to Ramsey County Risk Management, Suite 450 Government Center-West, St. Paul, MN 55102.

DECLARATIONS

ILLINOIS FARMERS INSURANCE COMPANY AURORA, ILLINOIS
A STOCK INSURANCE COMPANY, HEREIN CALLED THE COMPANY

The Effective Date is from 12:00 O'CLOCK NOON STANDARD TIME TIME APPLIED FOR. * * * * The policy shall expire at 12:00 O'CLOCK NOON STANDARD TIME on the expiration date shown. The policy may be renewed for an additional policy term of six months each time the Company offers to renew by sending a bill for the required renewal premium, and the insured pays said premium in advance of the respective renewal date. The Policy is issued in reliance upon the statements in the Declarations.

1. Named Insured & Address RICHARD A ANDERSON 914 PARKVIEW ST ST PAUL MN 55117	Agent 36 330	Policy number 13 12437 93 20	NON-SMOKER POLICY
Effective Date 12-31-92		Expiration Date 05-12-93	

A-INPUT covers *Mary Elizabeth Anderson - wife*

3. COVERAGES — indicated by "COV" or the limit of Company's liability against each coverage. "NC" means "Not Covered."
"D" means "Deductible." "MAX" means "Maximum Deductible." — See Reverse Side for Coverage Designations.

Bodily Injury 250* Each Person	P.D. 500* Each Occurrence	U.M. 250* Each Person	Medical/ No-Fault 200*	Compre- hensive 150*	Collision 150*	Tow. NC	Non-Auto NC Liab. Medical	Vehicle Description & I.D. # 88 STANZA E 693	Last 3 digits
--------------------------------------	---------------------------------	-----------------------------	------------------------------	----------------------------	-------------------	------------	---------------------------------	--	---------------

* Entries in thousands of dollars.

Type of Transaction Reinst	New Bus. (0) or Reinst (4)	Coverage Change	Car Change	Name and/or Address Change	Rate Class and/or Discount Change	Mortgagee (Add, Change or Cancel)	Other																
<table border="1"> <tr> <td>Previous Balance</td> <td>Symbol</td> <td>Endorsement Numbers - Coverage Parts</td> <td>Rating Point</td> </tr> <tr> <td>\$ 233.75</td> <td>09</td> <td>EEV-D R1 E1179-010</td> <td></td> </tr> <tr> <td>Payments or Other Credits</td> <td>PS TERR</td> <td></td> <td></td> </tr> <tr> <td>TOTAL DUE</td> <td>Financial Resp. Filing Made</td> <td></td> <td></td> </tr> </table>								Previous Balance	Symbol	Endorsement Numbers - Coverage Parts	Rating Point	\$ 233.75	09	EEV-D R1 E1179-010		Payments or Other Credits	PS TERR			TOTAL DUE	Financial Resp. Filing Made		
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\$ 233.75	09	EEV-D R1 E1179-010																					
Payments or Other Credits	PS TERR																						
TOTAL DUE	Financial Resp. Filing Made																						

Address of all premises covered under Personal Liability

Outboard(s) over 25HP combined covered under Personal Liab.

Lienholder or Other Interest
**NORWEST CONS LN DPT
PO BOX
MPLS MN 55456**

Issuing Office
**P.O. BOX 2040
AURORA, IL 60507**
Date **12/22/92**

Countersigned *[Signature]*
Authorized Representative

AGT-CURTIS R BROWN-PH 612-411-1732
INSURED-RICHARD A ANDERSON
Continued on the Reverse Side
ATTACH TO YOUR POLICY

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY
Originating Department

F. H. Spigdon 1/27/93
 Authorized Signature Date

Board Action Requested

Update on legislation.

DISCUSSION ONLY

Request Justification

Information on legislative proposals will be provided at your meeting.

Budgeting and Accounting *Ed Klauke* 1/29/93
County Attorney *W. J. ...*
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
February 9, 1993

Signature

Date

2/2/93

Board Date

Signature

Date

file

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, FEBRUARY 23, 1993

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

***PLEASE NOTE CHANGE IN TIME.**

1. * Minutes of the Regional Railroad Authority Meeting of January 26, 1993.
2. Metropolitan Transit Education Plan - Discussion Only.
3. * Update on Legislation.
4. * a) Amend Agreement 91001 with the RCRRA, HCRRA, and BRW, Inc. Phase II Preliminary Engineering for Midway Corridor;
b) Authorize Chairman to sign amendment.
5. Update on Metro LRT Joint Powers Board activities.
6. * Quarterly Report of Payments for RCRRA, September through December, 1992

* Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JANUARY 26, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, January 26, 1993, in the Large Conference Room of 316 Court House.

Chairman Finley called the meeting to order at 10:40 A.M.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell

Also Present: James Van Houdt, Ed Glaubitz, Robert Clarkson
Andrea Schmidt Hanson, Jill Goski, Hugh Faville,
Denny Probst, Dick Wolsfeld, Terry Schutten, Toni
Baker, Pat Craig, Mary Lou Grahek, Kathryn
DeSpiegelaere, David MacMillan represented the
County Attorney's Office, Frances Glendenning

1. Minutes -of the Ramsey County Regional Railroad Authority Board Meetings of December 8, 1993 (Tax) and January 5, 1993.

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the Board Meeting held on January 26, 1993, as written.

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

2. Central Collidor Update - Discussion only.

Chairman Finley called on Dick Wolsfeld to begin the presentation, as he knows that Mr. Wolsfeld has to catch a plane so we understand.

The University Connector was the terminology that Hennepin County used to describe from that point into and through downtown Minneapolis. The Central Corridor Corridor defines the downtown to downtown link. Not many people use the University Connector.

The Alternatives Analysis Draft Environmental Impact Statement is referred to the AAEIS, this is a set of procedures that the older Urban Mass Transportation Administration, now the Federal Transit Administration uses to describe the planning process which centrally to look at a series of transit alternatives, and to conduct an analysis of how effective they are in meeting the needs of an area. It is a fairly rigorous process that all metropolitan areas across the country are to use so that they can have some consistency in terms of evaluating projects.

Preliminary Design refers to approximately 10% of the engineering effort for a project and preliminary engineering which refers to a 30% level of effort before you go into a project.

The Midway Corridor Preliminary Design 10% level and Draft EIs which is a State Environmental. That work started in November of 1989, was completed in December of '90, and it looked at where LRT should be generally located in the Midway Corridor. We looked at Pierce Butler, University Avenue, I-94 and did an evaluation of those three alternatives, and the conclusion was that I-94 was generally the preferred location for LRT. Some of the reasons were the ability to get higher speed in the corridor that this provided. They also found that putting LRT on University Avenue caused a number of impacts not only to the street, but in terms of right of way acquisition. I-94 then became the preferred location out of that Preliminary Design Draft level of work.

%
Then we started in September of 1991, the Preliminary Engineering, the next level of engineering to go to the 30% level, and he will talk about this today.

The Preliminary Engineering for the Midway Corridor was started with a series of issues that needed to be resolved, the question of how to serve downtown St. Paul, and what streets, and equally important where the stations be located in downtown St. Paul whether one station or two station. How can we serve the Capitol, stay down on 12th Street in front of the Capitol Mall, or is it possible to get closer to the Capitol. There were also issues of how to get through the Ravoux Street area west of the Kelly Inn, prior to entering the I-94 alignment. I-94 became the issues of how you got to those stations to make sure they were accessible to both pedestrian and people who were transferring to the buses.

Mr. Wolsfeld continued, there was another set of issues relative to Merriam Park, we had proposed a very long structure that was over 2,000 feet in length, \$10 million in cost, the question is there are cheaper ways to do that, and probably, the major issue, the alignment that came out of the preliminary design was along the Soo Line RR Tracks which parallels I94. There was considerable interest by the City in getting service up to the 280 area, and the question was is that possible.

When they went into the Preliminary Engineering, the first task was to resolve those issues in downtown St. Paul, Capitol area, Ravous Street, the station design, I94, Merriam Park, and service to Westgate.

Mr. Wolsfeld went over the Westgate issue and Downtown St. Paul, then Denny Probst went over the other issues.

Mr. Wolsfeld showed the alignments proposed, and pointed out the locations as shown. Because St. Paul was interested in looking at service to the Westgate 280 area, they looked at a series of alternatives that left the Soo Line RR, when North, or go back to University Avenue. They went through an evaluation of each of those alternatives. There was an inter-agency group composed of people from the RTB, the Met Council, MTC, City of Minneapolis, City of St. Paul and reached a conclusion that it was possible to divert from the Soo Line RR track to follow Curfew Street, then cross University Avenue and then parallel the University of Minnesota Transitway, and have a station just east of the University of Minnesota East Bank, then they would have tunnel, and follow the Washington Avenue Bridge into Downtown Minneapolis. This was the preferred alternative, that surprisingly all of the entities that were in the process concluded.

Then, they diverted off of that I94 corridor, up Curfew, back on the transitway, into downtown St. Paul, and left that Soo Line alignment.

This was a major breakthrough in resolving that issue, and as he said that all the entities that were involved agreed that this was a preferred alternative.

Commissioner Wedell asked how far north they were going, to 280. Mr. Wolsfeld said that they never got to 280, this was east of 280 so it would not conflict with that move.

Chairman Finley mentioned that Hennepin and Anoka Counties were looking at Central Avenue, and then down to the University.

Mr. Wolsfeld discussed park and ride facilities along the routes on Snelling Avenue, so the bus is to have significant modifications to tie into each of those stations, then the 16A service would have a reduced service. It would be a feeder bus system as to how people from Roseville would access the LRT.

The next major issue was downtown St. Paul, and there is a Downtown Task Force headed up by Bob Bach, and they have been a great group to work with and very active in providing a lot of input as they went through the planning process of fitting a LRT system into downtown St. Paul. They looked at a

a whole series of alternatives during the previous work in terms of where transit service should be provided, and concluded that Cedar and Fourth Street were the best streets to provide LRT service in downtown St. Paul, and then, at the next level that we are in, the Preliminary Engineering we then looked at alternative station locations, and this presents the resolution of that which is the station to serve the Science Museum area, proceed down Cedar and cut diagonally across the block between Fifth and Fourth and Cedar and Minnesota, and then proceed along Fourth Street with another station at the Union Depot area.

The key break through in that analysis was the question of how you cut across that block, and this shows coming down Cedar, cut across the block and proceed down Fourth Street.

The downtown, the community people felt that this was a good solution to really integrating LRT into the downtown, it then becomes the focal point of the pedestrian movements, and offers the opportunity for putting some kind of development project on the top of this proposed station. This was the resolution to put the Cedar and Fourth. There has been considerable discussion as to whether Fourth Street will be left open to automobile traffic. So, there will be one lane of traffic on both Cedar and Fourth. Dennis Brobst, Project Manager, continued the presentation, The City of St. Paul Staff had been concerned that there be circulation around the blocks, or the streets would become dead. So we have an access lane.

Dennis Brobst, Project Manager, addressed the Board regarding the Capitol area, there was an extensive series of meetings as the capitol area encompasses two stations. He pointed out the possible locations, the options which were discussed. There were four alternatives.

There was a fundamental concern with the Science Museum Station, this had to do with how it would affect or not affect the use to the capitol from that location. He showed a series of sketches showing the proposed station from different views.

The Snelling location station was explained, as this lay directly below the bridge for access for pedestrians from either side of the bridge. In going through an evaluation of the stations, there was need to minimize the cross section requirement, the previous design that was proposed required a 28 foot platform in the station, the design he showed today shows how buses would connect, this allowed the platform to get down to 22 feet. We will be looking at elevator, stair access only for those platforms. So that we can maintain the minimum platform of 22 feet. They do believe that they will need two sides of access.

The neighborhood groups at each of the Freeway Stations spoke very earnestly about their concerns and the need for access from both sides of these major cross streets. Moving back to the two side plan does solve a number of issues for us.

Mr. Brobst showed the Board the documents that they have taken out to each of the neighborhoods, at Dale, Lexington, Snelling, Merriam Park Westgate, and also another for the Station on the Hennepin County side.

We will be bringing back to you next month a more detailed presentation of the public involvement program. Jill Goski has prepared a summary report of the discussion which has occurred with each of the groups at the station meetings. This has been very well done, and has been shared with the Downtown Task Force.

Mr. Brobst walked through the package which includes land graphics, major street locations, proposed location of stations, the feeder bus network for the Midway Corridor portion of the Central Corridor.

Ms. DeSpiegelaere said that this could be put in a historical perspective, for the past twenty years, the Central Corridor which links the two downtowns as the likelihood for a rail transit system. Last year the Metropolitan Council prepared a Metropolitan Facilities Plan which reexamined that question and several others.

Previously the Advisory Committee had recommended a 20 year plan with nine corridors for light rail transit. The Facilities Plan said that there would be two corridors in the twenty year plan, the Central being First Priority, and 35W Second Priority. This corridor had been going through the State process for environmental statement process, and that decision was made by this Board that when the new Surface Transportation Act was passed, that would be an opportunity, and it was recommended that Federal funding be sought for this corridor, that 50% funding be sought. It has been reaffirmed again that this corridor is the highest priority for this type of investment in the Twin City area.

Mr. Brobst said that the Work Program for the Central Corridor Alternatives Analysis Environmental Impact Statement basically requires us to go back in and evaluate the entire corridor once again from end to end in the alignment. The issue of resolving grade alignments for downtown Minneapolis which had been previously identified as a tunnel location. They have concluded that exercise. There are four alternatives that they are now evaluating, no build alternative which would leave things as they are today, transportation system management option which will look at some basic improvements to the facilities, combination bus-HOV alternative which is following the LRT alignment that has been previously studied, and the fourth alternative is the LRT option.

Mr. Brobst said the AEIS is asked for by September this year, and they are in hopes of getting the Environmental Document by June 1st.

3. Update on Legislation - Discussion only.

Chairman Finley said that they had a meeting last week with the Ramsey County and Hennepin County Legislators, and discussed the #W and the Central Corridor.

3. Ratify Partial Payment No. 14 to BRW, Inc. in the amount of \$46,917.85 for the 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 October 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; and

29304 WHEREAS, BRW, Inc. Invoice No. 67026, Partial Payment No. 14, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$46,917.85 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1992, is hereby ratified.

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

5. Ratify Payment No. 15 to BRW, Inc. in the amount of \$40,383.28 for the 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 November 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

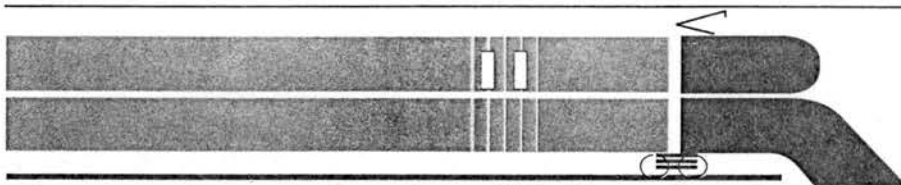
WHEREAS, Resolution R91- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and

WHEREAS, BRW, Inc. Invoice No. 67128, Partial Payment No. 15, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$40,383.28 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1992, is hereby ratified.

293-05
Roll Call: Ayes - 7, Nays - 0
Motion adopted.

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



Ramsey County Regional Railroad Authority

360 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (612) 266-2760 / FAX (612) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere *LD*

SUBJECT: Addition to Regional Railroad Authority Agenda for
February 23 meeting

DATE: February 19, 1993

An additional resolution (attached) will be considered on February 23 at the Regional Railroad Authority meeting as part of agenda item 3, update on legislation.

The resolution and two others previously included in the meeting documentation for item 3 address positions on legislation.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority supports increased funding for transit capital and operating needs, including regular route bus service, services for persons with disabilities, and light rail transit; and

WHEREAS, Ramsey County Regional Railroad Authority supports broad-based funding for transit purposes, with decreased reliance on the property tax; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports state bonding for construction of light rail transit in the Central Corridor, as proposed in H.F. 314.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

2/11/93
Date

Board Action Requested

Metropolitan Transit Education Plan.

DISCUSSION ONLY

Request Justification

- See attached: 1) Memorandum from K. DeSpiegelaere
2) Executive summary of Metropolitan Transit Education Plan

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

February 23, 1993

Board Date

Signature

Date

F. L. Glendinning

2/12/93

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

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

SUBJECT: Metropolitan Transit Education Plan

DATE: February 11, 1993

The Joint Lead Agencies of Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation are preparing an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor. One portion of the project is a community involvement plan.

We previously proposed that the community involvement plan include work both within the corridor and with the broader community, in order that the need for transit improvements would be understood and supported. The corridor work is underway with hearings, advisory committee, and technical staff committee meetings. The second portion of the plan, building support for transit improvements in the community, has been undertaken in a collaborative effort with staff of the Regional Transit Board, Metro LRT Joint Powers Board, Metropolitan Council, Metropolitan Transit Commission, and Minnesota Department of Transportation. The Metropolitan Transit Education Plan, the plan for building support for transit, was developed with assistance from Mona, Meyer, McGrath, and Gavin.

An executive summary of the plan is attached and will be discussed with you at the Rail Authority meeting. A full copy of the plan will be available for those who are interested in additional information.

At this time, the matter is being brought to your attention for discussion only. At a later date, we will most likely ask for Ramsey County Regional Railroad Authority to make a financial contribution to implement the plan. I will have information on the budget to implement the plan at the Rail Authority meeting.

Recommendation:

For your information.

KD/blk
Attachment

Metropolitan Transit Education Plan

Executive Summary

Prepared by the Metropolitan Transit Education Committee
February 1993

METROPOLITAN TRANSIT EDUCATION PLAN

EXECUTIVE SUMMARY

HOW DID THIS PLAN COME TO BE?

During December 1992, the Regional Transit Board (RTB) and nine other transit related organizations combined to create the Metropolitan Transit Education Committee. The committee was formed at the recommendation of the Central Corridor Management Committee to the Joint Lead Agencies and the Joint Powers Board. It was formed to develop a plan to meet the need for transit information and education in the metropolitan area. A strategic communications and education plan that focuses on the transit issues of the 90's was developed with the assistance of a consultant.

WHAT IS THE PLAN'S INTENDED PURPOSE?

When the idea for the plan was initially conceived, the mission was to provide a framework communications plan that organizations could use (all or applicable parts) in developing their own communications plans. In addition, the plan would be used to identify what audiences and messages were not being transmitted by the various organizations and to develop a way to meet these needs.

The desired end result was to have a plan that would help all transit professionals increase understanding about the need for transit improvements - a plan that would also help them generate support for those improvements, and increase use of transit.

As the work of the committee progressed, it became clear that many of the ideas outlined in the plan could be accomplished more effectively by maintaining the committee and working through a collaborative process. By combining strengths and resources of the various organizations many of the projects can be more visible and we can communicate our messages more effectively. The committee identified priority projects to work together on. These projects and new projects will be evaluated as time progresses and work is accomplished.

WHAT MESSAGES ARE BEING CONVEYED? WHAT MESSAGES SHOULD BE?

The plan analyzes both what is currently being communicated and what should be communicated, in order to create the end result of increased transit usage and support. The committee agreed that the messages needed to focus more on the need for transit improvements and the benefits of transit use (a marketing approach), rather than the process or structure of transit improvements (an engineering approach).

The following priority messages were identified as a way of sharpening that focus:

- *The benefits of transit usage help us maintain the Minnesota quality of life.*
- *How Minnesotans commute in the metropolitan area today won't work for tomorrow.*

- *There are transit options available today. Further, there are more in the planning stages. Minnesotans support these options.*
- *Using transit in the Metropolitan area is easy. Just ask for help.*

WHO IS THE AUDIENCE?

Much of the directed communication coming from the transit agencies is directed at individuals and organizations who have asked to receive transit information. This plan focuses on those who NEED to receive information, and is designed to reach them in a "bubble up" fashion, using grass roots tactics. More than 50 audience segments were analyzed.

The following specific audiences were chosen from that roster as a way of focusing on priority targets.

- The general public, segmented as:
 - * transit users
 - * past transit users
 - * commuters
 - * students/kids
- Employers, segmented by:
 - * type of work (with an emphasis on the "go and stay" jobs)
 - * location of company (heavy commuting/dense locations)
 - * size of employee base
- Special interests and special categories
 - lifestyle membership groups, associations,
 - legislature, other elected officials, citizen groups involved with transit

RECOMMENDATIONS: WHAT DOES THE PLAN PROPOSE IN TERMS OF ACTION?

In order to help achieve the plan's end-goal, the plan lays out a series of suggested tactics, and focuses on seven of them. Those seven were identified by the committee as tactics that went beyond the scope of individual agencies/organizations.

It is the intent of the committee to design and implement these tactics in a collaborative manner, drawing on their agreed upon resource commitments and seeking additional funding where necessary.

The key priority tactics identified by the committee include:

- *Developing an umbrella theme, tag line and logo (like the recycling symbol) to be used to represent transit.*
- *Joint creation of a booth/display for the State Fair.*
- *Creation of other displays to be used at employee sites, schools, government centers, libraries and other locations.*
- *"Select advertising, through billboards, radio drive-time and traffic report ads (The committee recommends a spending cap of 20% for "mass" media.*
- *Developing a team of transit speakers and a curriculum for the schools.*
- *Developing media kits/editorial sessions to communicate with the general public.*
- *Developing a 5-10 minute video on the benefits of transit.*

EVALUATION OF EFFECTIVENESS, ROLES/RESPONSIBILITIES/TIMELINES/BUDGETS

The plan outlines a number of evaluation techniques that could be applied to given sub tasks and/or priority tactics. In terms of general public awareness measurement, a number of recent studies including the 1991 Transit Marketing Study-Consumer Research Results conducted by Ilium and Associates, and the Metropolitan Area Residential Opinion Survey-1993 will be used for a baseline measurement. Future evaluation results will be compared to this baseline data.

Three important issues are critical when selecting how various communications programs will be evaluated:

- *The end result that is desired.*
- *The availability of resources (time, staff resources and money) to design and conduct the evaluation and to analyze the findings.*
- *What the use of the findings will be.*

In terms of roles, responsibilities and timelines, the plan has been built with an understanding that the priority tactics will be implemented first, using the organizations currently doing work in those areas as lead entities.

Each organization has outlined availability of a range of hours per month. The plan estimates the number of hours it is likely to take to complete each of the sub tasks for each priority tactic. The plan also quantifies these tasks in to timelines short-term, medium term, and longer term.

It appears that the committed resources will be adequate to support some of these tactics. Additional resources will need to be added to ensure adequate start-up and kick off of certain tasks.

Questions on this plan should be directed to :
Suzanne Hanson, Regional Transit Board, 229-2720

Audiences/Messages Matrix™

What is being "said" to key publics today?

AUDIENCE

I. General Public

A. Current transit users

– Bus riders

– Car and van poolers

B. Past transit Users

– Former bus riders

– Former car and van poolers

C. Commuters

D. Students/kids

– College & university students

– Trade school

– Middle (Jr High) school (under 16)

– Upper elementary

E. Non-using supporters

II. Employers

A. "Go and stay" jobs

B. Geography

C. Large employers

	Transit options exist	Bus usage up	# of Minnesotans car/van pooling	# supporting light rail	How we commute today won't work tomorrow	Costs of construction, repairs	Need plans now	Using transit is easy; resources exist	DO THIS/ACTION	Benefits of transit use: helps maintain MN quality of life	Reduces stress	Saves money	Helps individual avoid traffic congestion	Reduces road wear and tear	Decreases reliance on foreign fuel	Reduces pollution	How supported even by non "go-stayers"
A. Current transit users																	
– Bus riders	X	X		X				X		X		X	X	X	X	X	
– Car and van poolers	X		X	X				X		X		X	X	X		X	
B. Past transit Users																	
– Former bus riders	X							X		X		X	X	X		X	
– Former car and van poolers	X							X		X		X	X	X		X	
C. Commuters	X									X	X	X					
D. Students/kids																	
– College & university students	X							X			X	X	X				
– Trade school	X																
– Middle (Jr High) school (under 16)																	
– Upper elementary																	
E. Non-using supporters																	
II. Employers																	
A. "Go and stay" jobs	X																
B. Geography																	
C. Large employers	X																

Audiences/Messages Matrix™

What is being "said" to key publics today?

AUDIENCE

III. Special Interests

A. Business organizations

B. "Narrow niches" —
example: AARP

C. Agencies for disabled

D. Environmentalists

IV. Special Categories

A. Legislature

– Leadership

– Metro lawmakers

– Transportation
committee

B. Other elected officials

– County boards

– Governor

– Other units of
government (i.e.,
cities, municipalities)

C. Media

– Metro

✓ print

✓ radio

✓ TV

– Community

✓ radio

✓ print

– Greater Minnesota

	Transit options exist	Bus usage up	# of Minnesotans car/van pooling	# supporting light rail	How we commute today won't work tomorrow	Costs of construction, repairs	Need plans now	Using transit is easy; resources exist	DO THIS/ACTION	Benefits of transit use: helps maintain MN quality of life	Reduces stress	Saves money	Helps individual avoid traffic congestion	Reduces road wear and tear	Decreases reliance on foreign fuel	Reduces pollution	How supported even by non "go-stayers"
A. Business organizations	X			X						X							
B. "Narrow niches" — example: AARP	X							X									
C. Agencies for disabled	X							X									
D. Environmentalists				X				X		X							
A. Legislature																	
– Leadership	X	X	X	X	X	X	X			X			X	X	X	X	
– Metro lawmakers	X	X	X	X	X	X	X			X			X	X	X	X	
– Transportation committee	X	X	X	X	X	X	X			X			X	X	X	X	
B. Other elected officials																	
– County boards	X	X	X	X	X	X	X			X			X	X	X	X	
– Governor	X	X	X	X	X	X	X			X			X	X	X	X	
– Other units of government (i.e., cities, municipalities)	X	X		X	X	X	X	X		X							
C. Media																	
– Metro																	
✓ print	X	X				X		X		X	X		X	X	X	X	
✓ radio	X	X				X		X		X	X		X	X	X	X	
✓ TV	X	X				X		X		X	X		X	X	X	X	
– Community						X											
✓ radio	X	X				X		X		X	X		X	X	X	X	
✓ print	X	X				X		X		X	X		X	X	X	X	
– Greater Minnesota																	

What's Happening In Transit Communications Now?

ORGANIZATIONS	Number of employees that work on information/education activities	Number of hours per month available to help with activities	Does your organization have an annual communications plan?	Do you coordinate any educational activities/programs within the school system now?	Does your organization have any annual events scheduled in the next two years?	Does your organization publish a newsletter?	Does your organization advertise?	Does your organization have an official spokesperson?
1. Met Council	6	10-15 hours available	Yes	No	No	Yes, circ. 45,000 qtrly, citizens, local off.	Yes, print TV	Has trained spokesperson doesn't look for oppts.
2. Mn/DOT	3	15-20 hours	No	Some speaking engagements	Professional associations	Yes, bi-wkly (internal) Transit (external)	Yes, print TV, radio spots	Public Affairs staff
3. MTC	2	10 hours	Yes	No, respond if asked	Yes, participate if asked	Yes, wkly & qtrly	Yes, Paper, radio, TV, PSA billbrd	Yes, not trained
4. Dakota County	1 full-time 1 part-time	5-10 hours	Yes	Yes (recycling)	Yes, (county fair)	Yes, citizens news. circ. 2,000	No	No
5. HCRRA	.5	10-15 hours	No	No	No	Yes, sporadic	Only for public meetings	Yes
6. Ramsey County	1	10-15 hours	No	No	No	Yes, quarterly circ. 2,500	Yes, comm. newspapers.	Yes
7. RTB	3	25-30 hours	Yes	No	Yes	Yes, quarterly circ. 3,000	No	Yes

Metropolitan Transit Education Committee

Anoka County Regional Railroad Authority
Tim Yantos, Deputy County Administrator

Dakota County Regional Railroad Authority
Allen Moe, Director of Planning
Lynn Moratzka, Dakota County Railroad Authority

Hennepin County Regional Railroad Authority
Ken Stevens, Director of Light Rail Transit
Fred Johnson, Director of Public Affairs

Metropolitan Council
Stephen Wilson, Transportation Forecast Analyst Planner
Marge Hols, Director of Community Services
Leigh Homstad, Editor/Writer

Metropolitan Transit Commission
Bruce Howard, Marketing Coordinator

Minnesota Department of Transportation
Bob Vockrodt, Mn/DOT
Ione Maus, Public Affairs Director
Bob Winter, Multi-Modal Corridor Manager
R. Kent Barnard, Public Affairs Coordinator
Mukhtar A. Thakur, Assistant I-94 Corridor Manager

Minnesota Valley Transit Authority
Beverly Miller, Executive Director

Ramsey County Regional Railroad Authority
Kathy DeSpiegelaere, Director
Jill Goski, Community Participation Coordinator
Marit Smaby Nowlin, Public Affairs Director

Regional Transit Board
Stephanie Eiler, Senior Transit Planner/Engineer
Suzanne Hanson, Public Information Manager

Metropolitan Light Rail Transit Joint Powers Board
Mary Richardson

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department _____ <u><i>[Signature]</i></u> <u>3/1/93</u> Authorized Signature _____ Date _____	<u>Board Action Requested</u> Update on legislation. <u>ACTION IS REQUESTED</u>
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Request Justification

See attached: Memorandum from K. DeSpiegelaere and attachments

1. Resolution on governance
2. S.F. 2510 (governance legislation, 1992)
3. H.F. 314 (bonding for LRT in Central Corridor)
4. Funding needs and revenue charts
5. S.F. 187 (sales tax on gas)
6. Resolution on sales tax on gas

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

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>
February 23, 1993	<u><i>[Signature]</i></u>	2/12/93
Board Date	Signature	Date

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, County Manager

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

SUBJECT: Legislative Action Request

DATE: February 17, 1993

The 1993 legislature is once again considering light rail transit-related issues of funding and governance.

Resolutions have been prepared (1) to reaffirm your support for the governance compromise agreed to last session and embodied in S.F. 2510 from 1992 and (2) to support a 6.5% sales tax on gas for transit as embodied in S.F. 187/H.F. 324 (Pappas, Garcia).

The documentation attached includes:

1. Resolution on governance.
2. H.F. 2510/S.F. 2510 from 1992, which embodies the compromise on governance agreed to by involved parties in 1992. The bill was vetoed by the Governor. The same bill, with a slight modification noted on its cover, is anticipated to be introduced in 1993 and is still supported by Mn/DOT, Metropolitan Council and Regional Transit Board. It now has the support of the Governor.
3. H.F. 314 (Mariani) which broadens the definition of mass transit so that highway funds may be used for transit funding. It provides bonding for 1/2 (\$235,000) of the capital costs of LRT in the Central Corridor and specifies that I-35W reconstruction may begin only after construction of LRT has begun in the Central Corridor.

4. Charts prepared by Sen. Pappas outlining transit funding needs and revenue of sales tax on gas.
5. S.F. 187 (Pappas)/H.F. 324 (Garcia) which provides for a sales tax of 6.5% on gasoline. The proceeds (\$180 million annually) would be placed in a statewide mobility trust fund for transit funding and into a surface transportation fund for roadway purposes. It includes a nonseverability clause, so that if it is determined to be unconstitutional to funds transit in this manner, funding will not be available for roads through this means.
6. Resolution supporting S.F. 187, sales tax on gasoline.

Recommendation:

Consider the two resolutions.

Whereas, On March 24, 1992, Ramsey County Regional Railroad Authority unanimously passed a resolution on governance of light rail transit, supporting the following key points agreed to by the Metro LRT Joint Powers Board, the Minnesota Department of Transportation, the Regional Transit Board and the Metropolitan Council:

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

Now, Therefore, Be It

Resolved, That Ramsey County Regional Railroad Authority affirms its endorsement of the key points of the agreement.

^{-page 11}
Replace lines 19-22 of the version of SF 2510 as sent to the Governor (second engrossment) with the following:

By July 1, 1992, (a) Upon completion of the alternatives analysis/draft environmental impact statement for the central corridor transit improvement project, the regional transit board, the regional rail authorities, and the commissioner of transportation, and the affected regional rail authorities may shall jointly prepare any a joint application for federal assistance

Version as sent to Governor

1 A bill for an act

2 relating to transportation; providing procedures for
3 design, approval, and construction of light rail
4 transit; establishing corridor management committee;
5 providing for resolution of disputes; changing
6 membership and responsibilities of the light rail
7 transit joint powers board; amending Minnesota
8 Statutes 1990, sections 174.32, subdivision 2;
9 473.167, subdivision 1; 473.399, subdivision 1;
10 473.3993; 473.3994, subdivisions 2, 3, 4, 5, 7, and by
11 adding subdivisions; 473.3996; 473.4051; Minnesota
12 Statutes 1991 Supplement, sections 473.3997; and
13 473.3998; proposing coding for new law in Minnesota
14 Statutes, chapter 174; repealing Minnesota Statutes
15 1990, sections 473.399, subdivisions 2 and 3;
16 473.3991; 473.3994, subdivision 6; and Laws 1991,
17 chapter 291, article 4, section 20.

18 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

19 Section 1. Minnesota Statutes 1990, section 174.32,
20 subdivision 2, is amended to read:

21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] ~~that~~ The
22 transit assistance fund receives money distributed under section
23 297B.09. Eighty percent of the receipts of the fund must be
24 placed into a metropolitan account for distribution to
25 recipients located in the metropolitan area and 20 percent into
26 a separate account for distribution to recipients located
27 outside of the metropolitan area. Except as otherwise provided
28 in this subdivision, the regional transit board created by
29 section 473.373 is responsible for distributing assistance from
30 the metropolitan account, and the commissioner is responsible
31 for distributing assistance from the other account. Money

1 placed-in-the-metropolitan-account-is-available-for-distribution
2 to-regional-railroad-authorities-established-under-chapter-396A
3 in-the-metropolitan-area-by-the-commissioner-of-transportation
4 as-provided-in-paragraph-(b)-

5 (b)-The-commissioner-shall-request-applications-from-all
6 eligible-regional-railroad-authorities.--The-commissioner-shall
7 establish-a-reasonable-deadline-for-submittal-of-applications.
8 The-commissioner-may-not-distribute-more-than-60-percent-of-the
9 available-funds-to-a-single-recipient.--Before-distributing
10 money-to-any-regional-railroad-authority,-the-commissioner-shall
11 submit-the-applications-to-the-regional-transit-board-for
12 approval.--The-commissioner-may-distribute-funds-only-with-the
13 approval-of-the-board.--Before-approving-any-application-for
14 funds-for-construction,-the-board-shall-report-to-the
15 legislature-on-the-use-and-planned-distribution-of-construction
16 funds-

17 Sec. 2. [174.35] [LIGHT RAIL TRANSIT.]

18 The commissioner of transportation may exercise the powers
19 granted in this chapter and chapter 473, as necessary, to plan,
20 design, acquire, construct, and equip light rail transit
21 facilities in the metropolitan area as defined in section
22 473.121, subdivision 2.

23 Sec. 3. Minnesota Statutes 1990, section 473.167,
24 subdivision 1, is amended to read:

25 Subdivision 1. [CONTROLLED ACCESS HIGHWAYS; AND TRANSIT
26 FIXED-GUIDEWAYS; COUNCIL APPROVAL.] Before acquiring land for or
27 constructing a controlled access highway or transit
28 fixed-guideway in the area, the state transportation department
29 or local government unit proposing the acquisition or
30 construction shall submit to the council a statement describing
31 the proposed project. The statement must be in the form and
32 detail required by the council. Immediately upon receipt of the
33 statement, the council shall transmit a copy to the regional
34 transit board, which shall review and evaluate the project in
35 relationship to the board's implementation plan and report its
36 recommendations and comments to the council. The council shall

1 also review the statement to ascertain its consistency with its
2 policy plan and the development guide. No project may be
3 undertaken unless the council determines that it is consistent
4 with the policy plan and implementation plan. This approval is
5 in addition to the requirements of any other statute, ordinance,
6 or rule.

7 Sec. 4. Minnesota Statutes 1990, section 473.399,
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERAL REQUIREMENTS.] (a) The transit
10 board shall adopt a regional light rail transit plan, as
11 provided-in-this-section part of the implementation plan
12 pursuant to section 473.161; to ensure that light rail transit
13 facilities in the metropolitan area will be acquired, developed,
14 owned, and capable of operation in an efficient, cost-effective,
15 and coordinated manner as an integrated and unified system on a
16 multicounty basis in coordination with buses and other
17 transportation modes and facilities. To the extent practicable,
18 the board shall incorporate into its plan appropriate elements
19 of the plans of regional railroad authorities in order to avoid
20 duplication of effort.

21 (b) The regional plan required by this section must be
22 adopted by the board before ~~any-regional-railroad-authority~~ the
23 commissioner of transportation may begin construction of light
24 rail transit facilities and before ~~any-authority-is-eligible-for~~
25 ~~state-financial-assistance~~ the commissioner may expend funds
26 appropriated or obtained through bonding for constructing light
27 rail transit facilities. Following adoption of the regional
28 plan, each regional railroad authority ~~or-other-developer-of~~
29 ~~light-rail-transit-in-the-metropolitan-area~~ and the commissioner
30 of transportation shall act in conformity with the plan. Each
31 ~~authority-or-proposer~~ The commissioner shall prepare or amend
32 ~~its-comprehensive-plan-and-preliminary-and~~ the final design
33 plans as necessary to make the plans consistent with the
34 regional plan.

35 (c) Throughout the development and implementation of the
36 plan, the board shall contract for or otherwise obtain

1 engineering services to assure that the plan adequately
2 addresses the technical aspects of light rail transit.

3 Sec. 5. Minnesota Statutes 1990, section 473.3993, is
4 amended to read:

5 473.3993 [LIGHT RAIL TRANSIT FACILITY PLANS; DEFINITIONS.]

6 Subdivision 1. [APPLICATION.] The definitions in this
7 section apply to sections 473.3994 and 473.3996.

8 Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design
9 plan" means a light rail transit plan that identifies:

10 (1) preliminary plans for the physical design of
11 facilities, including location, length, and termini of routes;
12 general dimension, elevation, alignment, and character of routes
13 and crossings; whether the track is elevated, on the surface, or
14 below ground; approximate station locations; and related park
15 and ride, parking, and other transportation facilities; and a
16 plan for handicapped access; and

17 (2) preliminary plans for intermodal coordination with bus
18 operations and routes; ridership; capital costs; operating costs
19 and revenues, and sources of funds for operating subsidies;
20 funding for final design, construction, and operation; and an
21 implementation method.

22 The preliminary design plan includes the preliminary or
23 draft environmental impact statement for the light rail transit
24 facilities proposed.

25 Subd. 2a. [PRELIMINARY ENGINEERING PLAN.] "Preliminary
26 engineering plan" means a light rail transit plan that includes
27 the items in the preliminary design plan for the facilities
28 proposed for construction, but with greater detail and
29 specificity to satisfy final environmental impact statement
30 requirements.

31 Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a
32 light rail transit plan that includes the items in the
33 preliminary design plan and the preliminary engineering plan for
34 the facilities proposed for construction, but with greater
35 detail and specificity needed for construction. The final
36 design plan must include, at a minimum:

1 (1) final plans for the physical design of facilities,
2 including the right-of-way definition; environmental impacts a
3 mitigation measures; intermodal coordination with bus operations
4 and routes; and civil engineering plans for vehicles, track,
5 stations, parking, and access, including handicapped access; and

6 (2) final plans for civil engineering for electrification,
7 communication, and other similar facilities; operational rules,
8 procedures, and strategies; capital costs; ridership; operating
9 costs and revenues, and sources of funds for operating
10 subsidies; financing for construction and operation; an
11 implementation method; and other similar matters.

12 The final design plan must be stated with sufficient
13 particularity and detail to allow the proposer to begin the
14 acquisition and construction of operable facilities. If a
15 turn-key implementation method is proposed, instead of civil
16 engineering plans the final design plan must state detailed
17 design criteria and performance standards for the facilities.

18 Sec. 6. Minnesota Statutes 1990, section 473.3994,
19 subdivision 2, is amended to read:

20 Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.]
21 Before preparing final design plans are prepared for a light
22 rail transit facility, the ~~political-subdivision-proposing-the~~
23 facility commissioner of transportation and the regional
24 railroad authority or authorities in whose jurisdiction the line
25 or lines are located must hold a public hearing on the physical
26 design component of the preliminary design plans. The proposer
27 commissioner of transportation and the regional railroad
28 authority or authorities in whose jurisdiction the line or lines
29 are located must provide appropriate public notice of the
30 hearing and publicity to ensure that affected parties have an
31 opportunity to present their views at the hearing. The
32 commissioner shall summarize the proceedings and testimony, and
33 maintain the record of a hearing held under this section,
34 including any written statements submitted.

35 Sec. 7. Minnesota Statutes 1990, section 473.3994,
36 subdivision 3, is amended to read:

✓ 1 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
2 least 30 days before the hearing under subdivision 2, the
3 proposer commissioner of transportation and the regional
4 railroad authority or authorities in whose jurisdiction the line
5 or lines are located shall submit the physical design component
6 of the preliminary design plans to the governing body of each
7 statutory and home rule charter city, county, and town in which
8 the route is proposed to be located. The city, county, or town
9 shall hold a public hearing, except that a county board need not
10 hold a hearing if the county board membership is identical to
11 the membership of the regional railroad authority submitting the
12 plan for review. Within 45 days after the hearing under
13 subdivision 2, the city, county, or town shall review and
14 approve or disapprove the plans for the route to be located in
15 the city, county, or town. A local unit of government that
16 disapproves the plans shall describe specific amendments to the
17 plans that, if adopted, would cause the local unit to withdraw
18 its disapproval. Failure to approve or disapprove the plans in
19 writing within 45 days after the hearing is deemed to be
20 approval, unless an extension of time is agreed to by the city,
21 county, or town and, the proposer commissioner of
22 transportation, and the regional railroad authority or
23 authorities in whose jurisdiction the line or lines are located.

24 Sec. 8. Minnesota Statutes 1990, section 473.3994,
25 subdivision 4, is amended to read:

26 Subd. 4. [PRELIMINARY DESIGN PLANS; REGIONAL-TRANSIT-BOARD
27 METROPOLITAN COUNCIL REFERRAL.] If the governing body of one or
28 more cities, counties, or towns disapproves the preliminary
29 design plans within the period allowed under subdivision 3,
✓ 30 the proposer commissioner of transportation and the regional
31 railroad authority or authorities in whose jurisdiction the line
32 or lines are located may refer the plans, along with any
33 comments of local jurisdictions, to the regional-transit
34 board metropolitan council. The board council shall hold a
35 hearing on the plans, giving the proposer commissioner of
36 transportation and the regional railroad authority or

1 authorities in whose jurisdiction the line or lines are located,
2 any disapproving local governmental units, and other persons are
3 opportunity to present their views on the plans. The board
4 council may conduct independent study as it deems desirable and
5 may mediate and attempt to resolve disagreements about the
6 plans. Within 90 days after the referral, the board council
7 shall review the plans submitted by the proposer commissioner of
8 transportation and the regional railroad authority or
9 authorities in whose jurisdiction the line or lines are located
10 and may-recommend-amended-plans the council shall decide what
11 amendments to the plans, if any, must be made to accommodate the
12 objections presented by the disapproving local governmental
13 units. The commissioner and the regional railroad authority
14 shall make the amendments to the plans before continuing the
15 planning and designing process.

*Have
amended*

16 Sec. 9. Minnesota Statutes 1990, section 473.3994,
17 subdivision 5, is amended to read:

18 Subd. 5. [FINAL DESIGN PLANS.] (a) Before beginning
19 construction, the proposer commissioner shall submit the
20 physical design component of final design plans to the governing
21 body of each statutory and home rule city, county, and town in
22 which the route is proposed to be located. Within 60 days after
23 the submission of the plans, the city, county, or town shall
24 review and approve or disapprove the plans for the route located
25 in the city, county, or town. A local unit of government that
26 disapproves the plans shall describe specific amendments to the
27 plans that, if adopted, would cause the local unit to withdraw
28 its disapproval. Failure to approve or disapprove the plans in
29 writing within the time period is deemed to be approval, unless
30 an extension is agreed to by the city, county, or town and the
31 proposer commissioner.

32 (b) If the governing body of one or more cities, counties,
33 or towns disapproves the plans within the period allowed under
34 paragraph (a), the proposer commissioner may refer the plans,
35 along with any comments of local jurisdictions, to the regional
36 transit-board metropolitan council. The board council shall

1 review the final design plans under the same procedure and with
2 the same effect as provided in subdivision 4 for preliminary
3 design plans.

Handwritten:
How
amended
→

4 *Sec 9 in same file deleted - count approved*
Sec. 10. Minnesota Statutes 1990, section 473.3994,
5 subdivision 7, is amended to read:

6 Subd. 7. [COUNCIL REVIEW.] Before proceeding with
7 construction of a light rail transit facility, ~~a regional rail~~
8 ~~authority established under chapter 398A~~ the commissioner must
9 submit preliminary and final design plans to the metropolitan
10 council. The council must review the plans for consistency with
11 the council's development guide and ~~comment on~~ approve the plans.

12 Sec. 11. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 10. [CORRIDOR MANAGEMENT COMMITTEE.] A corridor
15 management committee shall be established to advise the
16 commissioner of transportation in the design and construction of
17 light rail transit in each corridor to be constructed. The
18 corridor management committee shall consist of the members of
19 the light rail transit joint powers board established pursuant
20 to section 473.3998 and one representative from each city in
21 which the corridor is located. Additionally, the commissioner
22 of transportation, the chair of the metropolitan council, the
23 chair of the regional transit board, and the chair of the
24 metropolitan transit commission shall each appoint a member to
25 the committee. For the corridor between Minneapolis and St.
26 Paul, the University of Minnesota shall appoint one member to
27 the committee. The member representing the regional transit
28 board shall chair the committee.

29 The corridor management committee shall advise the
30 commissioner of transportation and the regional railroad
31 authority or authorities in whose jurisdiction the line or lines
32 are located on issues relating to the alternatives analysis,
33 environmental review, preliminary design, preliminary
34 engineering, final design, implementation method, and
35 construction of light rail transit.

36 Sec. 12. Minnesota Statutes 1990, section 473.3994, is

1 amended by adding a subdivision to read:

2 Subd. 11. [REGIONAL RAILROAD AUTHORITY REVIEW.] The
3 commissioner must submit to each regional rail authority in
4 which the corridor is located, for review and approval, the
5 following:

6 (1) preliminary design and preliminary engineering plans;
7 and

8 (2) final design plans.

9 The commissioner must submit major contract changes during
10 construction to each regional rail authority in which the
11 corridor is located for review and comment.

12 Sec. 13. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 12. [ALTERNATIVES ANALYSIS; ENVIRONMENTAL REVIEW.]
15 For light rail transit lines to be constructed in the
16 metropolitan area, the regional railroad authority or
17 authorities in whose jurisdiction a line or lines are to be
18 constructed and the commissioner of transportation shall joint
19 prepare an alternatives analysis, the environmental review
20 documents required, and the preliminary engineering plan. The
21 council must approve the design for the alternatives analysis
22 and the completed alternatives analysis. The department of
23 transportation shall be the responsible governmental unit.

24 Sec. 14. Minnesota Statutes 1990, section 473.3994, is
25 amended by adding a subdivision to read:

26 Subd. 13. [DISPUTE RESOLUTION.] In the event of a dispute
27 between any of the parties arising from the parties' respective
28 authority and responsibility under this section or section
29 473.3998, the dispute shall be submitted to the metropolitan
30 council for final resolution by any party to the dispute. The
31 metropolitan council shall establish by July 1, 1992, a process
32 to ensure a prompt and speedy resolution of the dispute. This
33 process shall allow the parties to provide evidence and
34 testimony in support of their positions.

35 Sec. 15. Minnesota Statutes 1990, section 473.3996, is
36 amended to read:

1 473.3996 [LIGHT RAIL TRANSIT FACILITY DESIGN PLANS; REVIEW
2 BY BOARD.]

3 Subdivision 1. [PRELIMINARY DESIGN PLANS.] Before
4 submitting the physical design component of final design plans
5 of a light rail transit facility for local review under section
6 473.3994, subdivision 5, the proposer commissioner of
7 transportation and the regional railroad authority or
8 authorities in whose jurisdiction the line or lines are located
9 shall submit preliminary design plans to the regional transit
10 board for review. The board shall review the preliminary design
11 plans to determine the compatibility of the plans with other
12 light rail transit plans and facilities in the metropolitan
13 area, the adequacy of the plans for handicapped accessibility,
14 and the conformity of the plans with the regional light rail
15 transit plan prepared under section 473.399. The board may
16 comment on any aspect of the plans. The board has 90 days to
17 complete its review, unless an extension of time is agreed to by
18 the proposer commissioner of transportation and the regional
19 railroad authority or authorities in whose jurisdiction the line
20 or lines are located. If the board determines that the plans do
21 not satisfy the standards stated in this subdivision, the board
22 shall recommend modifications in the plans that are necessary in
23 order to satisfy the board. After adopting or amending the
24 regional plan required by section 473.399, the board may again
25 review any previously reviewed preliminary design plans and
26 recommend modifications that are necessary to satisfy the board.

27 Subd. 2. [FINAL DESIGN PLANS.] Before acquiring or
28 constructing light rail transit facilities, other than land for
29 right of way, the proposer commissioner of transportation shall
30 submit final design plans to the regional transit board for
31 review. The board shall review the final design plans under the
32 same schedule and according to the same standards as provided
33 for its review of preliminary design plans. The board shall
34 either approve the plans, or if it determines that the plans do
35 not satisfy the standards, disapprove the plans, in whole or in
36 part, and recommend modifications in the plans that are

1 necessary to secure approval. A-proposer The commissioner may
2 not proceed with acquisition or construction of a light rail
3 transit facility, other than land for right of way, unless the
4 final design plans for the facility have been approved by the
5 board. Following approval of final design plans by the board,
6 if ~~a-regional-railroad-authority~~ the commissioner wishes to
7 select a bid or a response to a request for proposal that is
8 more than ten percent higher than the capital costs indicated in
9 the final design plans for the facility, the authority
10 commissioner may not proceed with construction until ~~it~~ the
11 commissioner has resubmitted the final design plans to the
12 transit board for further review and approval or disapproval.
13 The board has ten working days to review and approve or
14 disapprove and recommend modification, unless an extension of
15 time is agreed to by the authority commissioner.

16 Sec. 16. Minnesota Statutes 1991 Supplement, section
17 473.3997, is amended to read:

18 473.3997 [FEDERAL FUNDING; LIGHT RAIL TRANSIT.]

19 ~~By July 17, 1992,~~ (a) The regional transit board, the
20 ~~regional-rail-authorities,~~ and the commissioner of
21 transportation, and the affected regional rail authorities shall
22 jointly prepare any a joint application for federal assistance
23 for light rail transit facilities in the metropolitan area. The
24 application must be reviewed and approved by the metropolitan
25 council before it is submitted by the board and the
26 commissioner. In reviewing the application the council must
27 consider the information submitted to it under section 473.3994,
28 subdivision 9. The board~~, the rail authorities,~~ and the
29 commissioner must consult with the council in preparing the
30 application. ~~The application may provide for metropolitan~~
31 ~~regional-railroad-authorities-to-design-or-construct-light-rail~~
32 ~~transit-facilities-under-contract-with-the-commissioner.~~

33 (b) Until the application described in paragraph (a) is
34 submitted, no political subdivision in the metropolitan area
35 on its own apply for federal assistance for light rail transit
36 planning or construction.

1 Sec. 17. Minnesota Statutes 1991 Supplement, section
2 473.3998, is amended to read:

3 473.3998 [LIGHT RAIL TRANSIT JOINT POWERS BOARD.]

4 A light rail transit joint powers board shall be formed
5 under section 471.59 ~~to implement light rail transit final~~
6 ~~design and construction of the corridors funded solely with~~
7 ~~federal and county funds. The board shall consist of~~
8 a consisting of one voting member from the metropolitan transit
9 ~~commission, the department of transportation, the regional~~
10 ~~transit board, the metropolitan council, and the regional rail~~
11 ~~authorities of Hennepin, Ramsey, Anoka, Washington, Dakota,~~
12 ~~Scott, and Carver counties, plus an additional voting member~~
13 ~~from a county regional rail authority with a corridor in which~~
14 ~~final design has begun.~~

15 The board shall review and approve light rail transit
16 system standards to be used by the commissioner in designing and
17 building a light rail transit facility and shall review and
18 approve the plan for community involvement and the marketing
19 program. The board shall advise the corridor management
20 committee established pursuant to section 473.3994, subdivision
21 10, and the commissioner on the method of implementation. All
22 members of the board shall be members of the corridor management
23 committee established pursuant to section 473.3994, subdivision
24 10.

25 Sec. 18. Minnesota Statutes 1990, section 473.4051, is
26 amended to read:

27 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

28 The transit commission shall operate ~~regional railroad~~
29 ~~authority~~ light rail transit facilities and services upon
30 completion of construction of the facilities and the
31 commencement of revenue service using the facilities. The
32 ~~regional railroad authority~~ commissioner of transportation and
33 the commission may not allow the commencement of revenue service
34 until after an appropriate period of acceptance testing to
35 ensure satisfactory performance. In assuming the operation of
36 the system, the transit commission must comply with section

1 473.415. The commission shall coordinate operation of the light
2 rail transit system with bus service to avoid duplication of
3 service on a route served by light rail transit and to ensure
4 the widest possible access to light rail transit lines in both
5 suburban and urban areas by means of a feeder bus system. If
6 the regional plan prepared by the transit board under section
7 473.399 calls for construction and operation of light rail
8 transit facilities in a jurisdiction whose governing body has
9 chosen not to organize and proceed under chapter 398A, the board
10 may authorize the transit commission to implement the plan in
11 that area.

12 Sec. 19. [REPEALER.]

13 *how* Minnesota Statutes 1990, sections 473.399, subdivisions 2
14 *amended* and 3; 473.3991; and 473.3994, subdivision 6, are repealed.

15 Laws 1991, chapter 291, article 4, section 20, is repealed.

16 Sec. 20. [APPLICATION.]

17 This act applies in the counties of Anoka, Carver, Dakota,
18 Hennepin, Ramsey, Scott, and Washington.

02/10/93

[REVISOR] XX/BD 93-1630

Introduced by Mariani, Wagenius, Jacobs and Orfield

H.F. No. 314

February 11, 1993

Companion S.F. No. ____

Referred to the Committee on TRANSPORTATION AND PUBLIC TRANSIT.

A bill for an act

relating to transportation; defining highways and highway purposes; authorizing use of highway user tax distribution funds for general transportation purposes; prescribing metropolitan area highway projects and planning; providing tax deductions and credits for transit costs; authorizing bonds for light rail construction; appropriating money; amending Minnesota Statutes 1992, sections 160.02, subdivision 7; 174.01, subdivision 2; 290.01, subdivisions 19b, 19d, and by adding a subdivision; 473.146, subdivision 3; and 473.371, subdivision 2; proposing coding for new law in Minnesota Statutes, chapters 161; 290; and 473.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 1992, section 160.02, subdivision 7, is amended to read:

Subd. 7. [ROAD OR HIGHWAY.] "Road" or "highway" is a corridor designed primarily for the efficient transportation of people and goods and includes, unless otherwise specified, the several kinds of highways as defined in this section, including roads designated as minimum-maintenance roads, and also cartways, together with all bridges or other structures thereon which form a part of the same.

Sec. 2. [161.087] [HIGHWAY PURPOSES.]

(a) Revenues in the highway user tax distribution fund may be used for highway projects, including mass transit projects in highway corridors, that are designed to:

(1) achieve the goals of the state transportation system in section 174.01;

1 (2) take advantage of federal matching funds available
2 under the federal Intermodal Surface Transportation Efficiency
3 Act of 1991; and

4 (3) contribute to attaining the congestion mitigation and
5 ambient air quality standards of the federal Clean Air Act.

6 Such uses are deemed to be for highway purposes.

7 (b) "Mass transit" means transportation that is available
8 to the general public for hire on a regular and continuing
9 basis, on published schedules, and includes public bus and
10 commuter rail service but does not include transportation such
11 as travel in passenger automobiles; ridesharing arrangements
12 defined in section 169.01, subdivision 63; taxi service; charter
13 or school bus service; or nonpublic transportation. Mass
14 transit includes the property, equipment, vehicles, and
15 improvements of any nature owned, used, constructed, or
16 maintained to provide mass transit and supporting facilities
17 such as park-and-ride facilities.

18 Sec. 3. [161.1247] [METROPOLITAN AREA HIGHWAY PROJECTS.]

19 Subdivision 1. [DEFINITIONS.] For the purpose of this
20 section, "mass transit" has the meaning given it in section
21 161.087.

22 Subd. 2. [PROJECT PRIORITY.] Except as provided in
23 subdivision 5, in the metropolitan area defined in section
24 473.121, subdivision 2, highway projects that include mass
25 transit or exclusive lanes for mass transit must have priority
26 over other highway projects in the commissioner of
27 transportation's project selection and programming process. The
28 commissioner of transportation shall identify all opportunities
29 for obtaining federal funds that may be used for transit in the
30 metropolitan area, including surface transportation funds,
31 congestion mitigation funds, and air quality improvement funds,
32 and make every reasonable effort to obtain and use those funds
33 for transit in the metropolitan area. The metropolitan council
34 and metropolitan agencies as defined in section 473.121, and
35 local units of government in the metropolitan area, shall
36 cooperate with and assist the commissioner in seeking federal

1 funds under this subdivision.

2 Subd. 3. [LIGHT RAIL TRANSIT IN THE CENTRAL CORRIDOR.] By
3 January 1, 1994, the commissioner of transportation shall submit
4 an application for federal financial assistance to construct
5 light rail transit between the cities of Minneapolis and St.
6 Paul as part of the reconstruction of marked interstate route
7 I-94.

8 Subd. 4. [I-35W RECONSTRUCTION.] (a) Interstate route
9 I-35W reconstruction may begin only after construction of light
10 rail transit between the cities of Minneapolis and St. Paul has
11 begun.

12 (b) Adding traffic lanes between marked interstate routes
13 I-494 and I-35E may begin only after construction of light rail
14 transit north of marked interstate route I-494 has begun.

15 (c) The commissioner shall not begin construction of or
16 initiate acquisition of any land for additional traffic lanes on
17 marked interstate route I-35W between Washington Avenue South in
18 the city of Minneapolis and marked interstate route I-35E in
19 Dakota county until the legislature appropriates money to
20 provide the funds required to match federal funds for the
21 project.

22 Subd. 5. [I-494 RECONSTRUCTION.] The commissioner shall
23 not begin construction of or initiate acquisition of any land
24 for additional traffic lanes on marked interstate route I-494
25 until the legislature appropriates money to provide the funds
26 required to match federal funds for the project.

27 Subd. 6. [HIGHWAY 610 RECONSTRUCTION.] The commissioner of
28 transportation shall begin reconstruction of marked trunk
29 highways 10 and 610 at the same time as, or earlier than,
30 reconstruction begins on marked interstate route I-35W or on
31 marked interstate route I-494, whichever occurs first.

32 Subd. 7. [PARKING FACILITIES.] The commissioner may
33 acquire land by purchase, gift, or eminent domain for and may
34 construct, operate, repair, and maintain park-and-ride
35 facilities to serve persons traveling by mass transit in the
36 metropolitan area defined in section 473.121, subdivision 2.

1 After July 1, 1993, the commissioner shall ensure that trunk
2 highway construction or reconstruction projects in the
3 metropolitan area include sufficient park-and-ride facilities to
4 maximize mass transit use on the completed project and shall
5 consult with metropolitan transit providers to determine the
6 necessary number, locations, and size of park-and-ride
7 facilities needed to maximize mass transit use.

8 Sec. 4. Minnesota Statutes 1992, section 174.01,
9 subdivision 2, is amended to read:

10 Subd. 2. [TRANSPORTATION GOALS.] The goals of the state
11 transportation system are as follows:

12 (1) to provide safe transportation for users throughout the
13 state;

14 (2) to ensure transportation planning enhances balanced
15 regional development in the metropolitan area defined in section
16 473.121, subdivision 2;

17 (3) to provide multimodal and intermodal transportation
18 that enhances mobility and economic development and provides
19 access to all persons and businesses in Minnesota while ensuring
20 that there is no undue burden placed on any community;

21 ~~†3†~~ (4) to provide a reasonable travel time for commuters;

22 ~~†4†~~ (5) to provide for the economical, efficient, and safe
23 movement of goods to and from markets by rail, highway, and
24 waterway;

25 ~~†5†~~ (6) to encourage tourism by providing appropriate
26 transportation to Minnesota facilities designed to attract
27 tourists;

28 ~~†6†~~ (7) to provide transit services throughout the state to
29 meet the needs of transit users;

30 ~~†7†~~ (8) to promote productivity through system management
31 and the utilization of technological advancements;

32 ~~†8†~~ (9) to maximize the benefits received for each state
33 transportation investment;

34 ~~†9†~~ (10) to provide funding for transportation that, at a
35 minimum, preserves the transportation infrastructure;

36 ~~†10†~~ (11) to ensure that the planning and implementation of

1 all modes of transportation are consistent with the
2 environmental and energy goals of the state and to meet and
3 maintain 1990 levels of carbon dioxide emissions;
4 ~~(11)~~ (12) to increase high occupancy vehicle use;
5 ~~(12)~~ (13) to provide an air transportation system
6 sufficient to encourage economic growth and allow all regions of
7 the state the ability to participate in the global economy;
8 ~~(13)~~ (14) to increase transit use in the urban areas by
9 giving highest priority to the transportation modes with the
10 greatest people moving capacity; and
11 ~~(14)~~ (15) to promote and increase bicycling as an
12 energy-efficient, nonpolluting, and healthful transportation
13 alternative.

14 Sec. 5. Minnesota Statutes 1992, section 290.01, is
15 amended by adding a subdivision to read:

16 Subd. 4b. [COMMUTER TRANSPORTATION BENEFITS.] "Commuter
17 transportation benefits" means the amount paid or incurred
18 during the taxable year by an employer as defined in section
19 290.92, subdivision 1, for providing employees alternatives to
20 commuting to and from work in single-occupancy motor vehicles.
21 Commuter transportation benefits include, but are not limited
22 to, transit passes, parking at park-and-ride lots, parking for
23 carpools, employer-sponsored rideshare and vanpool programs,
24 bicycles and bicycle safety equipment, equipment that permits an
25 employee to limit commuting by working at home, and the amount
26 paid or incurred due to the use of flextime, staggered work
27 hours, or other management techniques that reduce
28 single-occupancy vehicle commuting by employees.

29 Sec. 6. Minnesota Statutes 1992, section 290.01,
30 subdivision 19b, is amended to read:

31 Subd. 19b. [SUBTRACTIONS FROM FEDERAL TAXABLE INCOME.] For
32 individuals, estates, and trusts, there shall be subtracted from
33 federal taxable income:

34 (1) interest income on obligations of any authority,
35 commission, or instrumentality of the United States to the
36 extent includable in taxable income for federal income tax

1 purposes but exempt from state income tax under the laws of the
2 United States;

3 (2) if included in federal taxable income, the amount of
4 any overpayment of income tax to Minnesota or to any other
5 state, for any previous taxable year, whether the amount is
6 received as a refund or as a credit to another taxable year's
7 income tax liability;

8 (3) the amount paid to others not to exceed \$650 for each
9 dependent in grades kindergarten to 6 and \$1,000 for each
10 dependent in grades 7 to 12, for tuition, textbooks, and
11 transportation of each dependent in attending an elementary or
12 secondary school situated in Minnesota, North Dakota, South
13 Dakota, Iowa, or Wisconsin, wherein a resident of this state may
14 legally fulfill the state's compulsory attendance laws, which is
15 not operated for profit, and which adheres to the provisions of
16 the Civil Rights Act of 1964 and chapter 363. As used in this
17 clause, "textbooks" includes books and other instructional
18 materials and equipment used in elementary and secondary schools
19 in teaching only those subjects legally and commonly taught in
20 public elementary and secondary schools in this state.

21 "Textbooks" does not include instructional books and materials
22 used in the teaching of religious tenets, doctrines, or worship,
23 the purpose of which is to instill such tenets, doctrines, or
24 worship, nor does it include books or materials for, or
25 transportation to, extracurricular activities including sporting
26 events, musical or dramatic events, speech activities, driver's
27 education, or similar programs. In order to qualify for the
28 subtraction under this clause the taxpayer must elect to itemize
29 deductions under section 63(e) of the Internal Revenue Code;

30 (4) to the extent included in federal taxable income,
31 distributions from a qualified governmental pension plan, an
32 individual retirement account, simplified employee pension, or
33 qualified plan covering a self-employed person that represent a
34 return of contributions that were included in Minnesota gross
35 income in the taxable year for which the contributions were made
36 but were deducted or were not included in the computation of

1 federal adjusted gross income. The distribution shall be
2 allocated first to return of contributions until the
3 contributions included in Minnesota gross income have been
4 exhausted. This subtraction applies only to contributions made
5 in a taxable year prior to 1985;
6 (5) income as provided under section 290.0802;
7 (6) the amount of unrecovered accelerated cost recovery
8 system deductions allowed under subdivision 19g;
9 (7) to the extent included in federal adjusted gross
10 income, income realized on disposition of property exempt from
11 tax under section 290.491; and
12 (8) to the extent not deducted in determining federal
13 taxable income, the amount paid for health insurance of
14 self-employed individuals as determined under section 162(1) of
15 the Internal Revenue Code, except that the 25 percent limit does
16 not apply. If the taxpayer deducted insurance payments under
17 section 213 of the Internal Revenue Code of 1986, the
18 subtraction under this clause must be reduced by the lesser of:
19 (i) the total itemized deductions allowed under section
20 63(d) of the Internal Revenue Code, less state, local, and
21 foreign income taxes deductible under section 164 of the
22 Internal Revenue Code and the standard deduction under section
23 63(c) of the Internal Revenue Code; or
24 (ii) the lesser of (A) the amount of insurance qualifying
25 as "medical care" under section 213(d) of the Internal Revenue
26 Code to the extent not deducted under section 162(1) of the
27 Internal Revenue Code or excluded from income or (B) the total
28 amount deductible for medical care under section 213(a); and
29 (9) the value of commuter transportation benefits received
30 by an employee to the extent included in federal taxable income,
31 in an amount not to exceed \$60 per month.

32 Sec. 7. Minnesota Statutes 1992, section 290.01,
33 subdivision 19d, is amended to read:

34 Subd. 19d. [CORPORATIONS; MODIFICATIONS DECREASING FEDERAL
35 TAXABLE INCOME.] For corporations, there shall be subtracted
36 from federal taxable income after the increases provided in

1 subdivision 19c:

2 (1) the amount of foreign dividend gross-up added to gross
3 income for federal income tax purposes under section 78 of the
4 Internal Revenue Code;

5 (2) the amount of salary expense not allowed for federal
6 income tax purposes due to claiming the federal jobs credit
7 under section 51 of the Internal Revenue Code;

8 (3) any dividend (not including any distribution in
9 liquidation) paid within the taxable year by a national or state
10 bank to the United States, or to any instrumentality of the
11 United States exempt from federal income taxes, on the preferred
12 stock of the bank owned by the United States or the
13 instrumentality;

14 (4) amounts disallowed for intangible drilling costs due to
15 differences between this chapter and the Internal Revenue Code
16 in taxable years beginning before January 1, 1987, as follows:

17 (i) to the extent the disallowed costs are represented by
18 physical property, an amount equal to the allowance for
19 depreciation under Minnesota Statutes 1986, section 290.09,
20 subdivision 7, subject to the modifications contained in
21 subdivision 19e; and

22 (ii) to the extent the disallowed costs are not represented
23 by physical property, an amount equal to the allowance for cost
24 depletion under Minnesota Statutes 1986, section 290.09,
25 subdivision 8;

26 (5) the deduction for capital losses pursuant to sections
27 1211 and 1212 of the Internal Revenue Code, except that:

28 (i) for capital losses incurred in taxable years beginning
29 after December 31, 1986, capital loss carrybacks shall not be
30 allowed;

31 (ii) for capital losses incurred in taxable years beginning
32 after December 31, 1986, a capital loss carryover to each of the
33 15 taxable years succeeding the loss year shall be allowed;

34 (iii) for capital losses incurred in taxable years
35 beginning before January 1, 1987, a capital loss carryback to
36 each of the three taxable years preceding the loss year, subject

1 to the provisions of Minnesota Statutes 1986, section 290.16,
2 shall be allowed; and

3 (iv) for capital losses incurred in taxable years beginning
4 before January 1, 1987, a capital loss carryover to each of the
5 five taxable years succeeding the loss year to the extent such
6 loss was not used in a prior taxable year and subject to the
7 provisions of Minnesota Statutes 1986, section 290.16, shall be
8 allowed;

9 (6) an amount for interest and expenses relating to income
10 not taxable for federal income tax purposes, if (i) the income
11 is taxable under this chapter and (ii) the interest and expenses
12 were disallowed as deductions under the provisions of section
13 171(a)(2), 265 or 291 of the Internal Revenue Code in computing
14 federal taxable income;

15 (7) in the case of mines, oil and gas wells, other natural
16 deposits, and timber for which percentage depletion was
17 disallowed pursuant to subdivision 19c, clause (11), a
18 reasonable allowance for depletion based on actual cost. In the
19 case of leases the deduction must be apportioned between the
20 lessor and lessee in accordance with rules prescribed by the
21 commissioner. In the case of property held in trust, the
22 allowable deduction must be apportioned between the income
23 beneficiaries and the trustee in accordance with the pertinent
24 provisions of the trust, or if there is no provision in the
25 instrument, on the basis of the trust's income allocable to
26 each;

27 (8) for certified pollution control facilities placed in
28 service in a taxable year beginning before December 31, 1986,
29 and for which amortization deductions were elected under section
30 169 of the Internal Revenue Code of 1954, as amended through
31 December 31, 1985, an amount equal to the allowance for
32 depreciation under Minnesota Statutes 1986, section 290.09,
33 subdivision 7;

34 (9) the amount included in federal taxable income
35 attributable to the credits provided in Minnesota Statutes 1986,
36 section 273.1314, subdivision 9, or Minnesota Statutes, section

1 469.171, subdivision 6;

2 (10) amounts included in federal taxable income that are
3 due to refunds of income, excise, or franchise taxes based on
4 net income or related minimum taxes paid by the corporation to
5 Minnesota, another state, a political subdivision of another
6 state, the District of Columbia, or a foreign country or
7 possession of the United States to the extent that the taxes
8 were added to federal taxable income under section 290.01,
9 subdivision 19c, clause (1), in a prior taxable year;

10 (11) the following percentage of royalties, fees, or other
11 like income accrued or received from a foreign operating
12 corporation or a foreign corporation which is part of the same
13 unitary business as the receiving corporation:

14	Taxable Year
15	Beginning After Percentage
16	December 31, 1988 50 percent
17	December 31, 1990 80 percent;

18 (12) income or gains from the business of mining as defined
19 in section 290.05, subdivision 1, clause (a), that are not
20 subject to Minnesota franchise tax;

21 (13) the amount of handicap access expenditures in the
22 taxable year which are not allowed to be deducted or capitalized
23 under section 44(d)(7) of the Internal Revenue Code of 1986; and

24 (14) the amount of qualified research expenses not allowed
25 for federal income tax purposes under section 280C(c) of the
26 Internal Revenue Code, but only to the extent that the amount
27 exceeds the amount of the credit allowed under section 290.068;
28 and

29 (15) the amount paid or incurred for commuter
30 transportation benefits provided to employees to the extent
31 included in federal taxable income.

32 Sec. 8. [290.061] [EMPLOYERS' COMMUTER TRANSPORTATION TAX
33 CREDIT.]

34 An employer may take as a credit against taxes due under
35 section 290.06, in a taxable year an amount equal to ten percent
36 of the amount paid or incurred for commuter transportation

1 benefits, not to exceed \$720 multiplied by the number of
2 benefited employees.

3 Sec. 9. Minnesota Statutes 1992, section 473.146,
4 subdivision 3, is amended to read:

5 Subd. 3. [TRANSPORTATION CHAPTER OF THE DEVELOPMENT
6 GUIDE.] The transportation chapter must include: (1) policies
7 relating to all transportation forms and be designed to promote
8 the legislative determinations, policies, and goals set forth in
9 section 473.371; (2) land-use policies that encourage transit
10 use; (3) policies to ensure that all transportation planning in
11 the metropolitan area enhances balanced regional development;
12 and (4) policies that place a higher priority on highway
13 projects that include mass transit as defined in section 161.087
14 or exclusive lanes for mass transit than on other highway
15 projects. In addition to the requirements of subdivision 1
16 regarding the contents of the policy plan, the nontransit
17 element of the transportation chapter must include the following:

18 (1) a statement of the needs and problems of the
19 metropolitan area with respect to the functions covered,
20 including the present and prospective demand for and constraints
21 on access to regional business concentrations and other major
22 activity centers and the constraints on and acceptable levels of
23 development and vehicular trip generation at such centers;

24 (2) the objectives of and the policies to be forwarded by
25 the policy plan;

26 (3) a general description of the physical facilities and
27 services to be developed;

28 (4) a statement as to the general location of physical
29 facilities and service areas;

30 (5) a general statement of timing and priorities in the
31 development of those physical facilities and service areas;

32 (6) a detailed statement, updated every two years, of
33 timing and priorities for improvements and expenditures needed
34 on the metropolitan highway system; and

35 (7) a general statement on the level of public expenditure
36 appropriate to the facilities.

1 The council shall develop the nontransit element in
2 consultation with the transportation advisory board and shall
3 transmit the results to the state department of transportation.

4 Sec. 10. [473.1675] [TRANSIT.]

5 The council shall plan the metropolitan area transit and
6 highway systems. The council plan must be consistent with and
7 reflect the policies of the council's transportation policy
8 plan. The council shall seek suggestions and ideas for the plan
9 and coordinate the plan's development with the commissioner of
10 transportation, other metropolitan agencies, and local units of
11 government. The commissioner of transportation, metropolitan
12 agencies, and local units of government in the metropolitan area
13 shall cooperate with and assist the council in coordinating
14 transit and highway plans and projects.

15 Sec. 11. Minnesota Statutes 1992, section 473.371,
16 subdivision 2, is amended to read:

17 Subd. 2. [GOALS.] The goals of sections 473.371 to 473.449
18 are as follows:

19 (a) to provide, to the greatest feasible extent, a basic
20 level of mobility for all people in the metropolitan area;

21 (b) to arrange to the greatest feasible extent for the
22 provision of a comprehensive set of transit and paratransit
23 services to meet the needs of all people in the metropolitan
24 area;

25 (c) to cooperate with private and public transit providers
26 to assure the most efficient and coordinated use of existing and
27 planned transit resources; and

28 (d) to maintain public mobility in the event of emergencies
29 or energy shortages; and

30 (e) to ensure transit and transportation planning enhance
31 balanced regional development in the metropolitan area.

32 Sec. 12. [TELECOMMUTING STUDY.]

33 Subdivision 1. [DEFINITION.] For purposes of this section,
34 "telecommuting" means the practice of performing work at a
35 residence rather than a worksite, through video, telephone,
36 computer, or other electronic connection.

1 Subd. 2. [STUDY DIRECTED.] The metropolitan council shall
2 conduct a study of telecommuting as an alternative to vehicle
3 commuting between residence and worksite. The council may
4 contract with a person, firm, or organization knowledgeable in
5 telecommuting to perform the study.

6 Subd. 3. [STUDY CONTENTS.] The study must include:

7 (1) the present extent of telecommuting in the metropolitan
8 area;

9 (2) the potential of telecommuting to substitute for
10 vehicle commuting in the area, alleviate traffic congestion, and
11 reduce the need for highway expansion;

12 (3) present legal and public policy obstacles to
13 telecommuting; and

14 (4) legal and public policy alternatives that would expand
15 telecommuting or telecommuting options in the area.

16 Subd. 4. [REPORTS.] The council shall report on the
17 fundings of the study to the governor and legislature not later
18 than March 1, 1994.

19 Subd. 5. [APPROPRIATION.] The sum of \$150,000, or so much
20 thereof as may be necessary, is appropriated from the general
21 fund to the metropolitan council to conduct the study required
22 by this section. This appropriation is available until March 1,
23 1994. The council shall seek and apply for any federal funds
24 that may be available for the study. The appropriation in this
25 subdivision may be used to match any federal funds that may be
26 available for this purpose.

27 Sec. 13. [LIGHT RAIL TRANSIT CONSTRUCTION FUNDING.]

28 Subdivision 1. [APPROPRIATION.] After approval of the
29 application for federal financial assistance for construction of
30 light rail transit facilities on the central corridor between
31 the cities of Minneapolis and St. Paul, \$235,000,000 is
32 appropriated from the fund to the commissioner of
33 transportation for the state costs of construction.

34 Subd. 2. [BOND SALE.] To provide the money appropriated in
35 this section from the fund, the commissioner of
36 finance, on request of the governor, shall sell and issue bonds

1 of the state in an amount up to \$140,000,000 in the manner, upon
2 the terms, and with the effect prescribed by Minnesota Statutes,
3 sections 16A.631 to 16A.675, and by the Minnesota Constitution,
4 article XI, sections 4 to 7.

5 Sec. 14. [APPROPRIATION.]

6 (a) \$..... is appropriated to the regional transit board
7 from the fund to implement the Vision for Transit.

8 (b) \$..... is appropriated from the fund for
9 lead abatement purposes.

10 (c) \$..... is appropriated to the regional transit board
11 from the fund for transfer to the metropolitan
12 transit commission to implement new regular route service, plan
13 and evaluate regular route service, plan and develop highway
14 improvements for transit, plan capital facilities including
15 transit hubs and park-and-ride lots, advertise and provide
16 customer transit information, train drivers, increase
17 operations' supervision, maintain the increased number of buses,
18 contract for snow removal and maintenance of bus stops,
19 shelters, and hubs, and test-market services in lower density
20 areas.

21 Sec. 15. [APPLICATION.]

22 Sections 10 and 11 apply in the counties of Anoka, Carver,
23 Dakota, Hennepin, Ramsey, Scott, and Washington.

24 Sec. 16. [EFFECTIVE DATE.]

25 Section 13 is effective the day following final enactment.

Yearly Transit Needs

(in millions)

\$ TO BE USED FOR:	CURRENT (General Fund & Gas Tax)	TRANSPORTA- TION INVESTMENT	TOTAL
RTB	\$27.0 (18% of total budget)	\$37.0	\$64.0 (31% of total budget)
Rural Transit	\$8.0 (40% of total budget)	\$11.0	\$19.0 (53% of total budget)
Light Rail ^①	\$0	\$20.1	\$20.1
Surface Transportation Fund (highways and other transportation needs)	\$0 ^②	\$93 (Investment Preservation)	\$93.0
			\$196.1
			\$196.1 Total Needs
			- 93.0 Surface Transportation
			- 20.1 Light rail debt service
			\$83.0 Transit needs
			- 35.0 Current General Fund
			\$48.0 New Transit Needs

NOTE:

① Assumes \$470 million total, 50% Federal participation (we are eligible for up to 70%); 20 year bonds.

② \$1.5 billion is current biennial highway user fund revenue for state roadways

Sales Tax on Gasoline

ADVANTAGES

- Recommended by RTB, MTC & MTLG
- Easy to implement
- Clear link to transportation
- High level of revenue generated
- Potential to relieve the general fund
- If the LGTF distribution is not made, revenues are available for surface transportation

DISADVANTAGES

- Could be viewed as a tax on a tax
- Could be challenged constitutionally
- May be a regressive tax
- If a distribution is made to the LGTF, funds are not available for surface transportation needs
- Irritation factor for consumers if tax is not built into pump price

Sales Tax on Gasoline

OPTION #1

- Full 6 1/2 % Tax on Gasoline Sales
- No Distribution to the Local Government Trust Fund (LGTF).
- Continue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % tax	\$180.0	
General Fund	+ \$35.0	
	\$215.0	Available for Distribution to Transportation

- Meets full transit, LRT and highway needs.
Generates excess of approximately \$18.9 million.

Sales Tax on Gasoline

OPTION #2

- Full 6 1/2% Tax on Gasoline Sales
- No Distribution to LGTF
- Discontinue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % tax	\$180.0
-------------	---------

- Nearly meets full transit, LRT and highway needs. Short an estimated \$16.1 million.

Sales Tax on Gasoline

OPTION #3

- Full 6 1/2 % Tax on Gasoline Sales
- 2% distributed to LGTF^①
- Continue current \$35 million Appropriation to Transit from the General Fund

REVENUES GENERATED (in millions)

4 1/2 % tax	\$125.0	
General Fund	+ \$35.0	
	\$160.0	Available for Distribution to Transportation

- Short \$36.1 million for full transit, LRT and highway funding needs.

① Could direct that the 2% distribution to the LGTF be used towards property tax relief of transit levies.

Sales Tax on Gasoline

OPTION #4

- Full 6 1/2 % Tax on Gasoline Sales
- 2% Distribution to LGTF^①
- Discontinue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

4 1/2 % tax	\$125.0
-------------	---------

- Does not meet full transit, LRT and highway needs. Approximately \$71.1 million short for full transit, LRT and highway funding needs.

① Could direct that the 2% distribution to the LGTF be used towards property tax relief of transit levies.

Sales Tax on Vehicle Repairs

OPTION #5

- Tax on all vehicle repairs
- Continue \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % Repairs Tax	\$ 64.0
General Fund	+ \$ 35.0
	\$ 99.0

ADVANTAGES

- Can fund full \$83 million transit needs
- Consumers believe repair tax is already in place
- Easy to implement
- Four neighboring states have implemented

DISADVANTAGES

- Perceived as most regressive
- Service tax
- Need additional revenue to fund LRT and surface transportation needs.

Sales Tax on Vehicle Repairs Plus Tax on Motor Oil

OPTION #6

- Tax on auto body work only
- Tax of 10 cents per quart of oil
- Continue Transit Appropriation from the General Fund.

REVENUES GENERATED (in millions)

6 1/2 % tax on auto body repairs	\$ 16.0
10 cent tax on oil	\$ 10.0
General Fund	+ \$ 35.0
	\$ 61.0

ADVANTAGES

- Short \$22 million for transit needs, but could use this as a phase-in option for the '94 -95 biennium only.
- Limited funds may be acceptable since time is needed to implement the Vision for Transit.

DISADVANTAGES

- Does not fund LRT and Surface Transportation needs.
- Does not provide an adequate funding mechanism after the '94 - 95 biennium.

Raising Excise Tax on Purchase of New and Used Vehicles

OPTION #7

- Raises MVET from 6.5% to 7.5%
- Dedicates 1% to Transit Assistance Fund
- Continues \$35 million Transit Appropriation from General Fund

REVENUES GENERATED (in millions)

1% Tax		\$ 49.0
General Fund	+	\$ 35.0
		\$ 84.0

ADVANTAGES

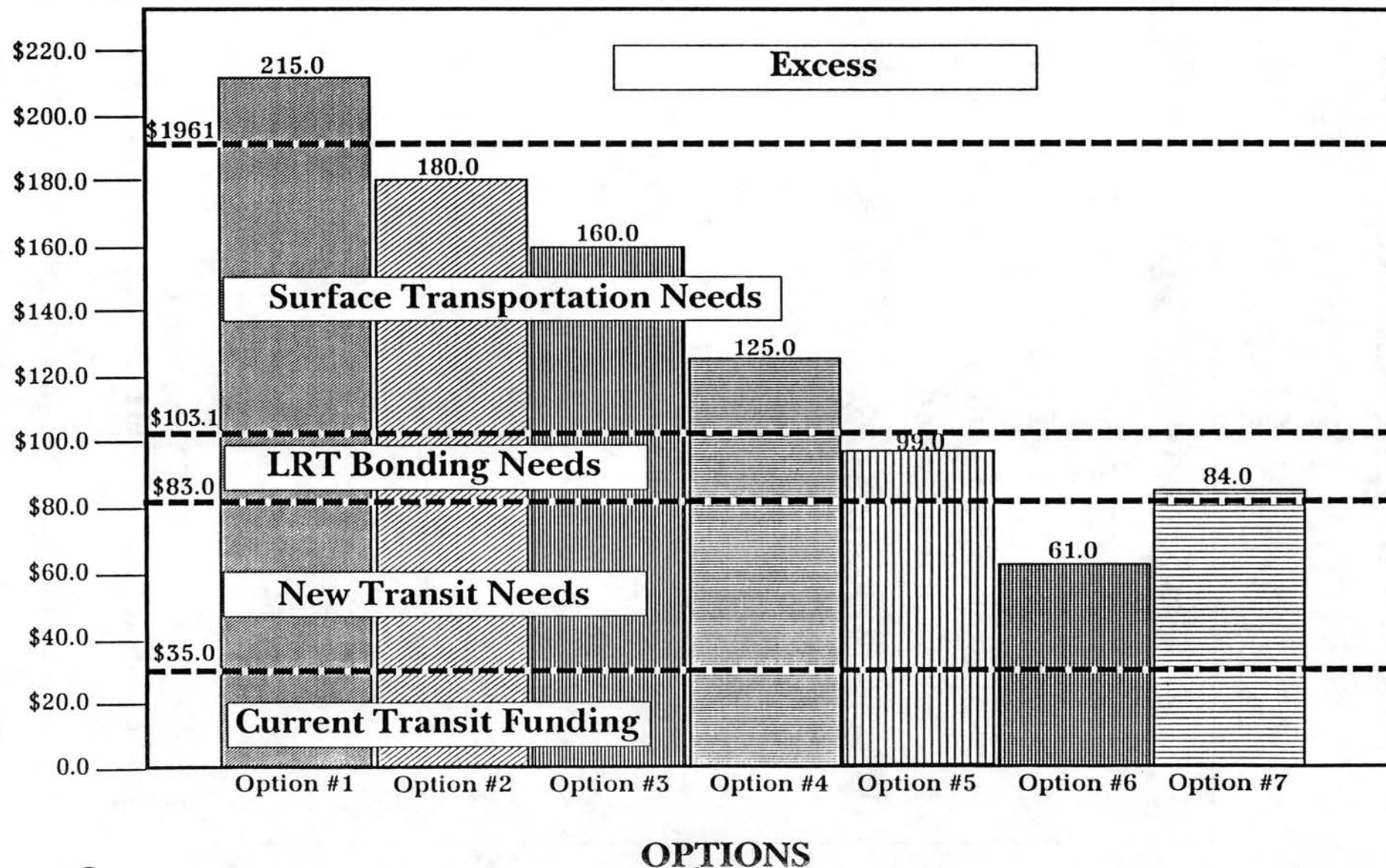
- Fully funds new transit needs
- Transportation related tax
- Relatively progressive
- Recommended by Transportation Study Board and AMM

DISADVANTAGES

- Volatile revenue source and history
- Perceived to be a General Fund source, so less likely to be maintained for transit
- Does not fund LRT or surface transportation

Revenue Generated vs. Need

MILLIONS



01/29/93

[REVISOR] RR/MS 93-1195

Senators Pappas, Mondale, Flynn and Novak introduced--

S. F. No. 187 Referred to the Committee on Transportation and Public Transit

1 A bill for an act
2 relating to transportation; creating a Minnesota
3 mobility trust fund and a surface transportation fund;
4 imposing a tax on motor fuel sales at retail and
5 requiring all proceeds to be deposited in the
6 Minnesota mobility trust fund; amending Minnesota
7 Statutes 1992, sections 174.32, subdivision 2;
8 297A.25, subdivision 7; and 297A.44, subdivisions 1
9 and 4; proposing coding for new law in Minnesota
10 Statutes, chapter 174.

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

12 Section 1. Minnesota Statutes 1992, section 174.32,
13 subdivision 2, is amended to read:

14 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] (a) The
15 transit assistance fund receives money distributed under-section
16 297B-09 from the Minnesota mobility trust fund as provided in
17 section 2. Eighty percent of the receipts of the fund must be
18 placed into a metropolitan account for distribution to
19 recipients located in the metropolitan area and 20 percent into
20 a separate account for distribution to recipients located
21 outside of the metropolitan area. Except as otherwise provided
22 in this subdivision, the regional transit board created by
23 section 473.373 is responsible for distributing assistance from
24 the metropolitan account, and the commissioner is responsible
25 for distributing assistance from the other account. Money
26 placed in the metropolitan account is available for distribution
27 to regional railroad authorities established under chapter 398A
28 in the metropolitan area, by the commissioner of transportation

1 as provided in paragraph (b).

2 (b) The commissioner shall request applications from all
3 eligible regional railroad authorities. The commissioner shall
4 establish a reasonable deadline for submittal of applications.
5 The commissioner may not distribute more than 60 percent of the
6 available funds to a single recipient. Before distributing
7 money to any regional railroad authority, the commissioner shall
8 submit the applications to the regional transit board for
9 approval. The commissioner may distribute funds only with the
10 approval of the board. Before approving any application for
11 funds for construction, the board shall report to the
12 legislature on the use and planned distribution of construction
13 funds.

14 Sec. 2. [174.64] [MINNESOTA MOBILITY TRUST FUND.]

15 Subdivision 1. [ESTABLISHMENT.] The Minnesota mobility
16 trust fund is created, consisting of all proceeds of the tax
17 imposed on sales of gasoline and special fuel at retail; money
18 received from the federal government or any other public or
19 private source; and any other money otherwise allotted,
20 appropriated, or legislated to the fund.

21 Subd. 2. [APPORTIONMENT.] Money in the fund must be
22 transferred to the transit assistance fund and to the surface
23 transportation fund for apportionment as follows: .. percent to
24 the transit assistance fund and .. percent to the surface
25 transportation fund. Money credited to the Minnesota mobility
26 trust fund must be transferred from the fund on July 15 and
27 January 15 of each fiscal year. The commissioner of finance
28 must make each transfer based upon the actual receipts of the
29 preceding six calendar months and include the interest earned
30 during that six-month period. The commissioner of finance may
31 establish a quarterly or other schedule providing for more
32 frequent payments to the transit assistance fund if the
33 commissioner determines it is necessary or desirable to provide
34 for the cash flow needs of the recipients of money from the
35 transit assistance fund.

36 Subd. 3. [INVESTMENT.] Upon the request of the

1 commissioner, money in the Minnesota mobility trust fund shall
2 be invested by the state board of investment in those securities
3 authorized for that purpose in section 11A.21. All interest and
4 profits from the investments shall be credited to the Minnesota
5 mobility trust fund. The state treasurer shall be the custodian
6 of all securities purchased under this section.

7 Sec. 3. [174.65] [SURFACE TRANSPORTATION FUND.]

8 The surface transportation fund is created in the state
9 treasury consisting of money from the Minnesota mobility trust
10 fund as provided in section 2. Money in the surface
11 transportation fund may be expended by appropriation for any
12 transportation purpose.

13 Sec. 4. Minnesota Statutes 1992, section 297A.25,
14 subdivision 7, is amended to read:

15 Subd. 7. [PETROLEUM PRODUCTS.] The gross receipts from the
16 sale of and storage, use, or consumption of the following
17 petroleum products are exempt:

18 ~~(1) products upon which a tax has been imposed and paid~~
19 ~~under the provisions of chapter 2967 and no refund has been or~~
20 ~~will be allowed because the buyer used the fuel for nonhighway~~
21 ~~use;~~

22 ~~(2) products which are used in the improvement of~~
23 ~~agricultural land by constructing, maintaining, and repairing~~
24 ~~drainage ditches, tile drainage systems, grass waterways, water~~
25 ~~impoundment, and other erosion control structures; or~~

26 ~~(3) (2) products purchased by a transit system receiving~~
27 ~~financial assistance under section 174.24 or 473.384.~~

28 Sec. 5. Minnesota Statutes 1992, section 297A.44,
29 subdivision 1, is amended to read:

30 Subdivision 1. (a) Except as provided in paragraphs (b)7
31 ~~(c)77 and (d)77~~ to (e) and subdivision 4, all revenues, including
32 interest and penalties, derived from the excise and use taxes
33 imposed by sections 297A.01 to 297A.44 shall be deposited by the
34 commissioner in the state treasury and credited to the general
35 fund.

36 (b) All excise and use taxes derived from sales and use of

1 property and services purchased for the construction and
2 operation of an agricultural resource project, from and after
3 the date on which a conditional commitment for a loan guaranty
4 for the project is made pursuant to section 41A.04, subdivision
5 3, shall be deposited in the Minnesota agricultural and economic
6 account in the special revenue fund. The commissioner of
7 finance shall certify to the commissioner the date on which the
8 project received the conditional commitment. The amount
9 deposited in the loan guaranty account shall be reduced by any
10 refunds and by the costs incurred by the department of revenue
11 to administer and enforce the assessment and collection of the
12 taxes.

13 (c) All revenues, including interest and penalties, derived
14 from the excise and use taxes imposed on sales and purchases
15 included in section 297A.01, subdivision 3, paragraphs (d) and
16 (1), clauses (1) and (2), must be deposited by the commissioner
17 in the state treasury, and credited as follows:

18 (1) first to the general obligation special tax bond debt
19 service account in each fiscal year the amount required by
20 section 16A.661, subdivision 3, paragraph (b); and

21 (2) after the requirements of clause (1) have been met, the
22 balance must be credited to the general fund.

23 (d) The revenues, including interest and penalties, derived
24 from the taxes imposed on solid waste collection services as
25 described in section 297A.45, except for the tax imposed under
26 section 297A.021, shall be deposited by the commissioner in the
27 state treasury and credited to the general fund to be used for
28 funding solid waste reduction and recycling programs.

29 (e) All revenues, including interest and penalties, derived
30 from the tax imposed on sales of gasoline and special fuel at
31 retail must be deposited by the commissioner in the state
32 treasury and credited to the Minnesota mobility trust fund to be
33 used for the purposes of that fund as described in section 2.

34 Sec. 6. Minnesota Statutes 1992, section 297A.44,
35 subdivision 4, is amended to read:

36 Subd. 4. [LOCAL OPTION TAX.] (a) The commissioner shall

1 deposit all revenues, including interest and penalties, derived
2 from the local option excise taxes imposed under sections
3 297A.021 and 297A.14, except revenues derived from sales of
4 gasoline and special fuel at retail, in the local government
5 trust fund.

6 (b) In addition, the commissioner shall deposit revenues
7 derived from imposing a rate of 1.5 percent on all taxable
8 sales, except sales of gasoline and special fuel at retail,
9 including interest and penalties, under this chapter in the
10 local government trust fund.

11 Sec. 7. [NONSEVERABILITY.]

12 The provisions of this act are not severable. Each section
13 is essentially and inseparably connected and dependent upon
14 every other section and that if one provision of this act is
15 found to be void the legislature would not have enacted the
16 remaining provisions without the void provision.



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Attachment E

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority supports increased funding for transit capital and operating needs, including regular route bus service, services for persons with disabilities, and light rail transit; and

WHEREAS, Ramsey County Regional Railroad Authority supports broad-based funding for transit purposes, with decreased reliance on the property tax; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a 6.5% sales tax on gasoline as proposed in S.F. 187 to fund transit services, including light rail transit in the Central Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

A

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY Originating Department <i>[Signature]</i> <i>3/1/93</i> Authorized Signature Date	Board Action Requested Amend agreement 91001 Phase II preliminary engineering for Midway Corridor and authorize Chairman to sign amendment. <u>ACTION IS REQUESTED</u>
--	--

Request Justification

See attached: 1) Proposed resolution
 2) Amendment to contract

Budgeting and Accounting <i>Ed Gaultz</i> County Attorney <i>[Signature]</i> Risk Manager <i>[Signature]</i> Data Processing Previous Action taken on Request	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
February 23, 1993	<i>J.L. Henderson</i>	2/12/93
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, A previous resolution authorized a contract with Ramsey County Regional Railroad Authority (RCRRA), Hennepin County Regional Railroad Authority (HCRRA), and BRW, Inc., for preliminary engineering on the Midway Corridor between the East Bank Campus of the University of Minnesota and downtown Saint Paul, total cost not to exceed \$2,940,000, with the Hennepin County Regional Railroad Authority share not to exceed 11.3 percent of contract costs, or \$333,000; and

WHEREAS, Alignment changes in the Westgate area since the initiation of the contract in September, 1991, have resulted in a greater proportion of the route now being located in Ramsey County; and

WHEREAS, Amendment No. 1 to Agreement 91001 provides for a reallocation of costs between HCRRA and RCRRA that reflects the changed routing and reduces the HCRRA maximum cost by \$37,200 to an amount not to exceed \$295,8000; and

WHEREAS, Hennepin County Regional Railroad Authority approved the proposed contract amendment on February 9, 1993; Now, Therefore, Be It

RESOLVED, That Amendment No. 1 to Agreement No. 91001 between the Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, and BRW, Inc., providing for a reallocation of costs between HCRRA and RCRRA reducing the HCRRA maximum amount by \$37,200 to \$295,800, and providing an extension of time from March 24, 1993 to December 31, 1993, be approved, and that the Chair be authorized to sign the amendment on behalf of the Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

FIRST AMENDMENT TO AGREEMENT 91001
PHASE II PRELIMINARY ENGINEERING STUDY
FOR THE MIDWAY CORRIDOR

THIS FIRST AMENDMENT made and entered into effective the _____ day of _____, 1993; by and between the Ramsey County Regional Railroad Authority (RCRRA), Hennepin County Regional Railroad Authority (HCRRRA), hereinafter collectively the "Authorities" and BRW, Inc., a corporation organized and existing under the laws of the State of Wyoming, hereinafter referred to as "BRW".

WITNESSETH:

WHEREAS, the Authorities and BRW have entered into that certain Agreement for professional engineering consulting services for the Phase II Preliminary Engineering Study for the Midway Corridor; and

WHEREAS, the Authorities wish to restructure the allocation of costs to reflect the changes in alignment, and

WHEREAS, the reallocation of costs will not increase the total dollar amount of the Agreement, and

WHEREAS, the Authorities wish to extend the term of the Agreement from March 24, 1993 to December 31, 1993,

NOW, THEREFORE, it is hereby mutually agreed that:

1. Section 2.1 of the Agreement shall be amended extending the term of the Agreement to December 31, 1993.
2. Exhibit D to the Agreement, Cost Allocation, shall be deleted and Exhibit A2 to this Amendment shall be substituted therefore.
3. Except as hereby amended, the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed by their respective duly authorized officers as of the day and year first above written.

HENNEPIN COUNTY
REGIONAL RAILROAD AUTHORITY

By: *Sandra Hilary*

Sandra Hilary, Chair

Dated: _____

AND

John T. Finley
Executive Director

Dated: 2-9-93

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____

John T. Finley, Chair

Dated: _____

APPROVED AS TO ~~FORM AND~~ EXECUTION:

By: _____

Assistant Hennepin County Attorney

Dated: _____

Approved as to Form
by Maleny
1-25-93

APPROVED AS TO FORM AND EXECUTION

By: *David M. Smith*

Assistant Ramsey County Attorney

Dated: 2/12/93

Recommended for Approval:

By: *K. Halpiegelsen*

Director of Light Rail Transit
Planning, Ramsey County Regional
Railroad Authority

By: *Georgina Schulte* *2/16/93*

Ramsey County Risk Manager

BRW, INC.

By: *David P. Walzfeld*

Title Vice Pres

Dated: 2/11/93

REVISED DIVISION OF COST

EXHIBIT A2

SPLIT OF CONSULTANT BUDGET BETWEEN RCRRRA AND HCRRA FOR PHASE II PRELIMINARY ENGINEERING FOR MIDWAY CORRIDOR						
WORK TASK		BUDGET	HCRRA SHARE		RCRRRA SHARE	
			%	DOLLAR	%	DOLLAR
TASK 1.0	PROJECT ADMINISTRATION	\$280,000	15%	\$42,000	85%	\$238,000
TASK 2.0	OPERATIONS PLAN	\$80,000	15%	\$12,000	85%	\$68,000
TASK 3.0	SYSTEMS ENGINEERING DESIGN	\$210,000	10%	\$21,000	90%	\$189,000
TASK 4.0	CIVIL ENGINEERING DESIGN	\$1,240,000	8%	\$99,200	92%	\$1,140,800
TASK 5.0	FACILITY DESIGN	\$510,000	10%	\$51,000	90%	\$459,000
TASK 6.0	VALUE ENGINEERING	\$25,000	20%	\$5,000	80%	\$20,000
TASK 7.0	SYSTEM COST ESTIMATES	\$30,000	15%	\$4,500	85%	\$25,500
TASK 8.0	ENVIRONMENTAL IMPACT MITIGATION PLANNING	\$85,000	10%	\$8,500	90%	\$76,500
TASK 9.0	IMPLEMENTATION METHOD AND MANAGEMENT PLAN	\$10,000	20%	\$2,000	80%	\$8,000
TASK 10.0	AGENCY COORDINATION	\$55,000	10%	\$5,500	90%	\$49,500
TASK 11.0	COMMUNITY PARTICIPATION/COMMUNICATION PROGRAM	\$145,000	10%	\$14,500	90%	\$130,500
SUBTOTAL		\$2,670,000	9.9%	\$265,200	90.1%	\$2,404,800
DESIGN TEAM CONTINGENCY		\$270,000	11.3%	\$30,600	88.7%	\$239,400
TOTAL		\$2,940,000	10.1%	\$295,800	89.9%	\$2,644,200

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

K. Lespiigulaw 2/11/93
Authorized Signature Date

Board Action Requested

Update on Metro LRT Joint Powers Board activities.

DISCUSSION ONLY

Request Justification

- See attached: 1) Chart outlining responsibilities
2) Memorandum from John T. Finley

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

February 23, 1993

Board Date

J. L. Glendinning
Signature

2/12/93

Date

LIGHT RAIL TRANSIT
ROLES AND RESPONSIBILITIES

Major Tasks	Existing Law	Joint Powers Agreement January, 1992	Compromise Agreement/Vetoed Legislation, May, 1992
1. Purchase right of way	Regional railroad authorities (RRA's)	RRA's and Joint Powers Board (JPB)	RRA's and Minnesota Depart- ment of Transportation (Mn/DOT)
2. Set priorities for corridor implementation	Metropolitan Council and Regional Transit Board (RTB)	Metropolitan Council	Metropolitan Council
3. Apply for federal funds	Joint - RTB, RRA's, Mn/DOT and by different laws, each can apply separately	Joint - RTB, RRA's, Mn/DOT and by different laws each can apply separately	Joint - RTB, Mn/DOT, and affected RRA's
4. Prepare Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS), prelim- inary design plans	RRA's	RRA's	Joint - Mn/DOT and affected RRA's
5. Prepare preliminary engineering plans and Final Environmental Impact Statement	RRA's	RRA's	Joint - Mn/DOT and affected RRA's
6. Prepare final design plans	RRA's	JPB	Mn/DOT
7. Construct	RRA's	JPB	Mn/DOT
8. Operate	Metropolitan Transit Commission (MTC)	MTC	MTC

LIGHT RAIL TRANSIT
ROLES AND RESPONSIBILITIES

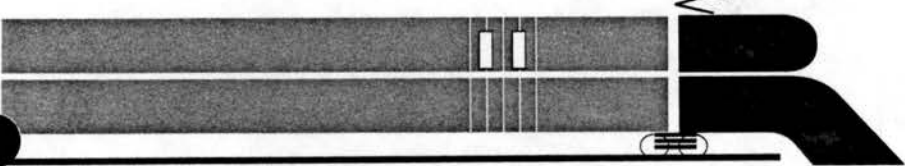
Oversight Responsibilities	Existing Law	Joint Powers Agreement January, 1992	Compromise Agreement/Vetoed Legislation, May, 1992
1. Participate on corridor management committee	Does not address	Affected RRA's, one additional RRA, MTC, RTB, and Mn/DOT	Mn/DOT, metro RRA's, Metropolitan Council, RTB, affected cities, MTC, U of M
2. Approve community involvement and marketing program	Does not address	Does not address	JPB
3. Approve system standards	Does not address	JPB	JPB
4. Review preliminary design plans	RTB, Metropolitan Council	RTB, Metropolitan Council	RTB
5. Approve preliminary design plans	Cities, towns, counties	Cities, towns, counties	Cities, towns, counties, RRA's, Metropolitan Council
6. Approve preliminary engineering plans	Does not address	Does not address	Affected RRA's
7. Review final design plans	Metropolitan Council	Metropolitan Council	Does not address
8. Approve final design plans	RTB, cities, towns, and counties	RTB, cities, towns, and counties	RTB, Metropolitan Council, cities, towns, and RRA's
9. Review method of implementation	Does not address	JPB	JPB

LIGHT RAIL TRANSIT
ROLES AND RESPONSIBILITIES

Oversight Responsibilities	Existing Law	Joint Powers Agreement January, 1992	Compromise Agreement/Vetoed Legislation, May, 1992
10. Review major contract changes during construction	Does not address	JPB	Affected RRA's
11. Resolve disputes	RTB	JPB's Dispute Resolution Committee, RTB	Metropolitan Council

LIGHT RAIL TRANSIT
ROLES AND RESPONSIBILITIES

Federal Funding Oversight Responsibilities	Existing Law	Joint Powers Agreement January, 1992	Compromise Agreement/Vetoed Legislation, May, 1992
1. Approve federal funding application	Metropolitan Council	Metropolitan Council	Metropolitan Council
2. Approve Alternatives Analysis study design	Does not address	Does not address	Metropolitan Council
3. Approve AA/DEIS	Does not address	Does not address	Metropolitan Council



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

TO: Light Rail Transit Joint Powers Board

FROM: John T. Finley, Chair

SUBJECT: Assessment of Joint Powers Board

DATE: February 9, 1993

The light rail transit joint powers board was originally formed because it was determined that a collaborative approach was more likely to be successful in the Twin Cities than a single agency governance structure for developing light rail transit (LRT). The reasons were as follows:

1. A collaborative approach builds upon existing work products completed by the railroad authorities which are members of the joint powers board. This reduces duplication of efforts and reduces the overall cost of completing work.

Example: Engineering studies

Each of the metropolitan regional railroad authorities has completed some level of work on LRT. Comprehensive plans outline future transportation networks and LRT corridors. Engineering and alignment studies have been completed on several corridors.

Central Corridor engineering studies have been completed by Hennepin and Ramsey County Regional Railroad Authorities. The alignment is identified and many controversial issues have been resolved.

Example: Design criteria

Hennepin County Regional Railroad Authority has completed design criteria for light rail transit. The attached table of contents indicates the breadth of the work completed. Additional extensive work has been completed on vehicle specifications and the central maintenance facility.

Example: Right of way preservation

When railroads abandon urban right of way, purchasing it to preserve it for public purposes is wise.

The railroad authorities have purchased significant amounts of right of way to preserve it for public purposes. Hennepin County Regional Railroad Authority has purchased 39 miles of right of way and Ramsey County Regional Railroad Authority has purchased 6.5 miles of right of way.

2. It builds upon community relationships that the railroad authorities have established.

Example: Community meetings

Regional railroad authorities have held hundreds of meetings with citizens and groups along proposed alignments. Commissioners have pre-existing relationships with community officials and citizens which are important in building and maintaining trust about how public projects will proceed.

3. A collaborative approach provides a stronger base of support -- with legislators, elected and appointed officials, and with citizens -- who become invested in the project by involvement in the process.
4. It provides a clear forum for sharing information, ideas, and resources.

Example: Legislative collaboration

County legislative staff and officials work together to build support for transit initiatives and funding.

5. It provides a more regional perspective to development issues and system-wide needs.

Example: Metropolitan Transit Education Plan

The joint powers board was a catalyst for the development of the Metropolitan Transit Education Plan. The plan, prepared in a collaborative effort by the Regional Transit Board, Metropolitan Transit Commission, Joint Powers Board, Mn/DOT, and others, outlines a program to increase understanding of the need for transit improvements, to generate support for the improvements, and to increase the use of transit.

6. It maintains accountability because regional railroad authority commissioners are elected officials, whereas agency officials are typically appointed.

Disadvantages of joint powers board involvement include:

1. Decision making is less streamlined and more time consuming.
2. There is a cost associated with collaboration.

Conclusion:

Although the role of the joint powers board has been reduced, the advantages of a collaborative approach strongly outweigh the disadvantages.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <i>K. Spiegelauer</i> <u>Authorized Signature</u>	<u>Board Action Requested</u> Quarterly report of payments for RCRRRA. September through December, 1992. <u>ACTION IS REQUESTED</u>
--	--

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated February 2, 1993

<u>Budgeting and Accounting</u> <i>Ed Glaubit</i> <u>County Attorney</u> <i>William Miller</i> <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> February 23, 1993	<u>Signature</u> <i>F. L. Henderson</i>	<u>Date</u> 2/12/93
<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 October 1, 1992, through December 31, 1992, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

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
County Manager

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: October-December, 1992

DATE: February 2, 1993

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	\$ 62,913.01
59103	Phase I - Preliminary Engr & EIS - Midway	345.80
59105	Phase II PE-Midway Corridor	160,632.97
59106	Right-of-Way Acquisition	1,509,692.85
59110	Central Corridor AA/DEIS	<u>14,050.31</u>
Total		\$1,747,634.94

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period October through December, 1992 and a copy of the Budget Condition Report as of December 31, 1992.

JVH:EG:dmh/gcl
Attachments

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

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 1/27/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1992 THRU DEC 31, 1992.

59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME		
	59101	STATE AUDITOR	020122	CA	74915	102792	00930574	94.00	MINNESOTA STATE AUDITORS	
		020122						94.00		
	59101	COUNTY ATTORNEY SERVICES	020174	IC	80187	120492	00947970	1,437.62	IC TRNSF PMT 400 40601	300908 M00228 01
				IC	80188	120492	00947970	645.89	IC TRNSF PMT 400 40601	300908 M00232 01
				IC	81021	121192	00952811	4,917.06	IC TRNSF PMT 400 40601	300908 M00238 01
				IC	84303	121892	00956233	416.70	IC TRNSF PMT 400 40601	300908 M00246 01
		020174						7,417.27		
	59101	EXECUTIVE DIRECTOR-SERVICES	020176	IC	76175	110692	00935801	2,316.78	IC TRNSF PMT 400 40301	300908 A00557 01
				IC	78234	112092	00942307	1,977.19	IC TRNSF PMT 400 40301	300908 A00559 01
				IC	78235	112092	00942307	1,788.89	IC TRNSF PMT 400 40301	300908 A00560 01
				IC	78236	112092	00942307	1,726.12	IC TRNSF PMT 400 40301	300908 A00561 01
				IC	78237	112092	00942307	1,726.12	IC TRNSF PMT 400 40301	300908 A00562 01
				IC	78238	112092	00942307	1,255.36	IC TRNSF PMT 400 40301	300908 A00563 01
				IC	78239	112092	00942307	1,726.12	IC TRNSF PMT 400 40301	300908 A00564 01
				IC	78240	112092	00942307	2,107.25	IC TRNSF PMT 400 40301	300908 A00565 01
				IC	78241	112092	00942307	2,011.46	IC TRNSF PMT 400 40301	300908 A00566 01
				IC	78242	112092	00942307	1,340.98	IC TRNSF PMT 400 40301	300908 A00567 01
				IC	80189	120492	00947970	4,557.60	IC TRNSF PMT 400 40301	300908 A00576 01
				IC	80190	120492	00947970	2,164.86	IC TRNSF PMT 400 40301	300908 A00575 01
		020176						24,698.73		
	59101	BUDGETING AND ACCOUNTING SERVICES	020179	IC	76176	110692	00935801	333.45	IC TRNSF PMT 400 40303	300908 A00556 01
				IC	78243	112092	00942307	407.55	IC TRNSF PMT 400 40303	300908 A00574 01
				IC	84304	121892	00956233	666.90	IC TRNSF PMT 400 40303	300908 A00577 01
		020179						1,407.90		
	59101	DATA PROCESSING SERVICES-MTCE	020185	CA	74916	102792	00930575	135.13	COMTECH INC	
				IC	78244A	112092	00942307	154.41	IC TRNSF PMT 574 57401	301385 C03192 02
				IC	78245	112092	00942307	7.80	IC TRNSF PMT 574 57401	301385 C03192 01
				IC	78246	112092	00942307	176.21	IC TRNSF PMT 574 57401	301385 C03192 02
				IC	80191A	120492	00947970	173.95	IC TRNSF PMT 574 57401	301385 C03253 02
				IC	81022	121192	00952811	7.80	IC TRNSF PMT 574 57401	301385 C03333 01
				IC	81023	121192	00952811	114.72	IC TRNSF PMT 574 57401	301385 C03333 02
				IC	84779	122492	00959318	7.80	IC TRNSF PMT 574 57401	301385 C03396 01
				IC	84780	122492	00959318	126.45	IC TRNSF PMT 574 57401	301385 C03396 02
		020185						904.27		
	59101	COUNTY PROJECT MANAGEMENT SERVICES	020193	IC	72708	100992	00920963	1,797.04	IC TRNSF PMT 400 47102	300434 B01865 01
				IC	72709	100992	00920963	646.93	IC TRNSF PMT 400 47102	300434 B01865 02
				IC	72709A	100992	00920963	682.87	IC TRNSF PMT 400 47101	300166 B01865 03

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 2
DATE 1/27/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1992 THRU DEC 31, 1992.

59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME			
		COUNTY PROJECT-MANAGEMENT SERVICES									
	59101	020193	IC	78247	112092	00942307	1,643.53	IC TRNSF PMT 400 40801	300908	A00043	01
			IC	78248	112092	00942307	1,984.64	IC TRNSF PMT 400 40801	300908	A00043	02
			IC	78249	112092	00942307	1,581.51	IC TRNSF PMT 400 40801	300908	A00043	03
			IC	78250	112092	00942307	682.22	IC TRNSF PMT 400 40801	300908	A00043	04
			IC	78251	112092	00942307	1,395.45	IC TRNSF PMT 400 40801	300908	A00043	05
			IC	80193	120492	00947970	1,283.20	IC TRNSF PMT 400 47102	300434	B01982	01
			IC	80194	120492	00947970	461.92	IC TRNSF PMT 400 47102	300434	B01982	02
			IC	80194A	120492	00947970	487.61	IC TRNSF PMT 400 47101	300166	B01982	03
			IC	81025A	121192	00952811	42.25	IC TRNSF PMT 400 47109	300434	B01988	02
			IC	81026	121192	00952811	26.39	IC TRNSF PMT 400 47101	300166	B01988	03
		020193					12,715.56				
		POSTAGE									
	59101	020202	IC	72710	100992	00920963	6.04	IC TRNSF PMT 521 52104	350323	W01621	01
			IC	72711	100992	00920963	120.31	IC TRNSF PMT 521 52104	350323	W01621	02
			IC	78252	112092	00942307	5.00	IC TRNSF PMT 521 52104	350323	W01656	01
			IC	78253	112092	00942307	94.46	IC TRNSF PMT 521 52104	350323	W01656	02
			IC	78254	112092	00942307	7.06	IC TRNSF PMT 521 52104	350323	W01690	01
			IC	78255	112092	00942307	139.86	IC TRNSF PMT 521 52104	350323	W01690	02
			CA	80296D	120492	00947969	435.00	POSTMASTER C/O BUDGETING			
			IC	84781	122492	00959318	2.68	IC TRNSF PMT 521 52104	350323	W01710	01
			IC	84782	122492	00959318	50.63	IC TRNSF PMT 521 52104	350323	W01710	02
		020202					861.04				
		TELEPHONE LONG DISTANCE CHARGES									
	59101	020207	IC	72712	100992	00920963	7.50	IC TRNSF PMT 578 57801	301601	Y00021	01
			IC	80195	120492	00947970	0.74	IC TRNSF PMT 578 57801	301602	Y00056	01
			IC	84086A	121892	00956233	8.28	IC TRNSF PMT 578 57801	301601	Y00052	02
			IC	84918A	122492	00959318	2.50	IC TRNSF PMT 578 57801	301601	Y00048	02
		020207					19.02				
		TELEPHONE-LOCAL SERVICE									
	59101	020208	IC	72713	100992	00920963	545.85	IC TRNSF PMT 578 57801	301602	Y00038	01
			IC	80195A	120492	00947970	123.43	IC TRNSF PMT 578 57801	301602	Y00056	01
			IC	801958	120492	00947970	24.01	IC TRNSF PMT 578 57801	301601	Y00056	02
		020208					693.29				
		MESSENGER SERVICE									
	59101	020305	CA	72732	100992	00921606	24.20	ROADRUNNER TRANSPORTATION INC			
			CA	74917	102792	00929426	13.50	ROADRUNNER TRANSPORTATION INC			
			CA	78831	112592	00945274	9.75	ROADRUNNER TRANSPORTATION INC			
			CA	80885	120892	00950906	8.20	ROADRUNNER TRANSPORTATION INC			
			CA	83783	121892	00956364	22.15	ROADRUNNER TRANSPORTATION INC			
			CA	84644	122292	00958538	36.55	ROADRUNNER TRANSPORTATION INC			
		020305					114.35				

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
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59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		PRINTING & STATIONERY							
59101		020501	IC	76177	110692	00935801	73.46	IC TRNSF PMT 400 41202	300404 H02601 01
			IC	78256	112092	00942307	98.89	IC TRNSF PMT 400 41202	300404 H02661 01
			IC	78257	112092	00942307	99.46	IC TRNSF PMT 400 41202	300404 H02710 01
			IC	84305	121892	00956233	108.40	IC TRNSF PMT 400 41202	300404 H02761 01
		020501					380.21		
		EQUIPMENT & MACHINERY REPAIRS							
59101		020803	CA	72733	100992	00921485	98.89	COPY DUPLICATING-PRODUCTS INC	
			CA	74918	102792	00930576	167.16	MONROE SYS FOR BUSINESS INC	
			CA	78511	112092	00942428	99.58	COPY DUPLICATING-PRODUCTS INC	
			CA	83784	121892	00956335	98.89	COPY DUPLICATING-PRODUCTS INC	
		020803					464.52		
		BUILDINGS & OFFICE SPACE							
59101		020906	IC	72714	100992	00920963	1,073.58	IC TRNSF PMT 576 57601	360513 Y00069 01
			IC	73408	101692	00924201	1,073.58	IC TRNSF PMT 576 57601	360513 Y00085 01
			IC	78258	112092	00942307	1,073.58	IC TRNSF PMT 576 57601	360513 Y00100 01
			IC	84306	121892	00956233	1,073.58	IC TRNSF PMT 576 57601	360513 Y00119 01
			IC	84306A	121892	00956233	270.00	IC TRNSF PMT 576 57601	370104 Y00119 02
		020906					4,564.32		
		PARKING SPACE							
59101		020909	CA	72734	100992	00921044	110.00	ZEHRING & ANGLESOM	
			CA	78512	112092	00942411	110.00	ZEHRING & ANGLESOM	
			CA	78513	112092	00942411	110.00	ZEHRING & ANGLESOM	
		020909					330.00		
		BOOKS, PERIODICALS, SUBSCRIPTIONS							
59101		021101	CA	78514	112092	00943121	65.00	AMERICAN PUBLIC TRANSIT ASSN	
		021101					65.00		
		MOVING EXPENSE							
59101		021172	CA	77163	111392	00938833	1,055.48	AT&T	
			CA	78515	112092	00943122	529.45	FLANNERY CONSTRUCTION	
		021172					1,584.93		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
59101		021408	CA	78516	112092	00943123	19.95	CONCORDIA COLLEGE	
			CA	78517	112092	00943123	27.27	CONCORDIA COLLEGE	
			CA	78832	112592	00945275	116.00	BROWN	HALLI 4
			CA	84685	122292	00958539	19.95	CONCORDIA COLLEGE	
		021408					183.17		
		CED MEETING EXPENSE ACCOUNT (DIRECTOR LRT PLANNING)							
59101		021409	CA	73297	101692	00925032	36.74	AUGIE'S	
			CA	79124	112592	00945276	36.90	PRUM CATERING	
		021409					73.64		

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59101 - ADMINISTRATION

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	OFFICE SUPPLIES							
		030101	CA	72140	100692	00918775	123.24	ST PAUL CITY OF	
			CA	72735	100992	00921573	23.96	GENERAL OFFICE PRDD CO	
			CA	78562	120292	00946816	105.14	ST PAUL CITY OF	
			CA	78852	121892	00956238	275.65	ST PAUL CITY OF	
		030101					527.99		
R91	59101	EQUIPMENT							
		040300	IC	78244	112092	00942307	4,169.61	IC TRNSF PMT 574 57401	301385 C03192 01
R91			IC	80191	120492	00947970	1,644.19	IC TRNSF PMT 574 57401	301385 C03253 01
		040300					5,813.80		

RAMSEY COUNTY REGIONAL RAILROAD AUTH

62,913.01

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REGIONAL RAILROAD QTRLY REPORT
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59103 - CENTRAL CORRIDOR

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR-SERVICES							
59103		020176	IC	80190A	120492	00947970	113.94	IC TRNSF PMT 400 40301	300908 A00575 02
		020176					113.94		
		DATA PROCESSING SERVICES-MTCE							
59103		020185	IC	782448	112092	00942307	5.36	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	78246A	112092	00942307	7.20	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	81023A	121192	00952811	4.69	IC TRNSF PMT 574 57401	301385 C03335 02
		020185					17.25		
		COUNTY PROJECT MANAGEMENT SERVICES							
59103		020193	IC	80196	120492	00947970	111.64	IC TRNSF PMT 400 47102	300434 B01983 01
			IC	81026A	121192	00952811	102.97	IC TRNSF PMT 400 47101	300166 B01988 03
		020193					214.61		

RCRRA PHASE 1 PRELIM ENGR * EIS

345.80

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1992 THRU DEC 31, 1992.

59105 - CENTRAL CORRIDOR

PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		CONSULTING SERVICES							
	59105	020102	CA	PA270	120892	00951349	69,121.38	BRW INC	
			CA	PA270	121192	00953627	73,702.93	BRW INC	
		020102					142,824.31		
		COUNTY ATTORNEY SERVICES							
	59105	020174	IC	81021A	121192	00952811	41.67	IC TRNSF PMT 400 40601	300908 K00238 02
		020174					41.67		
		EXECUTIVE DIRECTOR-SERVICES							
	59105	020176	IC	76175A	110692	00935801	1,785.06	IC TRNSF PMT 400 40301	300908 A00557 02
			IC	80189A	120492	00947970	227.88	IC TRNSF PMT 400 40301	300908 A00576 02
			IC	80190B	120492	00947970	1,823.04	IC TRNSF PMT 400 40301	300908 A00575 03
		020176					3,835.98		
		DATA PROCESSING-SERVICES-MTCE							
	59105	020185	IC	78244C	112092	00942307	93.55	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	78246B	112092	00942307	132.26	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	80191B	120492	00947970	109.65	IC TRNSF PMT 574 57401	301385 C03223 02
			IC	81023B	121192	00952811	153.66	IC TRNSF PMT 574 57401	301385 C03333 02
			IC	84780A	122492	00959318	57.70	IC TRNSF PMT 574 57401	301385 C03398 02
		020185					546.82		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59105	020193	IC	72715	100992	00920963	75.90	IC TRNSF PMT 400 40503	350303 K00914 01
			IC	72716	100992	00920963	1,411.96	IC TRNSF PMT 400 47102	300434 B01884 01
			IC	72717	100992	00920963	508.30	IC TRNSF PMT 400 47102	300434 B01884 02
			IC	72717A	100992	00920963	536.54	IC TRNSF PMT 400 47101	300166 B01884 03
			IC	78259	112092	00942307	2,418.78	IC TRNSF PMT 400 40801	300908 A00044 01
			IC	78260	112092	00942307	1,302.42	IC TRNSF PMT 400 40801	300908 A00044 02
			IC	78261	112092	00942307	1,085.35	IC TRNSF PMT 400 40801	300908 A00044 03
			IC	78262	112092	00942307	2,139.69	IC TRNSF PMT 400 40801	300908 A00044 04
			IC	78263	112092	00942307	1,612.52	IC TRNSF PMT 400 40801	300908 A00044 05
			IC	80198	120492	00947970	1,219.04	IC TRNSF PMT 400 47102	300434 B01984 01
			IC	80199	120492	00947970	438.85	IC TRNSF PMT 400 47102	300434 B01984 02
			IC	80199A	120492	00947970	403.24	IC TRNSF PMT 400 47101	300166 B01984 03
			IC	81024	121192	00952811	157.25	IC TRNSF PMT 400 47109	300434 B01988 01
			IC	81025	121192	00952811	14.35	IC TRNSF PMT 400 47109	300434 B01988 02
		020193					13,384.19		

PHASE II PE-MIDWAY CORRIDOR

160,632.97

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RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		COUNTY-ATTORNEY-SERVICES						
	59106	020174	IC	80188A	120492	00947970	1,125.09	IC TRNSF PMT 400 40601 300908 M00232 02
			IC	81021B	121192	00952811	4,458.69	IC TRNSF PMT 400 40601 300908 M00238 03
			IC	84303A	121892	00956233	2,416.86	IC TRNSF PMT 400 40601 300908 M00246 01
							8,000.64	
		EXECUTIVE-DIRECTOR-SERVICES						
	59106	020176	IC	80187A	120492	00947970	1,229.27	IC TRNSF PMT 400 40601 300908 M00228 02
			IC	80190C	120492	00947970	227.88	IC TRNSF PMT 400 40301 300908 A00575 04
							1,457.15	
		DATA PROCESSING SERVICES-MTCE						
	59106	020185	IC	78246C	112092	00942307	2.40	IC TRNSF PMT 574 57401 301385 C03192 02
			IC	81023C	121192	00952811	9.38	IC TRNSF PMT 574 57401 301385 C03333 02
							11.78	
		COUNTY PROJECT MANAGEMENT SERVICES						
	59106	020193	IC	80196A	120492	00947970	80.84	IC TRNSF PMT 400 47102 300434 B01983 01
			IC	80197	120492	00947970	69.30	IC TRNSF PMT 400 47102 300434 B01983 02
			IC	80197A	120492	00947970	73.14	IC TRNSF PMT 400 47101 300166 B01983 03
							223.28	
		LAND						
	59106	040101	CA	81783	121192	00953628	150,000.00	BURLINGTON NORTHERN
			CA	84745	122392	00959495	1,345,050.00	BURLINGTON-NORTHERN
			CA	84951	122492	00959496	4,950.00	RAMSEY COUNTY RECORDS AND
							1,500,000.00	
		040101						
							1,509,692.85	
		RIGHT-OF-WAY ACQUISITION						

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1992 THRU DEC 31, 1992.

59110 - CENTRAL CORRIDOR

CENTRAL CORRIDOR AA/DEIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		EXECUTIVE DIRECTOR-SERVICES							
59110		020176	IC	76175B	110692	00935801	1,671.12	IC TRNSF PMT 400 40301	300908 A00557 03
			IC	80189B	120492	00947970	1,899.00	IC TRNSF PMT 400 40301	300908 A00576 03
			IC	80190D	120492	00947970	1,291.32	IC TRNSF PMT 400 40301	300908 A00575 05
		020176					4,861.44		
		DATA-PROCESSING-SERVICES-MTCE							
59110		020185	IC	78244D	112092	00942307	118.85	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	78246D	112092	00942307	53.48	IC TRNSF PMT 574 57401	301385 C03192 02
			IC	80191C	120492	00947970	104.79	IC TRNSF PMT 574 57401	301385 C03253 02
			IC	81023D	121192	00952811	81.22	IC TRNSF PMT 574 57401	301385 C03333 02
			IC	84780B	122492	00959318	153.16	IC TRNSF PMT 574 57401	301385 C03398 02
		020185					511.50		
		COUNTY PROJECT MANAGEMENT SERVICES							
59110		020193	IC	72718	100992	00920963	1,283.60	IC TRNSF PMT 400 47102	300434 B01883 01
			IC	72719	100992	00920963	462.09	IC TRNSF PMT 400 47102	300434 B01883 02
			IC	72719A	100992	00920963	487.76	IC TRNSF PMT 400 47101	300166 B01883 03
			IC	78264	112092	00942307	682.22	IC TRNSF PMT 400 40801	300908 A00045 01
			IC	78265	112092	00942307	1,116.36	IC TRNSF PMT 400 40801	300908 A00045 02
			IC	78266	112092	00942307	744.24	IC TRNSF PMT 400 40801	300908 A00045 03
			IC	80192	120492	00947970	1,891.61	IC TRNSF PMT 400 40801	300908 A00045 04
			IC	80200	120492	00947970	1,154.88	IC TRNSF PMT 400 47102	300434 B01985 01
			IC	80201	120492	00947970	415.76	IC TRNSF PMT 400 47102	300434 B01985 02
			IC	80201A	120492	00947970	438.85	IC TRNSF PMT 400 47101	300166 B01985 03
		020193					8,677.37		

CENTRAL CORRIDOR AA/DEIS

14,050.31

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1992 THRU DEC 31, 1992.

CENTRAL CORRIDOR AA/DEIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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REGIONAL RAILROAD AUTHORITY	FUND 591 TOTAL	1,747,634.94
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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	145,305.67	0.00	145,305.67	145,305.67	0.00	0.00	8,194.33	
--								
	STATE AUDITOR							
020122	3,000.00	1,809.00	1,191.00	1,191.00	0.00	0.00	0.00	60.30
--								
	LEGISLATIVE REPRESENTATIVE							
020154	25,000.00	5,000.00	20,000.00	20,000.00	0.00	0.00	0.00	20.00
--								
	COUNTY ATTORNEY SERVICES							
020174	35,000.00	17,063.89	17,936.11	17,936.11	0.00	0.00	0.00	48.75
--								
	EXECUTIVE DIRECTOR-SERVICES							
020176	66,720.62	40,587.72	20,000.00	26,132.90	6,132.90	0.00	1,279.38	60.83
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	20,000.00	8,859.39	10,000.00	11,140.61	1,140.61	0.00	0.00	44.30
--								
	DATA PROCESSING SERVICES-MTCE							
020185	7,200.00	2,031.71	4,000.00	5,168.29	1,168.29	0.00	0.00	28.22
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	112,700.00	60,036.26	40,000.00	52,663.74	12,663.74	0.00	11,500.00	53.27
--								
	PUBLIC INFORMATION SERVICES							
020194	30,000.00	0.00	20,000.00	30,000.00	10,000.00	0.00	0.00	
--								
	POSTAGE							
020202	5,800.00	1,876.27	2,000.00	3,923.73	1,923.73	0.00	0.00	32.35
--								
	TELEPHONE LONG DISTANCE CHARGES							
020207	380.00	212.11	170.39	167.89	2.50CR	0.00	0.00	55.82
--								
	TELEPHONE-LOCAL SERVICE							
020208	2,073.00	1,446.49	300.00	626.51	326.51	900.00	87.00	69.78
--								
	TELEPHONE-EQUIPMENT RENTAL							
020209	189.83	89.83	0.00	100.00	100.00	189.83	0.00	47.32
--								
	TRANSPORTATION ALLOWANCE							
020301	700.00	0.00	700.00	700.00	0.00	0.00	0.00	
--								

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	MESSENGER SERVICE							
020305	900.00	693.70	200.00	206.30	6.30	300.00	0.00	77.08
020401	PUBLISHING MINUTES & NOTICES							
	5,416.59	0.00	5,000.00	5,416.59	416.59	0.00	3,143.41	
020501	PRINTING & STATIONERY							
	17,140.00	4,663.22	10,000.00	12,476.78	2,476.78	0.00	3,660.00	27.21
020611	LIABILITY & PROPERTY DAMAGE							
	700.00	585.08	0.00	114.92	114.92	700.00	0.00	83.58
020803	EQUIPMENT & MACHINERY REPAIRS							
	643.41	563.41	80.00	80.00	0.00	643.41	0.00	87.57
020903	EQUIPMENT & MACHINERY-RENTAL							
	500.00	250.00	250.00	250.00	0.00	500.00	0.00	50.00
020906	BUILDINGS & OFFICE SPACE							
	6,346.46	6,346.46	0.00	0.00	0.00	6,346.46	0.00	100.00
020909	PARKING SPACE							
	2,583.00	1,577.00	500.00	1,006.00	506.00	87.00	0.00	61.05
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS							
	260.00	260.00	0.00	0.00	0.00	10.00	0.00	100.00
021134	TUITION							
	750.00	0.00	0.00	750.00	750.00	0.00	0.00	
021172	MOVING EXPENSE							
	3,887.77	3,487.77	0.00	400.00	400.00	3,887.77	0.00	89.71
021192	INTEREST							
	139.65	139.65	0.00	0.00	0.00	139.65	0.00	100.00
021226	COMMITTEE COMPENSATION							
	1,300.00	0.00	1,000.00	1,300.00	300.00	0.00	1,700.00	
021401	MEMBERSHIP & DUES							
	500.00	0.00	200.00	500.00	300.00	0.00	0.00	

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RAMSEY COUNTY
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PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONFERENCE & SEMINAR EXPENSES							
021403	6,000.00	2,583.86	3,000.00	3,416.14	416.14	0.00	0.00	43.06
--								
	OTHER TRAVEL							
021407	20,000.00	2,526.92	10,000.00	17,473.08	7,473.08	0.00	0.00	12.63
--								
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	2,065.00	251.92	500.00	1,813.08	1,313.08	0.00	935.00	12.20
--								
	CEC MEETING EXPENSES ACCOUNT							
021409	5,500.00	2,187.86	1,000.00	3,312.14	2,312.14	0.00	0.00	39.78
--								
	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	562,361.00	198,789.52	313,333.17	363,571.48	50,238.31	17,364.12	30,499.12	35.35
	OFFICE SUPPLIES							
030101	2,435.00	2,310.07	50.00	124.93	74.93	435.00	0.00	94.87
	EQUIPMENT							
040300	1,200.00	324.30	800.00	875.70	75.70	1,200.00	0.00	27.03
	CONTINGENT APPROPRIATIONS							
061001	347,700.00	0.00	0.00	347,700.00	347,700.00	0.00	52,300.00	
CURR ORG-TOT	913,696.00	201,423.89	314,183.17	712,272.11	398,088.94	18,999.12	82,799.12	22.04

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R91 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	80,514.13	56,955.78	0.00	23,558.35	23,558.35	0.00	0.00	70.74	
ORG-TOT	994,210.13	258,379.67	314,183.17	735,830.46	421,647.29	18,999.12	82,799.12	25.99	

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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	1,748.27	462.21	0.00	1,286.06	1,286.06	1,678.07	0.00	26.44
--								
	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	173.96	83.48	0.00	90.48	90.48	100.00	0.00	47.99
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	19,948.46	2,047.99	0.00	17,900.47	17,900.47	0.00	0.00	10.27
--								
	PUBLIC INFORMATION SERVICES							
020194	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	1,378.07	
--								
	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	179.90	0.00	0.00	179.90	179.90	0.00	400.00	
--								
	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	
--								

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING			* CONTINUED *					
	VOLUNTEER/COMMITTEE MEETING EXPENSE								
021408	0.27	0.00	0.00	0.27	0.27	0.00	0.00		
TJTL 02	142,672.70	33,009.47	52,298.98	109,663.23	57,364.25	1,778.07	1,778.07	23.14	
ORG-TOT	142,672.70	33,009.47	52,298.98	109,663.23	57,364.25	1,778.07	1,778.07	23.14	

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59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES							
--	2,933,425.23	1,201,705.06	1,398,720.17	1,731,720.17	333,000.00	0.00	0.00	40.97
020174	COUNTY ATTORNEY SERVICES							
--	46,723.90	83.34	0.00	46,640.56	46,640.56	0.00	0.00	.18
020176	EXECUTIVE DIRECTOR-SERVICES							
--	31,081.23	23,872.34	0.00	7,208.89	7,208.89	0.00	0.00	76.81
020179	BUDGETING AND ACCOUNTING SERVICES							
--	10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	3,159.83	2,378.79	0.00	781.04	781.04	0.00	0.00	75.28
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	308,169.85	75,773.89	0.00	232,395.96	232,395.96	0.00	0.00	24.59
020202	POSTAGE							
--	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES							
--	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY							
--	9,889.28	57.22	0.00	9,832.06	9,832.06	0.00	0.00	.58
021192	INTEREST							
--	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION							
--	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL							
--	11,262.79	356.59	0.00	10,906.20	10,906.20	0.00	0.00	3.17
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
--	915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	3,363,017.32	1,304,227.23	1,398,720.17	2,058,790.09	660,069.92	0.00	0.00	38.78
ORG-TOT	3,363,017.32	1,304,227.23	1,398,720.17	2,058,790.09	660,069.92	0.00	0.00	38.78

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020109	REAL ESTATE APPRAISERS SERVICE	9,000.00	9,000.00	0.00	0.00	0.00	0.00	100.00
020174	COUNTY ATTORNEY SERVICES	33,466.25	28,555.55	0.00	4,910.70	4,910.70	0.00	85.33
020176	EXECUTIVE DIRECTOR-SERVICES	1,529.25	1,529.25	0.00	0.00	171.69	0.00	100.00
020179	BUDGETING AND ACCOUNTING SERVICES	1,963.92	0.00	0.00	1,963.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE	399.61	22.62	0.00	376.99	0.00	0.00	5.66
020192	SURVEYING SERVICE	13,639.91	9,361.73	0.00	4,278.18	4,278.18	8,000.00	68.63
020193	COUNTY PROJECT MANAGEMENT SERVICES	7,499.03	557.15	0.00	6,941.88	6,941.88	0.00	7.43
020202	POSTAGE	296.05	0.00	0.00	296.05	0.00	171.69	
020401	PUBLISHING MINUTES & NOTICES	500.00	0.00	0.00	500.00	0.00	0.00	
020501	PRINTING & STATIONERY	500.00	0.00	0.00	500.00	0.00	0.00	
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	
TOTL 02		68,794.02	49,026.30	0.00	19,767.72	19,767.72	8,171.69	71.27
040101	LAND	1,500,000.00	1,500,000.00	0.00	0.00	0.00	1,500,000.00	100.00
ORG-TOT		1,568,794.02	1,549,026.30	0.00	19,767.72	19,767.72	1,508,171.69	98.74

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59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 3,783.01	2,366.61	0.00	1,416.40	1,416.40	0.00	1,310.00	62.56
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTLE 301.07	186.49	0.00	114.58	114.58	300.00	0.00	61.94
020193	COUNTY PROJECT MANAGEMENT SERVICES 1,055.00	791.76	0.00	263.24	263.24	1,000.00	0.00	75.05
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 16.25	7.68	0.00	8.57	8.57	10.00	0.00	47.26
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	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	1,310.00	1,310.00	58.48
ORG-TOT	5,732.61	3,352.54	0.00	2,380.07	2,380.07	1,310.00	1,310.00	58.48

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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	
ORG-TOT	70,000.00	0.00	0.00	70,000.00	70,000.00	0.00	0.00	

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59110	CENTRAL CORRIDOR AA/DEIS							
020102	CONSULTING SERVICES 20,000.00	0.00	0.00	20,000.00	20,000.00	20,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 1,401.44	0.00	0.00	1,401.44	1,401.44	5,000.00	3,598.56	
020176	EXECUTIVE DIRECTOR-SERVICES 10,000.00	8,018.64	0.00	1,981.36	1,981.36	10,000.00	0.00	80.19
020179	BUDGETING AND ACCOUNTING SERVICES 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 1,000.00	511.50	0.00	488.50	488.50	1,000.00	0.00	51.15
020193	COUNTY PROJECT MANAGEMENT SERVICES 15,098.56	15,098.56	0.00	0.00	0.00	15,098.56	0.00	100.00
020202	POSTAGE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 300.00	0.00	0.00	300.00	300.00	300.00	0.00	
020501	PRINTING & STATIONERY 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES 1,000.00	859.09	0.00	140.91	140.91	1,000.00	0.00	85.91
021407	OTHER TRAVEL 2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
TOTL 02	55,800.00	24,487.79	0.00	31,312.21	31,312.21	59,398.56	3,598.56	43.88
ORG-TOT	55,800.00	24,487.79	0.00	31,312.21	31,312.21	59,398.56	3,598.56	43.88
ACT-TOT	6,200,226.78	3,172,483.00	1,765,202.32	3,027,743.78	1,262,541.46	1,589,657.44	89,657.44	51.17
5 FC	6,200,226.78	3,172,483.00	1,765,202.32	3,027,743.78	1,262,541.46	1,589,657.44	89,657.44	51.17
FUND CURR TOT	6,119,712.65	3,115,527.22	1,765,202.32	3,004,185.43	1,238,983.11	1,589,657.44	89,657.44	50.91
FUND R91 TOT	80,514.13	56,955.78	0.00	23,558.35	23,558.35	0.00	0.00	70.74
FUND TOTAL	6,200,226.78	3,172,483.00	1,765,202.32	3,027,743.78	1,262,541.46	1,589,657.44	89,657.44	51.17