



Ramsey County Regional Railroad Authority.
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file
Chairman

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, MAY 11, 1993

10:30 A.M. - LARGE CONFERENCE ROOM - 220

1. * Minutes of the Ramsey County Regional Railroad Authority Meeting of April 13, 1993.
2. Update on Legislation - Discussion only.
3. Metropolitan LRT Joint Powers Board - Discussion only.
4. * Abandoned Railroad Corridor Preservation Process.

* Action is requested.

KD

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD

April 13, 1993

The regular meeting of the Ramsey County Regional Railroad Authority Board Meeting was held on Tuesday, April 13, 1993, in the Large Conference Room of 220 Court House.

Chairman Finley called the meeting to order at 10:35 A.M.

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Dick Wedell
Commissioner Brenda Thomas (entered during Item 2)

Also Present:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Jill Goski, Ed Glaubitz, James Van Houdt, Mary Lou Grahek, Greg Mack, Larry Holmberg, Frances Glendenning, John Wirka

1. Minutes of the Ramsey County Regional Railroad Board Meeting of March 9, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board which was held on March 9, 1993, as written.

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

2. Update on Legislation

Chairman Finley stated that Liz Anderson is present today.

Miss DeSpiegelaere addressed the Board, Liz Anderson was hired by the RRA to be our representative at the Legislature this year. She asked that Ms. Anderson bring the Board up to date.

Ms. Anderson talked about governance and funding, what we are doing if all else fails on Sunday. The governance bill that was vetoed last year by the Governor - this bill has passed both the House and Senate, and is awaiting action on the floor. She does not expect that it will pass either floor very quickly because there is interest in some other transit issues that may keep this out.

There are a number of other metro bills that have been introduced this year and at least two of them call for the abolishment of the Regional Railroad Authorities.

There are a number of issues dealing with the Regional Transit Board. People were concerned with the metro bills, also there has been discussion about abolishing the MTC Board.

Ms. Anderson discussed the bill which Senator Langseth was proposing.

Chairman Finley commented that Senator Langseth had been trying to do something for the metropolitan area even though he is not a metropolitan legislator, both in the transit area of having some source of dedication the 1/2¢. Originally his bill changed the formula so that the urban legislators received more of the gas tax increase that they presently do. Senator Langseth was upset because of certain opposition, as he felt that he was trying to strike a balance at the Transportation Alliance to live with with the increase of the gas tax, so that there would be sufficient funds for the Mn/Dot to be able to have enough local funds to tap into some of the surface transportation funds that were now becoming available from the transportation area, and he had really thought he was striking a good balance.

Chairman Finley informed the Board that next year the bonding limits are going to be substantially higher than they are this year. This has to do with the cycle of payment off of bonds, and that type of thing, so they are trying to get into a system that on the even year they could issue the bonds, on the odd year they do not issue the bonds. So, the chances of bonding would be better next year than this year, and we don't need them right away. Anything that we can get in legislation, other than some type, whether we are dealing with funding, that would be good, whether it is a permissive as opposed to a mandatory issuance of bonds to match Federal funds, would be a step in the direction that we have now made some type of a positive step. So, this is what Ms. Anderson is working on now in a fallback position because reality is reality. If we can accomplish something along those lines out of this session, knowing the Governor's position, and keep the metro legislators together this year as they have never been. If they stay together, he thinks that transit is going to be a big benefitor of this whether it is light rail or not light rail, in the long haul. It will only be a matter of time when it is all going to come together, whether we are part of it or not, but it will come together. Some of the legislators have done a fantastic job in keeping people together.

Chairman Finley thanked Ms. Anderson for the update.

3. Master Plan for Burlington Northern Regional Trail

Chairman Finley said that this Master Plan has been put together, we have Greg Mack, Larry Holmberg and John Wirka, St. Paul Parks and Recreation.

Ms. DeSpiegelaere gave a brief summary about the development of this plan, and asked that Greg Mack, Director of Ramsey County Parks and Recreation address the Board.

Greg Mack said in 1988 there was a general agreement with the RRA, the City of Saint Paul and Ramsey County, and the Metropolitan Council to proceed with a joint Light Rail regional trail concept. After that time they began working with the City of St. Paul Parks staff to develop this master plan. The master plan you have before you gives detail by detail the structural alignment segment by segment the structure and alignment for both a trail only and a trail and light rail only.

Mr. Mack continued, as the master plan demonstrates both can be accomplished within the corridor, and as came up in the study, both the Light Rail and the trail can actually compliment one another by providing a different recreational area.

Mr. Mack discussed the Joint Powers Agreement, there are a few modifications to that, but the general thrust is the same. The City of St. Paul would be responsible for development for a regional rail corridor south of Larpenteur, and the County would be responsible for the development of that trail north of Larpenteur. They would work together with the RRA until such time as the RRA is ready to construct the LRT, then there would be a three group of development and operation, based on the needs for each segment.

The County has been successful in securing a grant from the State of Minnesota, for the section north of Frost, and to Beam Avenue, for trail development.

Chairman Finley understands as far as modifying or making any changes if we approve this, and the City approves it, and the County approves it, that then, as the project goes on, and if there is any modifications of the project, then those modifications that are done by the City of St. Paul, which are south of Larpenteur Avenue, would need the concurrence of the RRA because they are the owners essentially of the property. Those that are north, as long as they do not affect what the City of St. Paul has been doing, then anything north of Larpenteur would only need the concurrence of the County and the Rail Authority.

Mr. Wirka said that once they have developed the framework for the joint plan, the RRA has the review authority for any developments, that would be future developments on either the trail segments or the LRT joint use.

Chairman Finley asked about the St. Paul Small Area Plan, the East Side plan both Commissioner Schaber and Commissioner Finley have strong interest in the development of that - we do not want to do anything in conflict with that, we do not want the City to think that we may be doing something that is opposed to the City policies, as we understand this is part of what the City wants. We want to concur on this action, but we do not want to get at cross purposes here.

Mr. Wirka discussed the small area plan for the Phalen Center. The Planning Staff and Park staff do not see where there are any conflicts here. However, the Planning Commission has not acted on this yet, and will probably do so within two weeks.

Commissioner Schaber said he had received a call to attend a meeting this morning. but due to our schedule, he was unable to be there, so Ms. Baker, his Assistant went, there was some concern. He is concerned because the Phalen Center is in district.

Chairman Finley said we would have another opportunity to look at this as the City and County Board, and as the owner of the property, we could move ahead as the RRA. In the meantime it still has to come back over to the Parks Committee of the County Board, then to the County Board, and coinciding with that, it will be moving through the Planning Commission on the City side.

Chairman Finley said we have a pretty good understanding at the staff level, and Commissioner Schaber's Office if there is any information that comes through.

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

WHEREAS, Ramsey County Park and Recreation and St. Paul Parks and Recreation have submitted a master plan for the Burlington Northern Regional Trail Corridor for review by Ramsey County Regional Railroad Authority; and

WHEREAS, The trail corridor will use right of way owned by Ramsey County Regional Railroad Authority which was purchased for joint trail/light rail transit use; and

WHEREAS, The trail, as part of a regional network, will strengthen pedestrian and bicycle facilities, improve mobility between neighborhoods and increase access to parks, lakes, retail center and work sites; and

WHEREAS, The master plan is generally compatible with LRT development; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports development of a trail along its right of way which is compatible with future shared trail/LRT use; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests continuing coordination as plans for the trail are developed at a greater level of detail to ensure compatibility with LRT use of the right of way in the future.

Roll Call: Ayes 7-1, Nays - 0
Motion adopted

4. Joint Powers Agreement for Burlington Northern right of way.

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

WHEREAS, Ramsey County, the Ramsey County Regional Railroad Authority and the city of St. Paul, by resolutions of their respective governing bodies approved the concept of joint trail and light rail transit of the Burlington Northern right of way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right of way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, A joint powers agreement has been prepared that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority and the city of St. Paul in the planning, development and operation of the right of way for regional trail and light rail transit; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the joint powers agreement between Ramsey County, Ramsey County Regional Railroad Authority, and the city of St. Paul for the planning, development, and operation of the Burlington Northern right of way for regional trail and light rail transit.

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

R93-16

5. Ratify partial payment No. 17 to BRW, Inc. in the amount of \$43,845.84 for the Midway Corridor Phase II Preliminary Engineering.

Commissioner Schaber 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 January 31, 1993; 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

Minutes
Ramsey County Regional Railroad Authority
April 13, 1993

Page 6

WHEREAS, BRW, Inc. Invoice No. 67651, Partial Payment No. 17, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$43,845.84 for Ramsey County Regional Railroad Authority's share of services rendered through January 31, 1993, is hereby ratified.

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

R93-17

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

RAMSEY COUNTY REGIONAL RAILROAD

REQUEST FOR BOARD ACTION

Minutes Will
Follow

2

REGIONAL RAILROAD AUTHORITY

Originating Department

F. L. Glendenning 5/3/93
Authorized Signature Date

Update on legislation.

DISCUSSION ONLY

Request Justification

A verbal discussion of legislative activities will occur at the meeting.

Budgeting and Accounting *Ed Glauk*
County Attorney *Art Macmillan*
Risk Manager _____
Data Processing _____
Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

May 11, 1993

F. L. Glendenning
Signature

5/6/93

Board Date

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <i>K. L. Swindlow</i> <u>5/2/93</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Metropolitan LRT Joint Powers Board. <u>DISCUSSION ONLY</u>
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Request Justification

A verbal discussion will occur at the Railroad Authority meeting.

<u>Budgeting and Accounting</u> <i>Ed Glauert</i> <u>County Attorney</u> <i>Don Marshall</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>	<u>Signature</u>	<u>Date</u>
May 11, 1993	<i>J. L. Glendenning</i>	5/6/93
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere *5/2/93*
Authorized Signature Date

Board Action Requested

Abandoned Railroad Corridor Preservation Process.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Information from Metropolitan LRT Joint Powers Board
 - 4) Abandoned railroad corridor preservation process summary

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

May 11, 1993

Signature

Date

Board Date

5/6/93



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Legislative Commission on Minnesota Resources has requested resolutions of support for its Abandoned Railroad Corridor Preservation Process; and

WHEREAS, The Regional Railroad Authorities in the Twin Cities Metropolitan Area have a strong interest in and a history of preserving right of way for the public interest; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the Minnesota Abandoned Railroad Corridor Preservation Process; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests that, in Phase Two of the Process, metropolitan regional railroad authorities have the right of first refusal to acquire the abandoned right of way within their jurisdictions.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

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

Ramsey County Regional Railroad Authority

220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Abandoned Railroad Corridor Preservation Process

DATE: May 2, 1993

Ramsey County Regional Railroad Authority has been asked to endorse and participate in the process developed for preserving abandoned railroad corridors.

The Metro LRT Joint Powers Board has taken a position on the process both in March (Attachment 1) and at its May 5 meeting.

The proposed process is attached (Attachment 2).

A resolution has been prepared for your consideration endorsing the process but requesting that Regional Railroad Authorities have the right of first refusal to acquire abandoned railroad rights of way.

Attachment 1

Metropolitan LRT Joint Powers Board



March 16, 1993

Mr. John Velin
Legislative Commission on Minnesota Resources
100 Constitution Avenue
Room 65 State Office Building
Saint Paul, Minnesota 55155

Dear Mr. Velin:

The Legislative Commission on Minnesota Resources has prepared a draft document, "Abandoned Railroad Corridor Preservation Process."

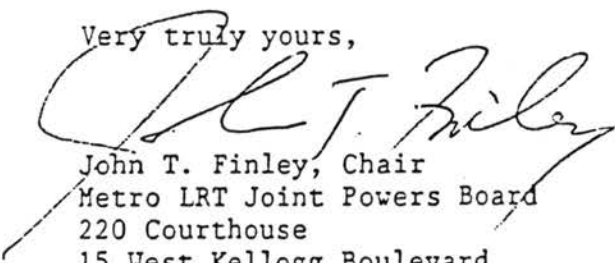
The Metropolitan Light Rail Transit Joint Powers Board considered the document at its meeting on March 10. The Joint Powers Board is comprised of the Regional Railroad Authorities of Anoka, Dakota, Hennepin, Ramsey, Scott, and Washington Counties and the Metropolitan Transit Commission.

We request that in Phase I of the process, responding to an abandonment notice, regional railroad authorities and counties be notified of potential abandonments.

Second, we request that in the Twin Cities Metropolitan Area, Regional Railroad Authorities, which have a history of responding to preserve right of way for the public interest, have the right of first refusal to acquire abandoned rail right of way.

You may contact me at 266-8358 or Kathryn DeSpiegelaere, Director of Light Rail Transit Planning, Ramsey County Regional Railroad Authority, 266-2762, if you would like to discuss the matter further.

Very truly yours,


John T. Finley, Chair
Metro LRT Joint Powers Board
220 Courthouse
15 West Kellogg Boulevard
Saint Paul, Minnesota 55102

cc: Sally Evert, Chair of TAB
Roberta Opheim, Chair of MPOSC
Commissioner Paul McCarron
Commissioner Mike Turner
Commissioner Sandra Hilary
Commissioner Dick Underferth
Commissioner Mary Hauser
Allyson Hartle

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board has discussed the proposed document, "Abandoned Railroad Corridor Preservation Process;" and

WHEREAS, Regional Railroad Authorities are invested with the ability to acquire and manage abandoned railroad right of way in the public interest; Now, Therefore, Be It

RESOLVED, That the Metropolitan Light Rail Transit Joint Powers Board, which has as members six Regional Railroad Authorities, hereby requests:

1. Twin Cities metropolitan regional railroad authorities and counties should be notified of potential abandonments and invited to participate in "Quick Response Team" meetings convened to discuss the abandonment.
2. Regional railroad authorities should have the right of first refusal to purchase abandoned railroad right of way within their jurisdictions.

Attachment 2

Legislative Commission on Minnesota Resources

100 CONSTITUTION AVENUE / ROOM 65 / STATE OFFICE BUILDING • ST. PAUL, MINNESOTA 55155 • (612) 296-2406

JOHN R. VELIN
Director



April 12, 1993

TO: Participants and interested parties in the Preserving
Minnesota Rail Corridor Process

FROM: John R. Velin
Director

A handwritten signature in cursive script, reading "John R. Velin".

SUBJECT: Requested endorsement and participation in the "Abandoned
Railroad Corridor Preservation Process."

The "Abandoned Railroad Corridor Preservation Process" is enclosed for your review. I am seeking your endorsement and participation in the "Process" outlined.

This document is the result of a series of interagency meetings (August - October 1992), the drafting of a document for comment dated December 22, 1992, and refinement due to comments received.

The intent of the "Process" remains the same; to better define a clear and coordinated process to keep abandoned railroad corridors in the public domain. The two keys to the approach are:

(1) The initiative does not require reorganization or creation of new structures. It relies on cooperation within the existing framework; and,

(2) The process is predicated only on abandoned railroads and does not affect lines currently in service.

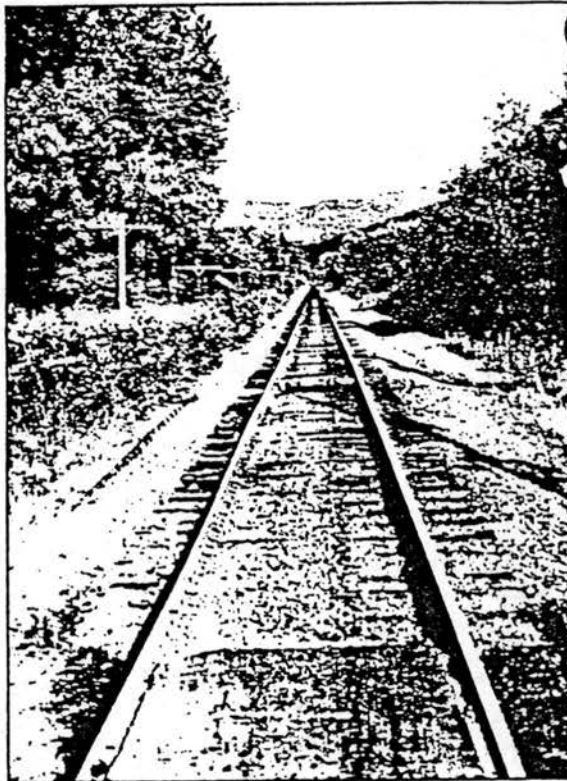
It is the intent to have the "Process" adopted by July 1, 1993. I am requesting that you share the enclosed document with your agency.

Please respond by May 15, 1993 with your indication of support and willingness to participate in the process outlined with a letter or resolution from your organization.

I look forward to hearing from you. If you have any questions, please contact me. Thank you.



**MINNESOTA
ABANDONED RAILROAD CORRIDOR
PRESERVATION PROCESS**



Drafted from
Abandoned Railroad Corridor Interagency Meetings

Reviewed by participating agencies.

To be implemented
July 1, 1993

Send resolutions or letters of support to:
Legislative Commission on Minnesota Resources
John Velin, Director
Room 65, State Office Building
100 Constitution Avenue
St. Paul, MN 55115

March 18, 1993

PRESERVING ABANDONED RAILROAD CORRIDORS:

Introduction

THE ISSUE/PROBLEM:

Abandoned railroad corridors that have public value for transportation, recreation, utilities, and wildlife and prairie species habitat are often lost for future public purposes.

- * Once abandoned corridors are lost in piecemeal fashion, they are nearly impossible to reassemble.
- * In Minnesota, over 4500 miles of rail lines have been abandoned since the 1930's. This represents one half of the rail lines in place at the peak of Minnesota's rail system. Two thousand miles of these lines have been abandoned in the past 15 years.
- * Recognizing that these abandoned rail corridors can continue to be a public resource, public agencies have purchased nearly 600 miles of the over 1600 miles abandoned since January, 1981.
- * While the success rate of state and local government purchases demonstrates a strong past commitment to preserving this public interest, significant opportunities have been lost.
- * Another 800-1000 miles of railroad corridors are projected to be abandoned in the upcoming decade.

In August and October 1992, a series of interagency meetings on preserving Minnesota rail corridors for public purposes took place. The meetings were convened to discuss ways to increase cooperation between multiple layers of government potentially affected by corridor abandonment.

These meetings were sponsored by the Minnesota Department of Natural Resources and Department of Transportation, Metropolitan Council, and the staff of the Legislative Commission on Minnesota Resources and were attended by a wide variety of public agencies.

Participants focused on mechanisms for improving cooperation and building partnerships needed to ensure the preservation of abandoned rail corridors as future public resources. They stressed the need to acquire rail corridors as public resources *without first determining what will be the next uses of the corridor.*

Participants generally agreed that:

- rail corridors represent a *public trust* for Minnesotans; and,
- all corridor uses should be considered *interim uses* subject to changing societal needs and values.
- the proposed process is predicated only on abandoned railroads and does not effect rail lines currently in service.

THE APPROACH:

To improve future corridor preservation efforts by engaging affected public agencies in the development and implementation of a coordinated corridor acquisition and management strategy.

Preservation of corridors will take place through a Preservation Process consisting of three phases:

- Phase One - Responds to an abandonment notice;
- Phase Two - Preserves a specific corridor; and
- Phase Three - Develops a use plan for managing the corridor.

This initiative does not require reorganization or creation of new structures. Instead, it relies upon existing institutional mechanisms, striving to make these mechanisms work more efficiently, more effectively, and in a more coordinated fashion. Corridor preservation efforts must proceed quickly and decisively if they are to be effective. This initiative is designed to coordinate and expedite the multi-agency response to pending railroad abandonments.

PRESERVING ABANDONED RAILROAD CORRIDORS: The Process

Getting Started: The Assessment Checklist

This assessment checklist can guide decisions in Phases 1 through 3.

1. Why shouldn't this corridor, once abandoned, remain in the public domain?
2. Does this corridor appear in any applicable plans?
3. What are the potential public uses of this corridor?
4. Does public support for preserving the corridor exist?
5. Does an economic or commercial reason exist to preserve the corridor?
6. What multi-modal (e.g. continued rail service, highway, trails, transit), or multi-use (e.g. transportation, recreation, utilities) opportunities are provided by preserving the corridor?
7. What are the potential acquisition funding sources for this corridor?
8. What are the legal constraints for acquiring this corridor?
9. What are the procedures to monitor, oversee or mediate the preservation process?

When this process is functioning, an on-going informal contact between state agencies, the Governor's Office and Minnesota railroads should be established to better anticipate abandonments. In addition, cities, counties, regional planning organizations and state agencies should consider rail corridors in their on-going land use, transportation and recreation planning activities so that they are better prepared should a rail abandonment occur.

PHASE ONE - RESPONDING TO AN ABANDONMENT NOTICE

Step 1. Initiate a response to a corridor abandonment notice.

Objective: To alert potentially affected public agencies of a pending abandonment.

Who: Minnesota Department of Transportation (MnDOT).

Upon receipt of an Interstate Commerce Commission (ICC) notice of abandonment, Mn/DOT will identify and inform potentially affected public agencies, including the Department of Natural Resources (DNR), the Department of Trade and Economic Development (DTED), affected Regional Development Commissions (RDCs) and/or Metropolitan Planning Organizations (MPOs), Counties and Cities which may encompass or may be near the abandoned line, and the Regional Rail Authority. These agencies and governmental units will be asked to be members of a "Quick Response Team".

The purpose of the Quick Response Team will be to conduct a preliminary assessment of the corridor and to determine whether to notify the ICC of a public interest in the line.

The Quick Response Team will receive information from Mn/DOT about:

- The abandonment proceedings, and
- The date, time, and location of Quick Response Team meetings.

Step 2. Respond to the notice of abandonment (generally required within 30 days; 20 days if accelerated) in writing to the ICC.

Objective: To meet the ICC timing requirements for requesting a 180 day public use negotiation period.

Who: MnDOT in conjunction with affected public agencies and local units of government as represented by the Quick Response Team.

MnDOT will convene the "Quick Response Team" meeting within ten days of the ICC notice of abandonment.

Actions:

- Assess the local, regional, and statewide significance of the railroad corridor using the Assessment Checklist.
- If they decide not to preserve, notify all parties and respond accordingly (write the letter) to the ICC Notice.
- If they decide to preserve, notify ICC accordingly (write the letter), notify all parties, and identify potential future public uses of the corridor.
- Identify the appropriate agency composition of a "Preservation Team" - identify lead agency for the preservation team and notify them of the 180-day public use- negotiation period.

PHASE TWO - *PRESERVING A SPECIFIC CORRIDOR*

Step 1. If a decision is made to pursue acquisition:

Objective: Determine whether to acquire the abandoned corridor based upon Assessment Checklist results.

Who: The Preservation Team composed of those determined by the Quick Response Team to be interested parties.

Actions:

- Apply the Assessment Checklist to determine whether the acquisition process should proceed. If a decision is made not to pursue acquisition, notify the appropriate interests.
- Develop and implement a strategy for public involvement and communication (only if decision is "yes").
- Document proceedings and decision rationale. Note dissenting opinions.

Step 2. Develop a corridor preservation strategy.

Objective: To adopt a strategy to develop the corridor or preserve it until needed.

Who: The Preservation Team:

Actions:

- Assign roles and responsibilities for background work.
- Develop an interim resource-protection strategy.
- Develop corridor concept alternatives (shared and mixed use).
- Develop a sequence of events (plan-who/what/where?)
- Conduct a pre-acquisition assessment which could:
 - * Assess implications of existing conditions of the corridor (e.g. recommend whether to require that bridges, drainage structures and ditching, train stations and other existing facilities are to be kept intact).
 - * Assess natural resource values that might need protection during a tie-and-rail salvage operation.
 - * Assess potential for and/or the extent of environmental contamination.

Step 3. Acquire the corridor.

Objective: To establish a reliable funding pool, tools, and techniques.

Who: The Preservation Team:

Actions:

- Require existing corridor conditions to remain at the time of sale, as specified by the Preservation Team (e.g., leave the structures in place).
- Coordinate alternative funding sources (e.g., Legislative Commission on Minnesota Resources (LCMR), Intermodal Surface Transportation Efficiency Act (ISTEA) (including the National Recreation Trail Funding Act), state and/ or local bonding , regional rail authority, MnDOT Railbank Program, donations, etc.).
- Assess the flexibility of the funding sources related to this particular abandonment (ie., identify any restrictions; determine appropriate funds for various types of rail-preservation projects; determine local match requirements.)
- Develop a process for coordinating agency funding requests, including clarification of expectations for city, county or regional funding.

- Identify the lead agency to negotiate with the railroad.
- Establish value of the corridor based on a certifiable method of appraisal.
- Pool available funds as appropriate.
- Acquire the corridor.

Step 4. Place corridor in cooperative preservation status.

Objective: To preserve the corridor until needed or developed for another use.

Who: Agency that purchased the corridor will:

Actions:

- Develop and implement an interim corridor management plan.
- Periodically review the status of the corridor.
- Draft scoping report.
- Hold public meetings.
- Consider various "holding" strategies. For example, it may be useful to consider other interim uses of the corridor other than state management, including allowing temporary transfer, through sale or lease, of right-of-way to private ownership with the caveat of future buy-back at market rate or lease dissolution when the corridor is needed for public use. All transactions may also stipulate that the grade may be purchased intact and that no structure may be put in or removed from corridors and destruction of contours may be limited during private ownership. Another possible consideration might be land exchanges with private owners in order to improve corridor alignment and consolidate ownership of land split by the railroad corridor.

Step 5. Identify a corridor development and use management team.

Objective: Manage the development process.

Who: The Preservation Team will:

Actions:

- Review previous decisions.
- Provide feedback on the process for future acquisition efforts.
- Determine the composition of a "development and use management team" for Phase Three with responsibility assigned for convening the process.

PHASE THREE - DEVELOPING A USE PLAN FOR MANAGING THE CORRIDOR

Step 1. Initiate planning strategy.

Objective: To narrow the corridor development options.

Who: The Development and Use Management Team will:

Actions:

- Review the corridor's potential public-use options consistent with restrictions of the funding source(s).
- Identify funding sources for development and maintenance; evaluate whether funds create use restrictions.
- Develop a strategic goal/mission statement for the corridor with key objectives.
- Identify potential stakeholders.
- Identify agency to lead and manage, including preparation of the Use Plan.

Step 2. Prepare the Use plan with appropriate citizen participation and implement it.

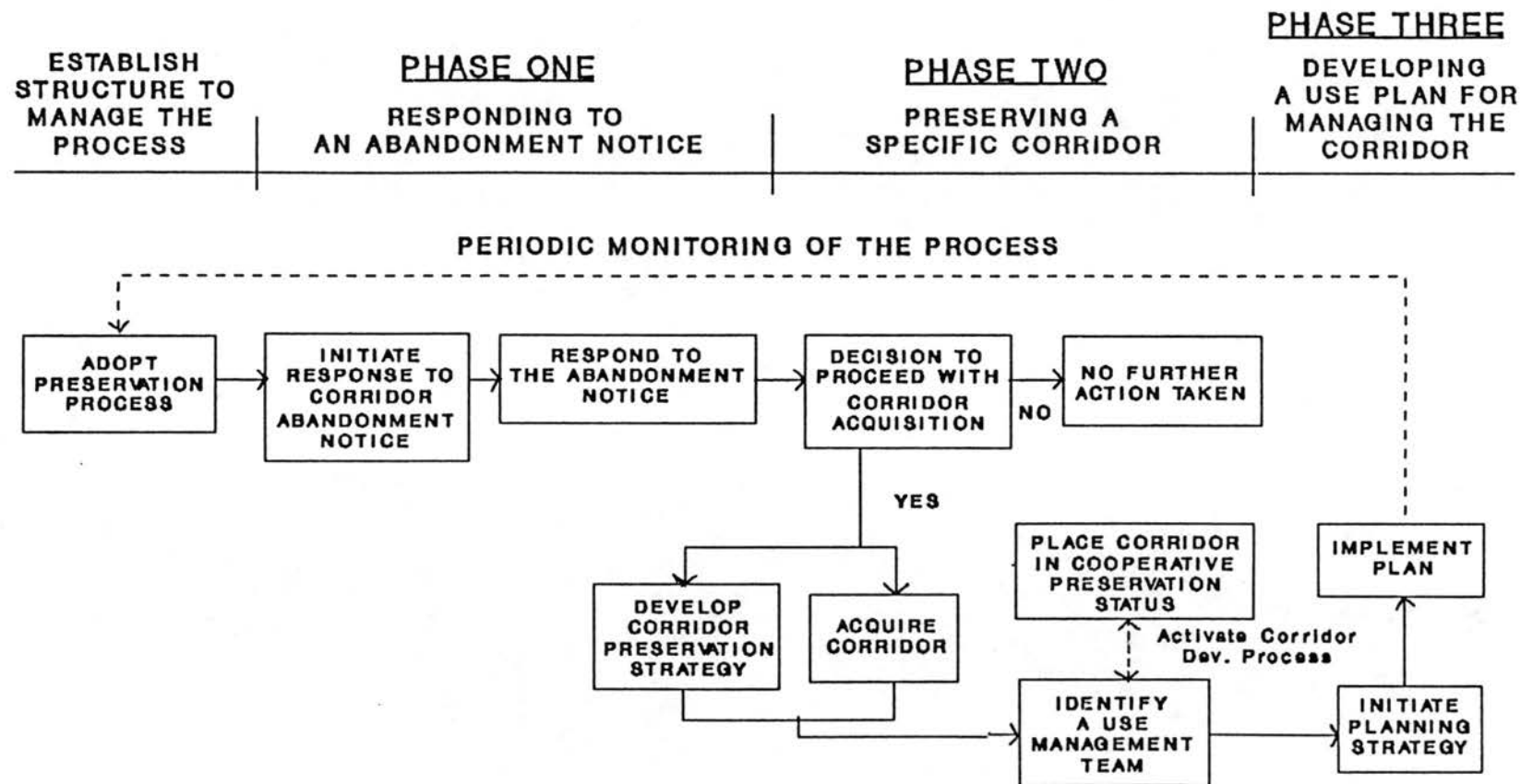
Objective: To reach consensus on the best public uses for the corridor at the present time.

Who: Lead agency in collaboration with the Development and Use Management Team will:

Actions:

- Identify permitted corridor uses.
- Analyze compatibility issues in light of the revised list of potential public use options and mediate conflict between uses.
- Develop alternatives and select the most appropriate one(s).
- Develop a corridor plan consistent with the objectives for the corridor.
- Document a joint powers approach to corridor funding and development, resource management, and maintenance of planned developments.
- Determine a process for establishing rules and regulations and who shall enforce them.
- Implement the plan (JUST DO IT!).
- Implement use.
- Reevaluate corridor utilization options periodically or as needed. (REMEMBER, ALL USES ARE INTERIM!)

FIGURE 1
ABANDONED RAILROAD CORRIDOR PRESERVATION PROCESS



REVISED 4/8/93

file

Ramsey County Regional Railroad Authority

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

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, MAY 25, 1993

9:30 A.M. - LARGE CONFERENCE ROOM - 220

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 27, 1993.
 2. Update on legislation - Discussion only.
 3. Midway Corridor Update - Information only.
 4. MTC's Snelling/I-94 Garage - Information only.
 5. * Approve budget adjustment of \$20,000 for Right-of-Way Specialist position.
 6. * Approve Partial Payment No. 28 (Final) to BRW, Inc. in the amount of \$7,863.96 for Phase I PE/EIS Studies in the Midway Corridor.
- * Action is to be taken.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD

AUTHORITY

April 27, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, April 27, 1993 in the Large Conference Room of 220, Court House. Chairman Finley called the meeting to order at 10:45 A.M.

MEMBERS PRESENT:

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

MEMBERS ABSENT:

Commissioner Brenda Thomas

Also Present:

David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning, Terry Lindeke, Liz Anderson, Terry Schutten, Karen Tero, Marlen Johnson, Greg Mack

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of March 23, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the Board Meeting held on March 23, 1993, as written.

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

2. Update on Legislation

Chairman Finley suggested that this item be withheld from discussion until later on in the meeting.

3. Approve maintenance agreement and temporary slope easement for County Road C Bridge over RCRRA right of way, and authorize the Chairman of the RCRRA to sign the agreement and easement request.

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

WHEREAS, Ramsey County plans to replace bridge 7279 on County Road C over Ramsey County Regional Railroad Authority right of way; and

WHEREAS, The replacement bridge (62563) has been designed to accommodate both light rail transit and trail under it, in accordance with current plans by Ramsey County Regional Railroad Authority and Ramsey County; and

WHEREAS, The cost of the bridge replacement will be borne by Ramsey County; and

WHEREAS, An agreement has been prepared to address the operations and maintenance of the road, bridge, and right of way under the bridge; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the agreement on its behalf; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute the temporary slope easement necessary for construction of the new bridge over Ramsey County Regional Railroad Authority right of way.

Roll Call: Ayes - 6, Nays - 0 *R93-18*
Motion adopted.

4. Central Corridor AA/DEIS Progress - Discussion only.

Chairman Finley asked that Ms. DeSpiegelaere discuss the Alternatives/ Analysis Draft Environmental Impact Statement and the additional work that has been done on the four alternatives. They had expected this to be completed late in the summer, but they are waiting for patronage forecasts to be completed.

Ms. DeSpiegelaere said they have developed criteria for evaluating each of the four alternatives.

Commissioner Hunt thinks we should adopt a motion be considered as the question has come up that the MTC does not know if they want to continue that bus barn on Snelling, as it is so outdated. If that is moved, it would be a fantastic place for development. Ms. DeSpiegelaere said some of the planners have talked about that.

Chairman Finley said if the MTC is looking for an alternative site, it would be a big plus for that whole area.

Chairman Finley cannot see why we could not support that. He would like to know if St. Paul has taken an official position. Ms. DeSpiegelaere said she did not know.

Commissioner Hunt suggested that this Board adopt a motion to explore this with the MTC and the City to see if there is a way of facilitating the best possible decision on that location.

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

WHEREAS, The Metropolitan Transit Commission has expressed an interest in relocating the Snelling Avenue bus garage; and

WHEREAS, A proposed light rail transit station for the Central Corridor is located at Snelling and I-94, adjacent to the bus garage; and

WHEREAS, The relocation of the garage would present an opportunity to use the land where it is located for a transit-enhancing development; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests its staff to obtain information on the plans of the Metropolitan Transit Commission and to contact the City of St. Paul to determine its position on the northeast quadrant Snelling/I-94 site.

Roll Call: Ayes - 6, Nays - 0 *R93-19*
Motion adopted.

5. Approve addition of staff position to provide technical services for the Northeast Corridor property.

Chairman Finley said this is a joint effort on the part of the Parks Department and the RRA, and evidently they are looking for the RRA to actually provide the funds for this position. Greg Mack explained the duties of the Specialist, and the need for certain qualifications. This will not be permanent.

Ms. DeSpiegelaere said the position would be shared, half time for the RRA and Parks half time, but the position would be on the Parks Complement and payroll.

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

WHEREAS, Ramsey County, the Ramsey County Regional Railroad Authority, and the City of St. Paul, by resolutions of their respective governing bodies, approved the concept of joint trail and light rail transit on the Burlington Northern right-of-way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right-of-way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, On April 13, 1993, the Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right-of-way for regional trail and light rail transit; and

WHEREAS, The joint powers agreement specifies that the Ramsey County Regional Railroad Authority shall have responsibility for security and maintenance of the Corridor until such time as the City and County begin construction of the trail within their respective portions of the corridor and that Ramsey County Regional Railroad Authority shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes; and

WHEREAS, RCRRA has assumed responsibility for additional responsibilities related to the management of the corridor property that require diversified technical skills and there are no existing staff from RCRRA, Parks and Recreation, or Property Management currently available to perform these tasks; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority directs the Director of Light Rail Transit Planning to initiate the process for creating a position to be added to the Parks and Recreation Department staff complement based on the RCRRA need for technical management services for the Northeast Corridor property as indicated in the draft specification prepared for the position.

Roll Call: Ayes - 6, Nays - 0 *R93-20*
Motion adopted.

6. Accept Quarterly Report of Payments for RCRRA for period January through March 1993.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January 31, 1993, through March 31, 1993, 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. *R93-21*

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

2. Update on Legislation - Discussion only.

Chairman Finley opened the discussion on what triggered the phone calls, as he understands the moratorium issue, Dakota County was all upset about the gas tax issue, as we were against the gas tax as it was not at the level that we feel it should support transit in general. Chairman then discussed the Mariana bill.

It has been our desire to keep transit moving, hopefully with a dedicated source, but in any event not to throw away any opportunity for transit funds by letting the gas tax pass, and we are out of the picture.

Commissioner Hunt is concerned that we should attempt to mend our fences with Dakota if possible, as she could see one outcome if they became very upset about it, and they might not want to be part of the Joint Powers Board on Light Rail. This might affect the opinion of the other legislators that we are not unified.

Chairman Finley had talked to Mike Turner to let him know that we had not taken an official stand in support of the bill.

Liz Anderson, Terry Lindeke discussed all the bills which are reorganizing metropolitan government. This will study all metropolitan government, not only transit. AMC and MICA roles in the lobbying process were also discussed.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Minutes Will
Follow

2

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 5/13/93
Authorized Signature Date

Board Action I

Update on legislation.

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

Ed Glawatz 5/17/93

County Attorney

Michelle L. Simon 5/17/93

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

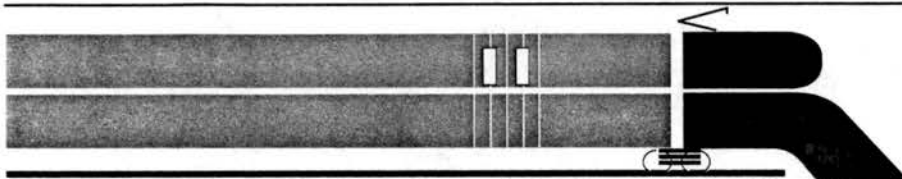
May 25, 1993

Board Date

J. L. Glawatz
Signature

5/19/93

Date



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, Director of LRT Planning *KD*

SUBJECT: Transit Legislation

DATE: May 18, 1993

When the 1993 legislative session ended yesterday, the results relating to subjects of interest to Ramsey County Regional Railroad Authority were as follows:

PASSED IN SENATE AND HOUSE

LRT Governance -- The compromise agreed to in 1992 and supported by Ramsey County Regional Railroad Authority retains the Joint Powers Board, has regional railroad authorities as joint lead agencies with the Minnesota Department of Transportation in the stages of LRT engineering to the 30% level, and creates a Corridor Management Committee, including regional railroad authorities, for the duration of the LRT project.

LRT Funding -- The State will provide \$200,000 from the general fund to Mn/DOT for continuing LRT work. The funding is to match federal funds and will only be provided if matched with \$200,000 from Ramsey County Regional Railroad Authority and \$400,000 from Hennepin County Regional Railroad Authority.

FAILED

Major new funding for transportation -- Early in the Session the Governor withdrew previous support for a gas tax increase. In addition to the gas tax, funding sources considered in various bills included sales tax on gas, motor vehicle excise tax, drivers' license fee increases, and sales tax on auto repair. Various packages were proposed which differed in their transit benefits. A bill was considered which funded highways with a five cent gas tax increase and indexed the gas tax, but didn't fund transit adequately. Another provided increased highway and transit funding for two years and \$15.2 million for LRT for the Central Corridor. No major funding bill passed.



Page 2

State Advisory Commission on Metropolitan Government -- Senator Carol Flynn attached an amendment to the LRT governance bill which created a State Advisory Commission on Metropolitan Government. The amendment was opposed by the Governor, and was removed from the LRT governance bill on May 15 in the House and on the final day of the session in the Senate.

35W moratorium -- A moratorium on land acquisition, design and construction of I-35W was part of House and Senate transportation bills for a time. The moratorium was removed on May 13.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]

Authorized Signature

5/13/93

Date

Board Action Requested

Midway Corridor update.

INFORMATION ONLY

Request Justification

Information will be provided at your meeting on the design for I-94 stations and activities on the project.

Budgeting and Accounting

County Attorney

Michelle L. Thomas 5/17/93

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

May 25, 1993

Signature

[Signature]

Date

5/19/93

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere
Authorized Signature

5/13/93
Date

Board Action Requested

MTC's Snelling/I-94 Garage.

INFORMATION ONLY

Request Justification

See attached: Memorandum from K. DeSpiegelaere with attachments.

Budgeting and Accounting

Ed Klauity 5/17/93

County Attorney

Michael L. Timmons 5/17/93

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

*Mavis Gombach
Olson
Ganya*

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

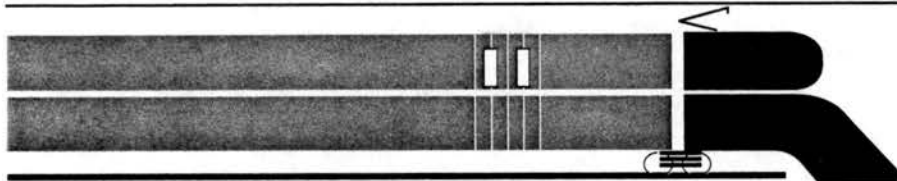
May 25, 1993

J. L. Glendinning
Signature

5/19/93

Board Date

Date



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, Director of LRT Planning *KD*

SUBJECT: MTC Snelling Garage

DATE: May 13, 1993

At a recent Regional Railroad Authority meeting, you requested information on the Metropolitan Transit Commission's bus garage at Snelling and I-94 in St. Paul.

A station for the Central Corridor light rail transit system is proposed to be located at Snelling and I-94. The Snelling/I-94 site used by the bus garage would offer an opportunity for redevelopment if the garage were relocated.

The Metropolitan Transit Commission has recently begun a study of relocation or renovating the Snelling garage (Attachments 1 and 2). The City of St. Paul has no official position on the MTC garage location although staff have indicated that a study conducted by St. Paul a few years ago recommended that a high-yielding tax parcel was preferred at the location on the Northeast corner of Snelling and I-94. Six alternate sites for the MTC garage were recommended by St. Paul.

University UNITED adopted a resolution within the last few months in favor of relocating the Snelling garage.

Recommendation:

For your information.

KD/blk
Attachments

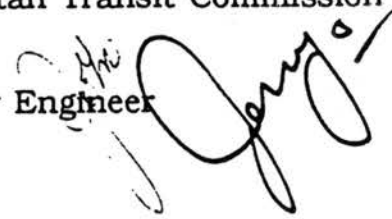




Attachment 1

MEMORANDUM

TO: Chair and Members
of the Metropolitan Transit Commission

FROM: John Bryan
Systems Facility Engineer 

DATE: April 28, 1993

SUBJECT: Snelling Evaluation

Background:

Staff received permission to proceed with the selection of a qualified firm to perform an evaluation for the replacement/renovation of the Snelling facility. In February of this year, staff was authorized to negotiate a contract with Smiley, Glotter & Nyberg (SGN) to perform this study.

Staff has proceeded with the negotiations viewing the project under the following criteria:

1. Maintain the existing facility and make minimum renovations and improvements to meet existing codes, safety and health requirements, and environment requirements.
2. Do a major renovation of the entire facility as it exists.
3. Demolish the oldest building parts only and build new space. Remodel the remaining portion not demolished.
4. Demolish the entire facility and build an entire new facility(s):
 - a. On the existing site;
 - b. On another site better located to serve the east side of the Metropolitan Area;
 - c. On more than one site better located to serve the east side of the Metropolitan Area.

This contractor will analyze each option and sub-option in detail.

The price from SGN for the comprehensive study will be \$89,402.

Recommendation:

Staff recommends the Commission authorize the Chief Administrator to enter into a contract with Smiley, Glotter, and Nyberg for the evaluation of the Snelling Garage for a cost of \$89,402.

Bus garage may be replaced

The 87-year-old Metropolitan Transit Commission's bus garage at Snelling Avenue and Interstate 94 could be history in a couple of years, potentially freeing prime real estate at one of St. Paul's busiest intersections. **2C**



SAINT PAUL PIONEER PRESS

7TH

MAY 1993

FRIDAY

METRO

C

SECTION

10 PAGES

Study could help MTC decide how to deal with old bus garage

DON AHERN STAFF WRITER

The 87-year-old Metropolitan Transit Commission's bus garage at Snelling Avenue and Interstate 94 could be history in a couple of years, potentially freeing up prime real estate at one of St. Paul's busiest intersections.

A planned \$90,000 study expected to be approved by commissioners Tuesday raises that possibility. The study also will look at options such as renovating the existing maintenance facility or building a new one on the same site, as well as relocating and building one or two smaller garages elsewhere in the St. Paul area.

"The problem (with the garage) is its physical layout," said Jerry Olson, MTC operations administrator. "The internal circulation patterns are confining and there is no smooth work flow. . . . When the buses get stacked in like sardines, you almost need a skyhook if you want to get one out for repair."

The structure was built in 1907 as a streetcar barn and converted to a bus garage in the '50s. It was

renovated in 1980.

No cost estimate is available at this time for any of the options. But the Nicollet garage in Minneapolis that was finished two years ago cost about \$11 million.

That and other newer garages in the Minneapolis area are the models for a replacement St. Paul fa-

Options include building a garage at a new site, which would free up land near Snelling and University in St. Paul.

cility. They provide a more efficient and cheaper operation, Olson said.

"We want a clockwise or counter-clockwise operation," he said. "A smooth flow from fueling, to washing to parking, and a maintenance area within that complex where there is easy flow of vehicles. In the present Snelling facility you do not have that."

The 225 buses housed there are going against the grain and getting in each other's way, Olson said.

The study consultant, Smiley Glotter & Nyberg, will identify potential sites, determine the number of square feet necessary for each option, estimate costs and recommend whether one or two sites would be most advantageous.

"We will be looking not only at 1993," Olson said, "but at what will be the demographics of St. Paul, North St. Paul and West St. Paul over the next 20 years, and what the likely movements will be. We might want to have a facility in the suburbs, where buses start in the morning, to eliminate dead-head time (no-passenger drives)."

If the decision is made to move, Olson said, the Snelling property probably would be sold. That would free about three square blocks of prime commercial land at one of the busiest intersections in St. Paul, abutting Midway Shopping Center and near Midway Hospital.

The study is expected to be finished by late summer.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Originating Department

L. LaSpiegel

Authorized Signature

5/13/93

Date

Board Action Requested

Approve budget adjustment of \$20,000 for right of way specialist position.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority previously authorized the right of way specialist position. The budget adjustment to fund the position for 1993 is requested. The proposed resolution and budget form transfer \$20,000 for the position.

Budgeting and Accounting

Ed Blawie *5/17/93*

County Attorney

Michelle L. Timmons *5/17/93*

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

May 25, 1993

Signature

J. L. Blawie

Signature

Date

5/19/93

Date

Board Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

Page 1 of 2

WHEREAS, Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul, by resolutions of their respective governing bodies, approved the concept of joint trail and light rail transit on the Burlington Northern right of way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right of way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, On April 13, 1993, the Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and light rail transit; and

WHEREAS, The joint powers agreement specifies that the Ramsey County Regional Railroad Authority shall have responsibility for security and maintenance of the Corridor until such time as the City and County begin construction of the trail within their respective portions of the corridor and that Ramsey County Regional Railroad Authority shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes; and

WHEREAS, Ramsey County Regional Railroad Authority has assumed additional responsibilities related to the management of the corridor property that require diversified technical skills and there are no existing staff from RCRRA, Parks and Recreation, or Property Management currently available to perform these tasks; and

WHEREAS, On April 27, 1993, Ramsey County Regional Railroad Authority directed the Director of Light Rail Transit to initiate the process for creating a position to be added to the Parks and Recreation Department staff complement based on the RCRRA need for technical management services for the Northeast Corridor property with the understanding that the cost of the position, including salary and fringe benefits, will be billed to RCRRA; and

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

Page 2 of 2

WHEREAS, The Ramsey County Personnel Department conducted a classification review of the proposed new position, determined that no existing County job class properly references the job functions, and established a new Right of Way Specialist job class; and

WHEREAS, The Ramsey County Personnel Department evaluated the Right of Way Specialist job class in accordance with the County's job evaluation procedures and recommended a grade allocation to Schedule 02A/02S Grade 25 based on the results of job evaluation and conformance with Ramsey County's Pay Equity Program; and

WHEREAS, The Ramsey County Parks and Recreation Department has requested an addition to their staff complement for this position with the understanding that it is based on RCRRRA need for these type of services and that the cost of the position will be billed to RCRRRA; and

WHEREAS, The Ramsey County Parks and Recreation Department has estimated that the cost of the Right of Way Specialist position for 1993 will be approximately \$20,000; Now, Therefore, Be It

RESOLVED, That the Right of Way Specialist position shall be funded in 1993 by the Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That the Right of Way Specialist position shall be funded in the Ramsey County Regional Railroad Authority budget for 1994 and subsequent years provided there is a continuing need for these services; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment for 1993.

TRANSFER FROM APPROPRIATION:

59101 - 020102	Consulting Services	\$20,000.00
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TRANSFER TO APPROPRIATION:

59109 - 020193	County Project Management Services	\$20,000.00
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John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

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

No. _____

(For Budgeting & Acctg.
Use Only)

RAMSEY COUNTY
REQUEST FORM FOR BUDGET ADJUSTMENTS

DEPARTMENT: NAME: Ramsey County Regional Railroad Authority ORG.# 59101

The Budget Adjustment requested will require the following:				2. For Accounting Dept. Use Only Unencumbered Balance Before Adjustment <u>5/14</u>
1. ☒ Transfer From Appropriation } Check Applicable ☐ Increase Estimated Revenue } Box(es)	Org. #	Account No.	Account Title	Amount
	59101	020102	Consulting Services	\$ 20,000.00
TOTAL \$ 20,000.00				
3. ☒ Transfer to Appropriation } Check Applicable ☐ Increase Appropriation } Box(es)	Org. #	Account No.	Account Title	Amount
	59109	<u>020193</u>	County Project Management Services	\$ 20,000.00
TOTAL \$ 20,000.00				<u>0-New</u> <u>263.24</u>
4. <u>Reasons for Adjustment Request:</u> A Right of Way Specialist position is being added to the Parks and Recreation Department staff complement based on RCRRA need for technical management services for the Northeast Corridor property with costs of the position being billed to RCRRA. The budget adjustment is necessary to <u>cover costs of the position not funded in the 1993 budget and to establish cost center code 59109, object code 020193 for payment of services rendered. The estimated cost of this position for 1993 is \$20,000. The Right of Way Specialist position will be funded in the 1994 budget.</u> (Attach sheet if more space is needed)				
Approval requested by: <u>K. Spiegel</u>				Date: <u>5/10/93</u>
Authorized Signature				
Recommended Approved by Budget Analyst: <u>Ed Blawie</u>				Date: <u>5/17/93</u>
Recommended Approved by Budget Director: <u>Jim Van Hout</u>				Date: <u>5-18-93</u>
Approved by Board of Co. Commissioners: _____				Date: <u>(3)</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]
Authorized Signature

5/13/93
Date

Board Action Requested

Approve Partial Payment No. 28 (FINAL) to BRW, Inc. in the amount of \$7,863.96 for Phase I PE/EIS Studies in the Midway Corridor.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$7,863.96 for the period ending December 31, 1992, will be issued upon approval by the Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 89-70. Payment documentation is being submitted for approval in compliance with the latter.

- Attachments are:
- 1) Proposed resolution approving payment
 - 2) Accounts Payable form and Partial Payment No. 28 (FINAL)
 - 3) BRW, Inc. Invoice No. 67256 and attachments

Budgeting and Accounting

Ed Klauky 5/17/93

County Attorney

Michelle L. Thomas 5/17/93

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

May 25, 1993

Signature

Date

5/19/93

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

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

WHEREAS, BRW, Inc. Invoice No. 67256, Partial Payment No. 28 (FINAL), and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$7,863.96 for services to the Ramsey County Regional Railroad Authority through December 31, 1992, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-89-003.

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: 4/30/93

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

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

1-2 3-7 8 9-14

3 CODE				
RFC	Fund	Dept	Object	Amount
	591	59103	020192	\$ 7,863.96
				\$
				\$
				\$
				\$

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

4 PAY TO: *02207 \$ 7,863.96
8 First Name & Initial (NO PUNCTUATION) 9-22 TOTAL

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 Payment 28 (FINAL); Inv. No. 67256 (FINAL)
8 9-60

Phase I PE/EIS Midway Corridor

5 Agreement PA800; Acct. 59103-020102; 12/31/92
8 9-60

For Risk Management
Use Only

6 Last Name First Name 9-24

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

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

Preparer's Signature /s/ Bette Kurysh

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

Authorized Signature K. 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

PAGE 1 OF 2 PAGES

PARTIAL PAYMENT NO.28 (FINAL)

PREPARED BY: _____

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

ENTERED BY: _____

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 23 APR 93

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

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

ACCOUNT NUMBER 59103-020102	PERCENT COMPLETED	100.0%
TOTAL VALUE OF WORK CERTIFIED - 31 DEC 92		\$1,602,149.67
LESS RETAINAGE		\$0.00
AMOUNT DUE		\$1,602,149.67
LESS PREVIOUSLY APPROVED PAYMENTS:		\$1,595,075.35
ALLOWABLE PAYMENT FOR THIS PARTIAL PAYMENT:		\$7,074.32

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

5/6/93 *L. Raspioglaes*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

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

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

1) ORIGINAL CONTRACT AMOUNT	\$1,398,039.00
AMENDMENT NO. 2 - TUNNEL STUDIES	\$200,000.00
3) AMENDMENT NO. 3 - REFINE RIDERSHIP FORECAST	\$18,000.00
4) 1990 MNDOT GRANT APPLICATION - REPRESENTS OUT OF SCOPE SERVICES	\$3,719.00
AMENDED CONTRACT AMOUNT	\$1,619,758.00
FINAL PAYMENT TOTAL	\$1,602,149.67 **
CONTRACT UNDERRUN	\$17,608.33 **

** FINAL AMOUNTS PAID INCLUDED ADJUSTMENTS AS FOLLOWS:

A) DELETE FINAL EIS FROM SCOPE OF WORK	\$7,056.20
B) RIDERSHIP COSTS (AMEND. NO. 3) REDUCED	\$6,833.13
C) GRANT APPLIC. COSTS PAID FROM SEPARATE SOURCE	\$3,719.00
ADJUSTMENT TOTALS	\$17,608.33

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT NO.10	\$107,744.28	\$13,616.50	\$121,360.78
PARTIAL PAYMENT NO.11	\$142,385.49	\$15,039.28	\$157,424.77
PARTIAL PAYMENT NO.12	\$213,660.52	\$21,499.99	\$235,160.51
PARTIAL PAYMENT NO.13	\$79,406.61	\$7,568.57	\$86,975.18
PARTIAL PAYMENT NO.14	\$212,654.63	\$24,921.94	\$237,576.57
PARTIAL PAYMENT NO.15	\$66,549.38	\$8,169.29	\$74,718.67
PARTIAL PAYMENT NO.16	\$56,447.50	\$1,557.15	\$58,004.65
PARTIAL PAYMENT NO.17	\$15,069.56	\$2,054.94	\$17,124.50
PARTIAL PAYMENT NO.18	\$7,344.85	\$946.99	\$8,291.84
PARTIAL PAYMENT NO.19	\$10,335.08	\$1,368.34	\$11,703.42
PARTIAL PAYMENT NO.20	\$36,775.39	\$4,833.36	\$41,608.75
PARTIAL PAYMENT NO.21	\$10,761.83	\$640.45	\$11,402.28
PARTIAL PAYMENT NO.22	\$1,368.57	\$186.63	\$1,555.20
PARTIAL PAYMENT NO.22A	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.23	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.24	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.25	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO.26	\$30,196.17	\$3,499.45	\$33,695.62
PARTIAL PAYMENT NO.27	\$199.06	\$27.14	\$226.20
PARTIAL PAYMENT NO.28	\$7,863.96	(\$789.64)	\$7,074.32
PARTIAL PAYMENT ADJ.	\$0.00	\$1,594.28	\$1,594.28
PARTIAL PAYMENT TOTAL:	\$1,437,328.46	\$164,821.21	\$1,602,149.67

PAGE 1 OF 2 PAGES

ACTUAL HCRRA PAYMENT > PARTIAL SUMM.

SUMMARY OF AGREEMENT

AMENDED AGREEMENT AMOUNT:

\$1,619,758.00

FINAL CONTRACT AMOUNT (INCLUDING THIS PAYMENT)

\$1,602,149.67



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
San Diego
Seattle
Portland
Orlando
Milwaukee

INVOICE
67256

Ms. Kathryn DeSpiegelaere
Suite 360 RCGC-West
50 West Kellogg Boulevard
St. Paul, MN 55102

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

DATE: December 31, 1992

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

INVOICE PERIOD: December 31, 1992
FEDERAL TAX ID NUMBER: 41-1625272

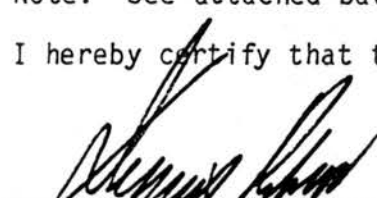
For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRRA 89-002.

Final bill to close out Phase 1 Contract:

	Budget	Total Billed	RCRRRA Total	HCRRA Total
Total Tasks 1-15	\$1,602,149.67	\$1,602,149.67✓	\$1,437,328.46	\$164,821.21
Less Amount Paid (By Rail Authority)		1,595,075.35	1,429,464.50	165,610.85
TOTAL DUE	\$1,602,149.67	\$ 7,074.32	\$ 7,863.96	(\$ 789.64)

Note: See attached backup for full explanation of charges.

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


Richard P. Woisfeld
Vice President

For RRA.

Memorandum



Date : January 12, 1993

To : Kathryn DeSpieglaere/RCRRA
Ken Stevens/HCRRA

BRW INC.

From : Dick Wolsfeld
Dennis Probst

RE : Midway Corridor LRT Phase I Study Final Invoice

The process for resolving the final bill has been a lengthy one. All of the aspects of billing have been verified and tied together. The issues encountered are discussed herein and back-up information is included with the invoice.

Planning

Transportation

Engineering

Urban Design

Thresher 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

The first step in the process was to confirm what had been invoiced to and paid by each individual Rail Authority. To verify the amounts invoiced, the spreadsheet totals were checked against the accounts receivable ledger. These amounts were then checked against the budgets established by the contract and subsequent contract amendments. This process revealed that the tasks appeared to be over-budget in some areas and under-budget in others. Upon further investigation, it was determined that the reason for the budgetary differences resulted from the way that retainage had been billed.

In April of 1991, the contract maximum for Tasks 1-14 was reached. At that time, the retainage was billed according to where labor and expenses had been charged in that month. Using this method, part of the retainage was billed in April and the balance was billed in May 1991. Because the retainage was not billed as it was accrued, it appeared that we went over-budget in some tasks and had money left over in others. Another effect of this was that the retainage was not billed in the correct amounts to each Rail Authority. This is documented in Attachment 2 and adjusted and summarized in Attachment 1.

Step two was to determine the amount billed to each Rail Authority and how much each had paid. We received the internal documents used by each Rail Authority and recorded the payments accordingly. In this process of comparing the payments with the deposit records, we discovered that the way that BRW deposits were being

Kathryn Despieglaere
Ken Stevens
1/12/93
Page 2

written up did not always correspond with what was noted on the checks and/or that the information on the checks was not clear. The amounts paid by each Rail Authority are noted on Attachment 1 and copies of the Railroad Authorities records follow.

Step three was the final review of the subconsultants. The Accounts Payable amounts were verified against the spreadsheet amounts and checked for payment. It was discovered that there was a Parsons Brinkerhoff invoice that contained charges for "Project Initiation" in the amount of \$ 5,010.00. This was charged in Task 2 to job number 41-8924 and invoiced on August 31, 1990 invoice #59542. What Parsons Brinkerhoff identified as "Project Initiation" was actually the work done before they were under contract and was rejected on the Accounts Payable side. The credit was missed in subsequent invoices, but is included herein. As we have accrued labor charges against the project several times in excess of this amount, we are re-invoicing the \$ 5,010.00 against Task 4 - Route Engineering and Design as partial payment of expenses which would have been billed, had this discrepancy been previously identified.

The final element included herein is a credit for the work effort and production costs agreed upon with you for costs not incurred because the Final Draft Environmental Impact Statement was not concluded and circulated.

We trust that you will find this description and the attached documentation to be clear and in compliance with your own records. Please contact us at your earliest convenience with any questions or additional information requirements.

CC : J. Thatcher
File 41-8923

Midway Phase 1
Final bill
Attachment 1

	BUDGET	TOTAL BILLED	RCRRA TOTAL	HCRRRA TOTAL	BALANCE
TASKS 1-12	1,398,039.00	1,400,924.50	1,236,227.75	164,696.75	(2,885.50)
RETAINAGE ADJUSTMENT (TASKS 1-12)		(8,129.29)	(7,131.22)	(998.07)	8,129.29
PB INV CREDIT (TASK 2)		(5,010.00)	(4,408.80)	(601.20)	5,010.00
BILL TO CONTRACT MAX (TASK 4)		10,253.79	9,023.34	1,230.45	(10,253.79)
ENV. STUDIES CREDIT (TASK 10)	(7,056.20)	(7,056.20)	(6,209.46)	(846.74)	0.00
SUBTOTAL	1,390,982.80	1,390,982.80	1,227,501.61	163,481.19	0.00
TASKS 13 - 14	200,000.00	192,175.18	192,175.18	0.00	7,824.82
RETAINAGE ADJUSTMENT		7,824.82	7,824.82		(7,824.82)
SUBTOTAL	200,000.00	200,000.00	200,000.00	0.00	0.00
TASK 15	18,000.00	10,608.52	9,335.50	1,273.02	7,391.48
RETAINAGE ADJUSTMENT		558.35	491.35	67.00	(558.35)
LESS UNSPENT BUDGET TASK 15	(6,833.13)				(6,833.13)
SUBTOTAL	11,166.87	11,166.87	9,826.85	1,340.02	0.00
TOTAL TASKS 1-15	1,602,149.67	1,602,149.67	1,437,328.46	164,821.21	
LESS AMOUNT PAID (BY 'RRA)		1,595,075.35	1,429,464.50	165,610.85	
TOTAL DUE		7,074.32	7,863.96	(789.64)	

Midway Phase 1
Final bill
Attachment 2

TO ADJUST & RE-BILL FOR RETAINAGE AS ACCRUED

last update : 11-Jan-93

TASK	INVOICED THRU 12/91 PER SPREADSHEET	ADJ TOTAL THRU 12/91 (RETAINAGE BACKED OUT)	DIFFERENCE (-RETAINAGE AS ACCRUED)	RETAINAGE AS BILLED 4/91 & 5/91	DIFFERENCE (AMOUNT BILLABLE)	% RCRRA	TOTAL RCRRA	% HCRRA	TOTAL HCRRA
0.0	66,494.61	63,169.90	3,324.71	3,467.69	(142.98)	89%	(127.25)	11%	(15.73)
1.0	13,649.88	12,967.00	682.88	0.00	682.88	88%	600.93	12%	81.95
2.0	125,085.69	118,831.36	6,254.33	5,460.91	793.42	90%	714.08	10%	79.34
3.0	419,914.64	398,918.24	20,996.40	2,107.74	18,888.66	88%	16,622.02	12%	2,266.64
4.0	295,981.46	281,146.44	14,835.02	31,196.29	(16,361.27)	88%	(14,397.92)	12%	(1,963.35)
5.0	9,686.36	9,202.27	484.09	264.48	219.61	90%	197.65	10%	21.96
6.0	0.00	0.00	0.00	0.00	0.00	100%	0.00	0%	0.00
7.0	31,501.06	29,926.09	1,574.97	1,487.50	87.47	88%	76.97	12%	10.50
8.0	3,724.27	3,537.74	186.53	0.00	186.53	90%	167.88	10%	18.65
9.0	94.09	89.39	4.70	4.70	0.00	90%	0.00	10%	0.00
10.0	426,485.87	405,161.58	21,324.29	32,842.71	(11,518.42)	88%	(10,136.21)	12%	(1,382.21)
11.0	151.28	143.72	7.56	0.00	7.56	88%	6.65	12%	0.91
12.0	26.00	24.70	1.30	974.05	(972.75)	88%	(856.02)	12%	(116.73)
13.0	54,811.48	52,070.90	2,740.58	1,051.05	1,689.53	100%	1,689.53	0%	0.00
14.0	145,188.52	137,929.09	7,259.43	1,124.14	6,135.29	100%	6,135.29	0%	0.00
15.0	11,166.87 6,633.13	10,608.52 2,051.46	558.35	0.00	558.35	88%	491.35	12%	67.00
TOTAL	1,603,962.06	1,523,726.94	80,235.14	79,981.26	253.88		1,184.95		(931.07)

RCRA
CLAIM CODING SHEET
AGREEMENT/ CONTRACT RECORD

RFC 1-3	FUND 4-6	APPROPRIATION 7-11	12-17	18-19	CLAIM NBR 20-25	T-CODE 26-27
	591	59103	020102	CA	PA800	52

25 blank

CARD 28	DATE 29-34	FIRST NAME MI 35-48	LAST OR FIRM NAME 49-78
1	081189	*03207	BRW INC

CARD 29	AMOUNT 29-39	CTF CODE 40-49
2	1,398,039.00	A

Agreement/Contract is (not) signed.

EFFECTIVE DATE: 8/8/89

EXPIRATION DATE: Lump Sum

DEPARTMENT RC Reg Railroad Authority

DESCRIPTION: Phase I Preliminary Engineering/Environmental Impact Statement.

	AMOUNT	TOTAL
BASE BID:	1,398,039.00	
CHANGE ORDER NO. 1	200,000.00	1,598,039.00
CHANGE ORDER NO. 2	-116,275.52	1,481,763.48
CHANGE ORDER NO.		
CHANGE ORDER NO.		
CHANGE ORDER NO.		
CHANGE ORDER NO.		
CHANGE ORDER NO.		

Co Board Res

KEY PUNCHED
AUG 10 1989

RECORD OF PAYMENTS

DATE	CLAIM NO.	AMOUNT	DATE	WARRANT	TOTAL PAID	BALANCE
11/15/89	AP	22,793.28	11-17-89	530233	22,793.28	1,375,245.72
2-10-89	AP	11,204.16	12-27-89	537708	38,997.44	1,359,041.56
1-11-90	AP	11,462.24	1-17-90	541649	50,459.68	1,347,579.32
2-12-90	AP	25,132.71	2-10-90	549777	75,592.39	1,322,446.61
3-15-90	AP	50,216.59	3-20-90	556419	125,808.98	1,272,230.02
4-26-90	AP	55,234.37	4-27-90	565370	181,043.35	1,216,995.65
5-29-90	AP	74,637.71	6-1-90	573078	255,681.06	1,142,357.94
6-12-90	AP	75,747.93	6-26-90	579676	331,428.99	1,066,610.01
7-16-90	AP	107,136.51	7-26-90	583849	438,565.58	959,473.42
8-26-90	AP	107,744.28	8-24-90	591149	546,309.86	851,729.14
10-1-90	AP	142,385.49	10-5-90	599452	688,695.35	709,343.65
10-26-90	AP	213,660.52	10-30-90	616135	902,355.87	495,683.13
12-3-90	CA	+200,000.00	11-13-90	-	-	695,683.13
12-5-90	AP	79,406.61	12-7-90	613870	981,762.48	616,276.52
12-21-90	CA	-116,275.52	11-21-90	-	-	500,001.00
1-7-91	AP	312,654.33	1-8-91	614435	1,144,417.11	287,346.37
1-30-91	AP	66,549.38	2-1-91	626386	1,260,966.49	220,796.99
3-22-91	AP	56,447.90	3-26-91	648225	1,317,413.99	164,349.49
4-17-91	AP	22,414.41	5-3-91	666288	1,339,828.40	141,935.08
6-21-91	AP	10,335.08	6-24-91	684083	1,350,163.48	131,600.00
10-4-91	AP	1,368.57	10-8-91	738453	1,351,532.05	130,231.43
10-10-91	AP	36,775.34	10-11-91	740554	1,388,307.44	93,456.04
10-10-91	AP	10,761.83	10-15-91	741747	1,399,069.27	82,694.21

page 2

CARD 28	AMOUNT 29-38	CTR CODE 35
2		A

EFFECTIVE DATE: 8/8/89
EXPIRATION DATE: 1ump

DEPARTMENT

DESCRIPTION: Phase I PE/EIS Midway Corridor

[illegible]

RECORD OF PAYMENTS

1,399,069.27 82,694.21

[illegible]

HCRRA Payment Receipts

RAMSEY
89003
Expires 08-08-92 Amend. 4
\$209,076
\$2,160 Amendment 3

\$211,236

CHECK DATE	CHECK NO	AMOUNT
NOVEMBER 89	65035512	\$3,116
NOVEMBER 89	65035858	\$2,006
JANUARY 90	65036008	\$1,450
FEBRUARY 90	65037171	\$4,662
FEBRUARY 90	65036356	\$3,245
MARCH 90	65037312	\$7,275
MAY 90	65037815	\$9,938
JUNE 90	65038414	\$10,078
JULY 90	65038540	\$14,317
AUGUST 90		\$13,616
SEPTEMBER 90		\$15,039
NOVEMBER 90		\$21,499
NOVEMBER 90		\$7,569
JANUARY 91		\$24,922
JANUARY 91		\$8,169
FEBRUARY 91		\$2,143
Inv. Period	Inv. No.	
January 91	61250	\$2,365
February 91	61533	\$947
March 91	61821	\$1,368
April 91 **	62868	\$567
April 91 **	62875	\$4,267
May 91 **	63195	\$5,241
June 91	63193	\$187
July 91	63198	\$202
August 1991	63428	\$336
Credit/Overpay	63195	(\$1,281)
September 91	63774	\$63
October 91	63888	\$279
November 91	---	\$0
December 91	64637	\$26

Retainage to Date \$8,226
Retainage Paid May 91 (\$5,241)

Retainage Paid April 91 (\$4,267)
Balance (\$1,281)
Retainage on task 15 to date \$58

Check Received

\$165,610 Retainage not included
78,403
\$45,626

Post-It™ brand fax transmittal memo 7671 # of pages 1

To	JENNY THATCHER	From	M. WHITE
Co.	BRU	Co.	HCRRA
Dept.	ACCOUNTING	Phone #	930-2646
Fax #	370-1328	Fax #	

Midway Phase 1

Final bill #

Attachment 3

**CREDIT FOR ENVIRONMENTAL STUDIES (TASK 10)
WORK NOT COMPLETED**

SR. ASSOCIATE	40 HOURS	@ \$ 78.00/HR	\$3,120.00
STAFF LEVEL II	24 HOURS	@ \$ 33.80/HR	\$811.20

TOTAL LABOR	64 HOURS		\$3,931.20
-------------	----------	--	------------

REPORT COPIES	250 REPORTS	\$ 10.00/REPORT	\$2,500.00
DELEIVERY	250 REPORTS	\$2.50/REPORT	\$625.00

TOTAL DIRECT COSTS			\$3,125.00
--------------------	--	--	------------

TOTAL CREDIT	\$7,056.20
--------------	------------

file

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JUNE 22, 1993

10:30 A.M. - LARGE CONFERENCE ROOM - 220 COURT HOUSE

may 11 added

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of May 25, 1993.
2. Burlington Northern Regional Trail Corridor Master Plan - Information only.
3. Update on Central Corridor - Information Only.
4. * Approve agreement for the implementation of the Metropolitan Transit Education Plan, authorize the Chairman to sign the agreement, and agree to contribute \$40,000 for implementing the plan.
5. * Ratify partial payment No. 18 to BRW, Inc., in the amount of \$64,823.03 for the Midway Corridor Phase II Preliminary Engineering.
6. * Ratify partial payment No. 19 to BRW, Inc., in the amount of \$56,199.29 for the Midway Corridor Phase II Preliminary Engineering.

Action is Requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD

AUTHORITY

May 11, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, May 11th, 1993 in the Large Conference Room of 220 Court House. Chairman Finley called the meeting to order at 10:30 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

*confirm
all
present*

MEMBERS ABSENT:

Also Present:

Kathryn DeSpiegelaere, Frances Glendenning, Karen Tero,
James Van Houdt, Ed Glaubitz, Terry Schutten, Terry
Lindeke, Andrea Schmidt Hanson, Joe Hoover, Mark
Nicklawske, Jill Goski, Hugh Faville (Roseville citizen)

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of April 13, 1993.

Commissioner [REDACTED] moved the following recommendation, seconded by Commissioner [REDACTED].

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meeting of April 13, 1993, as written.

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

2. Update on Legislation

(K. DeSpiegelaere) Mr. Chair, Members, last Tuesday was a very busy day. Terry Lindeke, Liz Anderson, Wy Spano and I were involved in activities at the legislature and contacted some of you during the day. On that day, there was an amendment to the Transportation Bill, which was being considered on the floor of the Senate. The amendment provided for additional funding for highways in the form of a five cent gas tax, additional funding for transit in the form of one-half percent motor vehicle excise tax (MVET) increase, and also an increase in fees for drivers' licenses. The differences between this amendment and the previous bill that we had opposed were that all the provisions of this bill sunset within two years. So, the highway funding wasn't indexed, which meant that transportation interests wouldn't have to come back and negotiate in subsequent years and transit funding would be on its own.

Also, it provided \$15.2 million for light rail transit work in the Central Corridor, and that was a new provision. It had a county state aid highway formula which wasn't the one we preferred, however. After debate and discussion of several amendments, including a constitutional amendment by Senator Novak which failed the amendment proposed by Senator Langseth and supported by most legislators passed. The bill itself, however, was tabled because taxing bills, which this one now became, must originate in the House. So since that time, there have been discussions and Terry Lindeke can fill you in on what's occurred, and I think Commissioner Hunt has been involved with some of these discussions, too.

(Chairman) Terry, I know over in the House, transportation funding is just sitting, because of the Governor's threat of vetoing the tax bill and the overall transportation funding bill, and Representative Long and Representative Osthoff are waiting to see if he's going to pull off of that position or whether or not it's worth their time to pass this bill.

(Comm. Hunt) Mr. Chairman, I'll respond. I think that in discussions with John Riley yesterday, who went to see the Governor about the whole transportation and transit issue, he indicated that the Governor definitely is going to veto the bill if it comes out like the Senate version. He's going to veto anything with a gas tax in it, and his main reason is that he felt that he had gone out on a limb. In the last session he had gone around the state urging the adoption of a gas tax increase, and he said he felt he was betrayed by the legislature because they refused to act on it in the House. So, that's his rationale for vetoing a gas tax.

(T. Lindeke) Mr. Chair and Members, part of what the discussion was this morning, and I talked with a number of senators and house members this morning about this, is that they see this whole discussion as a piece of a larger debate about whether or not the Governor will veto. He has talked about vetoing most, if not all, of the appropriations bills, in addition to the tax and the education finance bill. Tonight at midnight, we'll know whether or not he's going to proceed with trying to veto the appropriations bills and it seems as though, for some time, this whole proposal was kind of locked up in a debate about whether or not there ought to be re-dedication. Now it's gotten locked into the debate about the strategy for how you deal with the session. It seems as though it's now going to turn into more veto than anything else. I did talk with Representative Osthoff just before I came here this morning and he is feeling that the Governor has continued to be extremely intransigent on anything that would give them a signal that they should proceed. Bill Schreiber has been working with everybody imaginable trying to come up with a compromise and I talked with him a little bit just before I left there too. He's working for MN/DOT this year, and he has some compromise language that he's hoping might see the light of day before midnight next Monday. But at this point, most of the sentiment is that not much is going to happen.

(Chairman) What about on the Transportation Appropriations Bill, which has passed both the House and Senate, which included the \$200,000 from the state to be allocated and then \$200,000 to be allocated by us, \$400,000 by Hennepin County to match \$3.2 million that Representative Sabo has promised us for continued planning in the 1994 fiscal year. That bill is now in Conference Committee, correct?

(T. Lindeke) But the Conference Committee has only met once and they have not scheduled another time for that committee to come back together. The last I had heard, there was talk that it would come together, that they would meet on Wednesday or Thursday of this week, which they need to do in order to meet the three-day deadline for veto.

(Chairman) What about the Governor as far as vetoing that bill, which also provides on the Senate side \$25 million for transit?

(T. Lindeke) Mr. Chair and Members, that is a piece of the discussion. That's one of the reasons we're all watching so carefully to see what he does. The bill that's up today, that he could veto, is the crime prevention finance bill. He did talk yesterday, his staff are still talking about it today, about vetoing it and dealing with all of the appropriations bills. So, I think we should get some signal maybe later today or early tomorrow morning whether he's going to follow through on that. He seems to be following Governor Thompson's lead in Wisconsin, which was to veto a great number of things. The Governor's office tends to usually look quite good when they veto a lot, and he seems to be moving in that direction.

(Chairman) On the Governance Bill; it's passed the Senate. Is it on general orders yet in the House?

(K. DeSpiegelaere) It's still on general orders today. We're waiting for it to move to special orders.

(Chairman) Is Carol taking care of that?

(K. DeSpiegelaere) Liz checked with Carol Kummer yesterday. I haven't talked with Liz this morning, but Liz is monitoring that closely.

(Chairman) And the Governor has told John Riley that he will not veto it this year, correct?

(K. DeSpiegelaere) Yes.

(Chairman) Anything else on legislation you want to go through?

(K. DeSpiegelaere) As far as 35W, which was discussed extensively at your last meeting, we may want to talk about the information discussed at the Joint Powers Board meeting. There still are provisions relating to 35W in both the Senate and House versions of bills.

(Chairman) What about the high speed bus study? Is that something that looks like it's going to pass?

(K. DeSpiegelaere) There's a bill for a high speed bus study, which primarily would affect 35W. We are already studying bus alternatives in the Central Corridor.

(Chairman) One other thing that's in one of those bills, and I think it's in the gas tax bill, is it not \$600,000 or something to study high speed rail between here and Chicago?

(K. DeSpiegelaere) That's in the Langseth amendment that passed last Tuesday, but that bill may not pass in the House.

(Chairman) We've talked about it informally around here and a lot of us in the metropolitan area think that that type of system could alleviate a lot of the problems regarding the infrastructure and the airport. If we would develop a high speed rail between here and Chicago, you could alleviate a lot of flights going into

and out of the metropolitan airport so that's an important thing, not necessarily from the LRT standpoint, but as a part of the overall transportation system for the metro area.

(T. Lindeke) There was support for it from the Ramsey County delegation. They see it as a part of a comprehensive transportation package, and there was support generally at the legislature.

(Chairman) Both Sen. Langseth and Rep. Kalis, who are non-metro legislators in important positions, saw high speed rail in Europe last year, so it isn't suprising they are supporting it.

(T. Lindeke) There is a great deal of discussion about whether or not there will be a special session. We should know more in the next few days.

(K. DeSpiegelaere) There was a bill which passed which eliminates the need for a design competition for light rail transit plans for the Capitol area. It is a provision we support and had requested. The bill also provides that the Capitol Area Board be given a portion of funds for preliminary engineering, so it was skillful negotiation on their part.

(Chairman) We learned how powerful the Capitol Area Board was in our discussions with them about LRT in the Capitol but we've had tremendous cooperation and support from them after getting over initial hurdles.

(T. Lindeke) Yesterday afternoon the House delegation managed to put the functional consolidation study on a bill and the Senate is considering it and it still has a chance to go forward.

3. Metropolitan LRT Joint Powers Board

(Chairman) It was a very interesting meeting, to say the least, regarding Dakota County's position and our position as it relates to 35W. I tried to explain the position of Ramsey County, which was that we were very interested in making sure that transit gets funded properly in the seven-county metropolitan area and included within the transit is the needed funds for the Central Corridor for light rail. Transit needs could not be forgotten about, and we could not allow only transportation issues, which would be the dedicated gas tax, to go forward, and I think I met on deaf ears to begin with, until I spoke louder and louder and I think that ultimately there was some hearing about what our position was. I think overall, in the end, the discussion between Mike Turner and myself, Peter McLaughlin, Sandra Hilary, Mary Hauser from Washington, Dick Underferth from Scott County, and Allyson Hartle from the MTC. It was very good that there was a confrontation on the issue, because I think that we resolved to go forward and try to work out whatever we could possibly do, and I think there was a better understanding of why we requested our legislators to support the vetoing of the gas tax originally in the bill that did not provide any money for funding transit. I think they understand it.

The moratorium on 35W is still in both bills in the Senate and House. That still has to be worked out and we have had an indication that they're not opposed to moratorium on certain aspects, such as land acquisition or a one-year moratorium or that it be only north of 494. There's some room to negotiate, but what I wanted to impress upon them, because I think we all got phone calls, is that we certainly don't dictate what our legislators to and we are not totally responsible in all aspects for what our legislators do. They have their own minds and their own reasons for doing certain

things, and that is the case in this particular incident. It depends upon the manner in which the politics play out regarding suburban versus urban issues, republican versus democratic issues, and the Governor's threatened vetos versus some of his pet projects. So, the whole thing will fold together in the next week and we don't really have any control over that. We can't take responsibility for things that we cannot control. It will be a happening. Kathy, what was your feeling? I thought that the feeling was that it was probably worthwhile at the end.

(K. DeSpiegelaere) I certainly hope so. I think so. I think it was good to air the differences in opinion. Certainly Commissioner Turner expressed his viewpoint strongly that work needs to occur on 35W. He feels that his project is being held hostage to these other interests. I hope things can be worked out to everyone's satisfaction.

4. Abandoned Railroad Corridor Preservation Process

(Chairman) As you know, Hennepin County has acquired abandoned rail right of way for potential light rail going out to the Hopkins area, and we have acquired the abandoned rail corridor going up the east side towards White Bear Lake. We acquired it for light rail in the long run, and in the short run, it is to be used as a bike and walking path pursuant to agreements that we've now entered into with St. Paul for that part south of Larpenteur, and our Parks Department will be handling it north of Larpenteur. One of the issues that evidently was raised, and I don't know if we all kept getting letters but I received them from Legislative Commission on Minnesota Resources, inquiring as to how the Regional Rail Authority should play a role as rail lines are being abandoned throughout the state. We responded that we felt that the Rail Authority should have the first option for acquisition of those rail lines. We took a position in the seven-county area that should be the way to proceed, and I wrote a letter to that effect as the Chair of that commission or board, that you see attached here. Kathy, were there any other items that you wanted to mention to this board regarding the approach that we were taking at the Joint Powers Board or what we, as one of the members, should take?

(K. DeSpiegelaere) At the Joint Powers Board, the discussion about the process had to do with the fact that it's a good process, but it really is what we're already doing. When abandonment occurs, a number of agencies come together and do what is proposed here, essentially that they're proposing three-part process which is to respond to the abandonment notice, preserve the corridor for public use, and then develop a coordinated plan for managing the corridor. If you think about how Ramsey County has handled the Burlington Northern Abandonment, which we purchased, those three elements were part of that process. It reaffirms what we are already doing, brings some other entities into the process, and because of the work that Regional Rail Authorities have done in the past, the Joint Powers Board has asked that Regional Rail Authorities be given the right of first refusal on whether or not to purchase a specific one. So that is the major variation in the proposal that's being requested. Ramsey County is supporting that approach in this proposed resolution.

(Chairman) The resolution is to support the right of the Regional Rail Authorities to have first right of way refusal as the rail lines are abandoned.

(K. DeSpiegelaere) Yes.

(Comm. Norgard) Is Washington County working on acquiring that property too, because that would be the next step connecting with us?

(K. DeSpiegelaere) I haven't talked to them for a while. Their staff person doesn't usually attend the staff meetings.

(Chairman) Chisago County is very interested. If they work at their end, we're going to have a gap in between.

(K. DeSpiegelaere) Chisago acquired the right of way.

(Chairman) Did they acquire it now? That's great. Their board is very interested. I had set up that Intergovernmental Committee a couple of years ago, in which we went all the way up that corridor. We had representatives from Maplewood and White Bear and the municipalities that were affected by it, as well as the counties as we went up. Chisago was very interested in that. That would be a great line to run up to Duluth.

Commissioner [REDACTED] moved the following recommendation, seconded by
Commissioner [REDACTED].

WHEREAS, The Legislative Commission on Minnesota Resources has requested resolutions of support for its Abandoned Railroad Corridor Preservation Process; and

WHEREAS, The Regional Railroad Authorities in the Twin Cities Metropolitan Area have a strong interest in and a history of preserving right of way for the public interest; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the Minnesota Abandoned Railroad Corridor Preservation Process; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests that, in Phase Two of the Process, metropolitan regional railroad authorities have the right of first refusal to acquire the abandoned right of way within their jurisdictions.

Roll Call: Ayes - 7, Nays - 0 R93-22
Motion adopted.

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

*Kathy Q
file
with
RRA
documentation
for June 22*

MINUTES
RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

May 25, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, May 25th, 1993 in the Large Conference Room of 220 Court House. Chairman Finley called the meeting to order at 9:40 A.M.

MEMBERS PRESENT:

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

MEMBERS ABSENT:

Commissioner Diane Ahrens

Also Present:

Dave MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning, Karen Tero, James Van Houdt, Ed Glaubitz, Terry Schutten, Toni Baker, Mary Lou Grahek, Dennis Probst, Jill Goski

1. Minutes - of the Ramsey County Regional Railroad Authority Board Meeting of April 27, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Authority Board Meeting of April 27, 1993, as written.

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

2. Update on Legislature

Chairman Finley said we got the governance through without the moratorium on it, and without the requirement that there be a Study Commission to study all the metro government, which was on the Senate Bill-this will had a provision for a Legislative Commission to study metropolitan government, not just as it related to transportation but all sorts of issues on where the governance would be.

The House did not ahve it on, they put it through without it, and sent it back over to the Senate, they adopted the Senate File, but deleted it, and sent it back over, and it was done at our request. We went there Saturday morning and got it changed, as the Governor had threatened to veto it if there was that provision on it. The other bill that passed was the \$200,000 state match which we never had before for the Central Corridor.

Chairman Finley said the old Senate File failed - this had the gas tax, and also had sufficient funding for Light Rail to take us all the way up to the designs phase of the Central Corridor, \$15 million. The gas tax was never passed by the House.

On the Federal level Chairman Finley said that Sabo is going to proceed on the \$3.2 million to match the \$800,000 that the State, Hennepin and Ramsey will be doing. Representative Vento is sending a letter supporting this. Ms. DeSpiegelaere will be in Washington June 9th for a meeting. Sabo had a meeting last week with some of the Hennepin County people to make sure that everyone is on board.

The other thing on the Federal side is that there has been some activity on the waste designation which is positive also.

3. Midway Corridor Update

Chairman Finley said that information will be provided at the meeting on the design for I-94 stations and activities on the project.

Dennis Probst was present to give a quick look at the corridor, the exhibit shown was the transit line for the Central Corridor, beginning at Union Depot in downtown St. Paul, and ending at the convention center in downtown Minneapolis. When this diagram was done, they did not have an alignment in downtown Minneapolis for light rail transit at grade. Since that time, we do have an at grade alignment that runs south on Marquette, and returning at 12th Street North at Second Avenue up to Second Street in Minneapolis.

Mr. Probst ran through the station locations, side platform stations on Second and Marquette, basically that works either side of Tenth Street, Sixth Street, and Third Street in downtown Minneapolis. Coming out of downtown, there is a station essentially in front of the Whitney Hotel identified as the Mills District Station, Metrodome Station over Washington Avenue, three stations at the University West Bank, East Bank Station, Stadium Village, then the alignment follows the University Transitway over to a Westgate Station just west of Court International, and then along Soo Line right of way to a station at Merriam Park, then into the freeway median at about Fairview, with stations in the freeway at Snelling, Lexington and Dale. Come out of the freeway median just west of Western Avenue and then follow the St. Anthony frontage road on the north side of St. Anthony, over to John Ireland and then up John Ireland to a station below the capitol steps on the mall, then down Cedar into downtown St. Paul which will be identified as the Museum Station between tenth and eleventh, and the median of Cedar. St. Paul Central Station will be on block bounded by Cedar, Minnesota 4th and 5th, and then the Union Depot Station.

Mr. Probst said in terms of the Central Corridor work, this is the alignment and station locations which we are working on for the Light Rail Transit alternative as a part of the Central Corridor AA/EIS, and there is also a busway which you are aware of which very closely follows the light rail shown on the diagram. On the busway they are doing stations fairly similar to the light rail stations, although in the median of the freeway where the light rail stations are center platforms so that we can board trains on either side of the vehicle. With the busway stations in the freeway we have side platforms as the buses are right hand loading in all cases. This has caused some complications in terms of the design of those stations.

Commissioner Thomas asked why there was not a station closer to the Ordway, Civic Center. Chairman Finley explained this had been looked at in the alternatives for downtown, they set up a downtown task force consisting of the business people, as well as the people from the City as ourselves. St. Peter Street would have been closer, but that brought about some configuration problems in certain intersections.

Chairman Finley said that we are past considering any closer locations in any design or station that was to be over there as other considerations are that have to do with engineering and architectural. We originally felt that St. Peter Street which was only one-half block, but we could not go in there. We looked at it in tunneling and it was going to be cost-prohibitive because of the geology of the rock in that area. There are other considerations on the surface alignment which just did not work.

Mr. Probst said one of the issues was to find an entry point into downtown St. Paul, and after much discussion, the preferred crossing of 94 was a decision that we should serve the Capitol, and Cedar became the most appropriate entry point into downtown St. Paul.

Mr. Probst explained that the Central Station was selected in large part because lies essentially in the heart of the skyway system for downtown St. Paul, and the connections to the skyway were considered to be critical to the success of system to allow people to get right on the system without having to go outdoors.

The Freeway Stations were discussed by Mr. Probst, they did an aerial perspective so people would know how big these stations were, pickup and dropoff are proposed to happen along the side streets as we are concerned about the pickups, as these may be delayed.

Commissioner Hunt commented that the new members of the Board have not had an opportunity to visit and view other cities' systems. She thinks if they have an opportunity to see systems in operation, it would give them a much better view of the whys and wherefors.

Chairman Finley commented that a tunnel costs ten times what an at grade line would cost. Aerial would cost about three times at grade. The Legislature has specifically stated no tunnels,

Mr. Probst added that there will be bicycle storage facilities provided at all stations including the freeway stations. Fare Collections will occur up at the bridge level. to keep the platform a paid zone on the system.

Mr. Probst discussed the paid zone areas, where the philosophy of see and be seen has been concerned. They are trying to keep the platform as open as possible. There will be closed circuit tv, pay telephones on all the platforms so everyone may have access to 911. Lighting will be a very important issue.

4. MTC's Snelling/I-94 Garage

Commissioner Wedell commented that this location of the present garage would be an excellent opportunity for the City of St. Paul, they should be taking a look at it with LRT Stations.

Chairman Finley commented that this did come up at our last meeting, and we asked the staff to look at this.

Ms. DeSpiegelaere summarized the memo and information she had prepared for this agenda. She has been advised by the City that it is premature to determine what the outcome of that study might be. The City of St. Paul has no formal position on this location.

Chairman Finley said that in terms of economic developing, this is about the prime location in the City of St. Paul.

Commissioner Hunt feels that the consultant may come up with a proposal that a new site be found for the garage. It might be a little premature at this point, but after they complete the study, and if it appears there is a possibility they may stay there, there should be some incentive to the MTC to urge them to locate.

Chairman Finley said we should follow it through the planning, and move it along to see if we can't help to move it, to be in a position to act as an advocate somewhere along the line so that when MTC makes a decision, we will be in the ballpark.

Commissioner Hunt suggested a resolution to indicate to the City Council that we are willing to work with the City and the MTC to arrive at what might be the best use of the MTC property should they move from that location, and that we purchase on the basis that it would have some relationship to an LRT Station at that intersection, this is looked at as an economic development possibility because of the LRT Station.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Thomas. A copy of this is to be sent to the MTC, Mayor's Office and the City Council members.

*R93-23
Resolution was
not inserted in
minutes*

5. Approve budget adjustment of \$20,000 for Right-of-Way Specialist position.

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

WHEREAS, Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul, by resolutions of their respective governing bodies, approved the concept of joint trail and light rail transit on the Burlington Northern right of way; and

WHEREAS, On December 23, 1992, the Ramsey County Regional Railroad Authority purchased a portion of the Burlington Northern right of way lying generally between Fourth Street and 170 feet north of Beam Avenue; and

WHEREAS, On April 13, 1993, the Ramsey County Regional Railroad Authority approved a joint powers agreement that defines the roles and responsibilities of Ramsey County, Ramsey County Regional Railroad Authority, and the City of St. Paul in the planning, development, and operation of the right of way for regional trail and light rail transit; and

WHEREAS, The joint powers agreement specifies that the Ramsey County Regional Railroad Authority shall have responsibility for security and maintenance of the Corridor until such time as the City and County begin construction of the trail within their respective portions of the corridor and that Ramsey County Regional Railroad Authority shall be responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes; and

WHEREAS, Ramsey County Regional Railroad Authority has assumed additional responsibilities related to the management of the corridor property that require diversified technical skills and there are no existing staff from RCRRA, Parks and Recreation, or Property Management currently available to perform these tasks; and

WHEREAS, On April 27, 1993, Ramsey County Regional Railroad Authority directed the Director of Light Rail Transit to initiate the process for creating a position to be added to the Parks and Recreation Department staff complement based on the RCRRA need for technical management services for the Northeast Corridor property with the understanding that the cost of the position, including salary and fringe benefits, will be billed to RCRRA; and

WHEREAS, The Ramsey County Personnel Department conducted a classification review of the proposed new position, determined that no existing County job class properly references the job functions, and established a new Right of Way Specialist job class; and

WHEREAS, The Ramsey County Personnel Department evaluated the Right of Way Specialist job class in accordance with the County's job evaluation procedures and recommended a grade allocation to Schedule 02A/02S Grade 25 based on the results of job evaluation and conformance with Ramsey County's Pay Equity Program; and

WHEREAS, The Ramsey County Parks and Recreation Department has requested an addition to their staff complement for this position with the understanding that it is based on RCRRA need for these type of services and that the cost of the position will be billed to RCRRA; and

WHEREAS, The Ramsey County Parks and Recreation Department has estimated that the cost of the Right of Way Specialist position for 1993 will be approximately \$20,000; Now, Therefore, Be It

RESOLVED, That the Right of Way Specialist position shall be funded in 1993 by the Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That the Right of Way Specialist position shall be funded in the Ramsey County Regional Railroad Authority budget for 1994 and subsequent years provided there is a continuing need for these services; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment for 1993.

TRANSFER FROM APPROPRIATION:

59101 - 020102	Consulting Services	\$20,000.00
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TRANSFER TO APPROPRIATION:

59109 - 020193	County Project Management Services	\$20,000.00
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Roll Call: Ayes - 6, Nays - 0
Motion adopted.

R93-24

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

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

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

WHEREAS, BRW, Inc. Invoice No. 67256, Partial Payment No. 28 (FINAL), and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1992; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$7,863.96 for services to the Ramsey County Regional Railroad Authority through December 31, 1992, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-89-003.

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

R 93-25

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

Whereas, The Metropolitan Transit Commission (MTC) is considering relocation of its Snelling bus garage; and

Whereas, The intersection of I-94 and Snelling Avenue is the location for a potential light rail transit station in the median of I-94; and

Whereas, the MTC site presents an opportunity to the City of St. Paul for redevelopment which may be more compatible with the Snelling/I-94 location and which could enhance transit use; Now Therefore, Be It

Resolved, That Ramsey County Regional Railroad Authority is prepared to work with St. Paul and the Metropolitan Transit Commission to ensure that the full potential of the Snelling/I-94 site is realized; And Be It Further

Resolved, That copies of this resolution shall be sent to the Mayor and Councilmembers of the City of St. Paul and the Metropolitan Transit Commission.

(R93-23)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

Minutes Will
Follow

2

REGIONAL RAILROAD AUTHORITY

Originating Department

W. Spiegel 6/14/93
Authorized Signature Date

Board Action R

Burlington Northern Regional Trail Corridor
Master Plan.

INFORMATION ONLY

Request Justification

The St. Paul Planning Commission has amended the Burlington Northern Regional Trail Corridor Master Plan, previously approved by Ramsey County Regional Railroad Authority and Ramsey County Board of Commissioners. A copy of the planning commission's resolution and other pertinent materials are attached.

Budgeting and Accounting

Ed Glantz 6/15/93

County Attorney

Don Miller

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 22, 1993

Board Date

J. L. Henderson
Signature

6/17/93
Date



CITY OF SAINT PAUL

James Scheibel, Mayor

300 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Telephone: 612-292-7400

June 4, 1993

Kathy DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority
360 Ramsey County Government Center
50 W. Kellogg Boulevard
Saint Paul, Minnesota 55102

Greg Mack, Director
Ramsey County Parks and Recreation
2015 Van Dyke Street
Maplewood, Minnesota 55109

Re: Burlington Northern Regional Trail Corridor
Master Plan

Dear Ms. DeSpiegelaere and Mr. Mack:

Enclosed please find a copy of the Saint Paul Planning Commission's resolution adopting the referenced master plan. We will now proceed to City Council review and approval of the plan.

Please note that the Planning Commission amended the master plan to include a section entitled Relationship to Other Plans and Development Along the Corridor. It is our opinion that this amendment does not constitute a major change, and that prior approvals of the master plan by Saint Paul and Ramsey County Parks Commissions, the Regional Railroad Authority and the County Board should be unaffected by this action. If you agree, please let me know at your earliest convenience, so that we can correctly advise the City Council on the status of the plan.

Thank you. If you have any questions or concerns, please call me or contact John Wirka at 292-7411.

Sincerely,

Robert P. Piram
Superintendent of Parks and Recreation

enc.

cc: John Wirka

u:\user\kc3\wp\kdgm6493

city of saint paul
planning commission resolution
file number 93-43
date May 28, 1993

WHEREAS, Section 105.06(c) of the Saint Paul Legislative Code requires Planning Commission review of proposed park master plans for consistency with the overall Saint Paul Comprehensive Plan and the city Capital Allocation Policy, its opinion and recommendation as to any other planning consideration which may be relevant to the proposal, and its recommendation of approval, rejection or modification of the proposal; and

WHEREAS, Minnesota Statutes, Section 462.356, Subd. 2, requires that "after a comprehensive municipal plan ... has been recommended by the planning agency and a copy filed with the governing body, no ... capital improvements [shall] be authorized by the municipality ... until after the planning agency has reviewed the proposed ... capital improvement and reported in writing to the governing body ... its findings as to compliance of the proposed ... improvement with the comprehensive municipal plan"; and

WHEREAS, the Parks and Recreation Commission has advised the Planning Commission of a proposed Master Plan for the Burlington Northern Regional Trail Corridor, and urges Planning Commission and City Council approval of the plan for submission to the Metropolitan Parks and Open Space Commission and the Metropolitan Council; and

WHEREAS, the proposed Master Plan is consistent with the Bicycle, Parks and Recreation, and Transit chapters of the Saint Paul Comprehensive Plan; and

WHEREAS, the Streets and Highways chapter of the Comprehensive Plan, the District 5 chapter of the Comprehensive Plan, and several other City and neighborhood plans for the area propose a new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway, and the proposed Master Plan for the Burlington Northern Regional Trail Corridor submitted to the Planning Commission for review did not include the proposed roadway; and

WHEREAS, Saint Paul Parks and Planning staff have agreed on revisions (attached) to the proposed Master Plan to address the possibility of development of a new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway; and

moved by McDonell
seconded by _____
in favor Unanimous
against _____

2.

WHEREAS, it is useful also to begin to address how the proposed road, trail and LRT would work together in and along this section of the corridor; and

WHEREAS, the Master Plan for the Burlington Northern Regional Trail will need to be amended further when the proposal for the roadway moves ahead to a more detailed design stage; and

WHEREAS, the proposed Trail Corridor Master Plan, which addresses the potential for shared use of the corridor for a trail and LRT, as well as alternatives to LRT on a new roadway, is consistent with previous City Council support for study (but not construction) of LRT;

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission finds the proposed Master Plan for the Burlington Northern Regional Trail Corridor, as amended with the attached revisions providing for and addressing the possibility of a proposed new roadway in and along the Saint Paul segment of the corridor between Payne Avenue and Johnson Parkway, to be consistent with the Saint Paul Comprehensive Plan and the city Capital Allocation Policy; and

BE IT ALSO RESOLVED, that the Planning Commission recommends approval of the proposed Master Plan for the Burlington Northern Regional Trail Corridor as amended with the attached revisions described above; and

BE IT FURTHER RESOLVED, that the Planning Commission transmit, as an addendum to this resolution, additional suggestions for possible future amendments (attached) to the proposed Master Plan to address how a trail and LRT would work together with a potential new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway.

Amendments to the proposed Master Plan for the Burlington Northern Regional Trail Corridor, agreed on by St. Paul Parks and Planning staff, to address the possibility of development of a new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway:

page 4:

4. RELATIONSHIP TO OTHER PLANS AND DEVELOPMENT ALONG THE CORRIDOR:

While this Master Plan primarily considers potential joint City/County re-use of the Burlington Northern Corridor for LRT and trail purposes, as requested by the Metropolitan Council, it is not intended to prevent or inhibit economic development and job growth along the corridor by preempting joint use of the segment of the corridor between Payne Avenue and Johnson Parkway for a new roadway as described and proposed in the Streets and Highways chapter of the St. Paul Comprehensive Plan, the District 5 chapter of the Comprehensive Plan, and several other City and neighborhood plans. Development of such a roadway would be dependent upon a City decision to construct it, and upon acquisition of additional right-of-way to provide adequate space for the new roadway as well as public transportation and a trail. It would also be dependent on a roadway design that has a parkway character to ensure that it is compatible with the trail.

5. DEVELOPMENT CONCEPT AND CONFLICTS:

Suggestions for possible future amendments to the proposed Master Plan for the Burlington Northern Regional Trail Corridor to address how a trail and LRT would work together with a potential new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway:

page 8:

SEGMENT NO. 3 - ARCADE TO FRANK STREET (see figures 3, 3A)

DESCRIPTION:

- . From Arcade Street the trail would continue east adjacent to the mainline Chicago-Northwestern Railroad on the south and the new Seeger Square commercial area on the north, beneath the bridges at Forest Street and Earl Street. The R.O.W. along this section is only about 60 ft. to 70 ft. wide until Forest Earl, where it widens to 90 100 ft.+ east of the Forest Earl Street bridge. Due to the larger available R.O.W. here the trail would move away from the mainline Chicago-Northwestern tracks after Forest Earl Street and continue along this new alignment through Frank Street.

CHARACTER:

- . This is the most industrial appearing section of the trail corridor, heavily impacted by the adjacent mainline tracks of the Chicago-Northwestern Railroad on the south and the commercial/industrial area on the immediate north.

OPPORTUNITIES:

- . The existing grades and opportunity to acquire a large adjacent parcel available R.O.W. just east of Earl Street and north of the R.O.W. mainline tracks provide the opportunity for trail access and parking at this location.
- . Large 100 ft.+ R.O.W. and potential for acquisition of a large adjacent parcel from Earl Street east provides an opportunity to move the trail away from (north of) the mainline tracks and to enhance trail experience with site improvements.
- . The existing Earl Street Bridge would allow access for a pedestrian/bike trail from the neighborhood south of the mainline tracks.
- . The potential new roadway in this section could be designed to be compatible with the trail and improve the safety of this fairly isolated, industrial section of the trail corridor.

CONFLICTS:

- . Existing Chicago-Northwestern Railroad adjacent to trail corridor would require safety fencing along the majority of the entire segment (Mendota to Frank Street). Extensive site improvements would also be needed in this area to buffer the impact of the active adjacent rail lines.

LRT AND POTENTIAL ROADWAY IMPACT: (see figure 3A)

- . Addition of LRT and/or a new roadway to the trail corridor would need to be on the south side of the trail corridor adjacent to the Chicago-Northwestern mainline tracks to avoid placement of the pedestrian/bike trail between two active rail or rail and road uses.
- . Safety fencing would be required along the entire segment due to narrow 60-ft. R.O.W. and proximity of LRT and/or a new roadway. Additional R.O.W. would be needed for a new roadway to be added to the corridor.

. A new roadway would need to have a parkway character to ensure that it is compatible with the trail.

page 9:

SEGMENT NO. 4 - FRANK STREET TO MARYLAND AVENUE (see figures 4, 4A)

OPPORTUNITIES:

- . Large B.N. R.O.W. on north side of the tracks, and opportunity for acquisition of large adjacent parcel between the R.O.W. and Duluth/Case playground, offers potential for good trail and LRT/roadway separation.
- . Potential at-grade neighborhood access exists on the south side of the trail at Atlantic Street (additional acquisition may be required).
- . The potential new roadway in this section could be designed to be compatible with the trail, and provide access and visibility for the trail and an expanded Duluth/Case playground.
- . The location of Duluth and Case playground, with its existing parking and restroom facilities provides a convenient trail access for the south Phalen neighborhood.

LRT AND POTENTIAL ROADWAY IMPACT: (see figure 4A)

- . New trail bridges would be required at both Maryland and Johnson Parkway.
- . An additional trail access bridge crossing LRT at Atlantic Street may be required if this access point is utilized.
- . Continuous safety fencing from Cook Avenue to Maryland adjacent to the LRT would be required. The potential new roadway would leave the R.O.W. to the east in this area.



CITY OF SAINT PAUL

James Scheibel, Mayor

*Division of Planning
25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 612-228-3200
Facsimile: 612-228-3220*

STAFF REPORT

DATE: May 19, 1993

TO: Planning Commission
Comprehensive Planning and Economic Development Committee

FROM: Allan Torstenson

RE: Review and Recommendations on the Proposed Master Plan for the Burlington Northern Regional Trail Corridor

INTRODUCTION

The Parks and Recreation Commission has advised the Planning Commission of a proposed Master Plan for the Burlington Northern Regional Trail Corridor, and urges Planning Commission and City Council approval of the plan for submission to the Metropolitan Parks and Open Space Commission and the Metropolitan Council. Parks Division staff gave a brief informational presentation on the plan at the March 26 Planning Commission meeting.

Planning Division staff has subsequently reviewed the Burlington Northern Regional Trail Corridor Master Plan for: 1) consistency with the Comprehensive Plan and the city Capital Allocation Policy; and 2) other relevant planning considerations. Staff findings and recommendations are outlined in this document.

AUTHORITY FOR REVIEW

Minnesota Statutes, Section 462.356, Subd. 2, requires that "after a comprehensive municipal plan ... has been recommended by the planning agency and a copy filed with the governing body, no ... capital improvements [shall] be authorized by the municipality ... until after the planning agency has reviewed the proposed ... capital improvement and reported in writing to the governing body ... its findings as to compliance of the proposed ... improvement with the comprehensive municipal plan."

The Saint Paul Legislative Code, Section 105.06(c), requires Planning Commission review of proposed park master plans for consistency with the overall Saint Paul Comprehensive Plan and the city Capital Allocation Policy; its opinion and recommendation as to any other planning consideration that may be relevant to the proposal; and its recommendation of approval, rejection or modification of the proposal.

BACKGROUND

The Northeast Burlington Northern Railroad Corridor, also called the Phalen Creek Line, begins at a point beneath the Kellogg Bridge at the eastern edge of downtown Saint Paul, extends northeast through several neighborhoods on the City's east side and then to Maplewood, White Bear Lake, and points north. Approximately six miles of the corridor, from Kellogg Boulevard to Beam Avenue in Maplewood, were abandoned by the Burlington Northern Railroad in 1988 and purchased by the Ramsey County Regional Railroad Authority on December 23, 1992.

The Saint Paul City Council, recognizing the value of the corridor as a connecting link for proposed bicycle and pedestrian paths along Shepard and Warner Roads to the Willard Munger State Trail, passed Resolution 88-1496 in September, 1988, authorizing the Division of Parks and Recreation to enter into an agreement with the Minnesota Department of Transportation to provide longer bridge spans over the corridor when I-94 was reconstructed. In the resolution, the City Council also authorized application for funds from the Metropolitan Parks and Open Space Commission of the Metropolitan Council to reimburse MnDOT for the additional expense of the bridge spans, and authorized development of a Master Plan for this trail corridor that maintains the option for future development as a joint use corridor for both recreational and transportation purposes.

In October, 1989, in Resolution 89-1821 commenting on the Ramsey County Regional Railroad Authority's Draft Comprehensive Light Rail Transit Plan for Ramsey County, the City Council supported immediate acquisition of the Northeast Burlington Northern corridor by the Railroad Authority and development of it as a trail corridor to the fullest extent possible while not precluding future LRT development. The resolution also authorizes a joint powers agreement between the City and Ramsey County and/or the Ramsey County Regional Railroad Authority to manage the trail.

Since further abandonment of this corridor may occur in the future, the Saint Paul Division of Parks and recreation and the Ramsey County Dept. of Parks and Recreation have jointly prepared a Regional Trail Corridor Master Plan that considers potential joint re-use of the corridor from Kellogg Boulevard to the Ramsey/Washington County Line for a trail and light rail transit.

A joint powers agreement for the development and operation of the corridor by the City of Saint Paul, Ramsey County and the Ramsey County Regional Railroad Authority for recreational trail and future light rail transit use has been drafted and is included in the appendix of the Master Plan.

While the Streets and Highways chapter of the St. Paul Comprehensive Plan, the District 5 chapter of the Comprehensive Plan, and several other City and neighborhood plans for the area propose a new roadway in and along the segment of the corridor between Payne Avenue and Johnson Parkway, the proposed Master Plan for the Burlington Northern Regional Trail

Corridor submitted to the Planning Commission for review did not include the proposed roadway. To correct this, revisions (attached) to the proposed Master Plan have been prepared to address how the proposed road, trail and LRT would work together in the corridor. The remainder of this report assumes the addition of these attached revisions to the proposed Master Plan.

ISSUES AND STAFF FINDINGS

1. Bicycle Plan (adopted 1978). The Bicycle Plan calls for development of a bicycle path in the B.N. corridor from I-94 to Johnson Parkway, connecting to bike routes on Johnson Parkway and on paths along Lake Phalen.

FINDING: Master Plan is consistent.

2. Parks and Recreation Plan (adopted 1985). Regarding the trail system, the Parks and Recreation Plan states that the separation of bike trails from pedestrian and vehicular traffic, especially as part of parkway construction or reconstruction, is its primary concern. The B.N. Trail Corridor Master Plan calls for a single 10-foot wide paved bituminous bicycle and pedestrian pathway with enough space to add another pathway if increased use requires separate bicycle and pedestrian trails.

FINDING: Master Plan is consistent.

3. Transit Plan (adopted 1981). The Transit Plan identifies the Northeast B.N. Corridor as a potential transit corridor and recommends evaluation of the feasibility of light rail transit in the corridor. The Master Plan and the attached joint powers agreement provide for future LRT development in the corridor.

FINDING: Master Plan is consistent.

4. Streets and Highways Plan (adopted 1979). The Streets and Highways Plan calls for an engineering study for a new boulevard from Pennsylvania Avenue at I-35E, along the north side of the B.N. corridor to Johnson Parkway. It describes the boulevard as "an attractive four-lane 35-mph roadway, with parkway landscaping and bicycle paths," that "would help relieve congestion on Maryland."

FINDING: Master Plan is consistent as amended with the attached revisions providing for the possibility of development of a new boulevard along part of the corridor between Payne Avenue and Johnson Parkway, and addressing how roadway, trail and LRT would work together in this segment of the corridor.

5. District 2 Plan (Planning Commission adopted 1992). The District 2 Plan supports recreational or residential use of the Burlington Northern right-of-way north of Maryland, and calls for involvement from District Councils and abutting property owners along the right-of-way as decisions are made for its use. District 2 does not support use of the right-of-way for light rail transit.

FINDING: The Master Plan for the Regional Trail is consistent, with possible future development of LRT in the corridor unresolved.

6. District 4 Dayton's Bluff Plan (adopted 1986). The District 4 Plan makes no recommendations that pertain to the Master Plan.

FINDING: The Master Plan is neutral.

7. District 5 Payne-Phalen Plan (adopted 1979). The District 5 Plan recommends that the City proceed with preliminary design and engineering for a new boulevard from Pennsylvania Avenue to Johnson Parkway along the north side of the B.N. corridor. It notes that the new boulevard would provide good east-west access, reduce unacceptably high traffic volumes on Maryland, and also, reduce traffic on Collins Avenue (now Tedesco) in Railroad Island.

FINDING: Master Plan is consistent as amended to provide for the possibility of a new boulevard along the corridor between Payne Avenue and Johnson Parkway.

8. Near East Side Neighborhood Improvement Strategy (accepted 1989). The Near East Side Neighborhood Improvement Strategy was developed by a task force including representatives from District 4, District 5, neighborhood-based housing and economic development organizations, neighborhood social service providers, and educational institutions and major businesses in the study area. It supports study of the portion of the B.N. corridor north and east of Swede Hollow for joint light rail transit/recreation use, and it recommends exploring joint use of the east-west segment of the B.N. corridor (Payne Avenue to Earl Street) as a road. It notes that providing better access to this corridor could help to build up the commercial and industrial base, which would in turn help to build up the residential base in surrounding neighborhoods.

FINDING: Master Plan is consistent as amended.

9. East Consolidated Small Area Plan (Planning Commission adopted 1993). The East Consolidated Small Area Plan, recently developed by a District 5/Planning Commission task force, recommends construction of a new Phalen Boulevard from Pennsylvania Avenue to Johnson Parkway along the B.N. corridor to provide better access to businesses along Payne and Arcade, and to reduce traffic on heavily traveled neighborhood streets.

FINDING: Master Plan is consistent as amended with the attached revisions.

10. Phalen Village Small Area Plan. The Phalen Village Small Area Plan Task Force in District 2 is recommending construction of Phalen Boulevard, with express bus transit service and bike/pedestrian paths along it, as a key component in revitalization of the Phalen Center area.

FINDING: Master Plan is consistent as amended with the attached revisions.

11. Phalen Corridor Redevelopment Proposal. The Phalen Corridor Redevelopment Proposal attempts to integrate recommendations in the Phalen Village Plan, the East Consolidated Small Area Plan, and other plans and strategies noted above, into a comprehensive approach to neighborhood improvement. It calls for construction of Phalen Boulevard to improve auto, truck and transit (not necessarily LRT) access in the corridor, creating better opportunities for business and job growth in the corridor, and improving access for neighborhood residents to good-paying jobs. It also calls for separated bicycle and pedestrian paths along Phalen Boulevard, with a connection through Swede Hollow Park to the river and also a connection to the Gateway segment of the Munger Trail to form a recreational trail loop.

FINDING: Master Plan is consistent as amended.

12. Saint Paul Capital Allocation Policy (adopted 1993). A strategic goal of the Capital Allocation Policy is to ensure a supportive environment for businesses and jobs. Policies E-11 and E-12 give preference to projects that stimulate business development and creation of new jobs, and penalize projects that conflict with this objective. Policy E-6 penalizes projects that conflict with District and Small Area Plans.

FINDING: Master Plan is consistent as amended.

13. Metropolitan Recreation Open Space Development Guide/Policy Plan. On February 23, 1989 the Metropolitan Council amended the Recreation open Space Development Guide to designate the Northeast Burlington Northern railroad corridor from Kellogg Avenue to Beam Avenue a regional trail. While the Metropolitan Council's resolution specifically notes the potential for shared use of the corridor for light rail transit, according to Metropolitan Council staff it has no bias against a road as another transportation mode in the corridor.

FINDING: Master Plan is consistent.

14. Light Rail Transit. In reviewing plans for LRT, the Mayor, the City Council and the Planning Commission have all found that the cost-effectiveness of LRT has not been adequately compared to alternatives (such as bus system improvements) and must be more thoroughly considered before a decision is made to build LRT. In the Northeast Corridor, where LRT would not serve major activity nodes such as Hillcrest and Maplewood Mall, and where an express bus alternative could provide more frequent and flexible service and limit the need for transfers, buses may provide more economical and more effective transit service.

The City Council, in Resolution 89-1821 adopted in 1989, found that further study would be required to determine consistency of plans for LRT and the St. Paul Comprehensive Plan, and recommended investigation of the feasibility of alternative transit and transportation modes for each corridor.

FINDING: The proposed Trail Corridor Master Plan, which addresses the potential for shared use of the corridor for a trail and LRT, as well as alternatives to LRT on a new roadway, is consistent with previous City Council support for study (but not construction) of LRT.

15. Regional Transit Access Needs. Because of the marginal cost-effectiveness of LRT, the Regional Transit Board has scaled back its regional LRT development plan to only two corridors: the I-35W Corridor south from downtown Minneapolis and the Central Corridor between downtown Minneapolis and downtown Saint Paul. Compared to other potential future LRT corridors in the Twin Cities, the Northeast Corridor is not a priority. If we wait for LRT, it may be a very long time before the Northeast Corridor has regional transit access.

FINDING: The Master Plan as amended provides for more immediate and less expensive transit alternatives to LRT.

16. Trail Safety. The B.N. Trail Corridor is in a very isolated industrial area between Payne and Earl, where it is behind industrial buildings, next to railroad tracks, and not visible from city streets. Without development of the trail along the kind of roadway described in some of the plans noted above, there could be security problems in this part of the trail corridor.

FINDING: The Master Plan as amended addresses the potential for a new roadway in this segment to improve trail safety.

STAFF RECOMMENDATIONS

Staff recommends that the Comprehensive Planning and Economic Development Committee do the following:

1. Find the proposed Master Plan for the Burlington Northern Regional Trail Corridor, as amended with the attached revisions providing for and addressing the possibility of a proposed new roadway in and along the St. Paul segment of the corridor between Payne Avenue and Johnson Parkway, to be consistent with the Saint Paul Comprehensive Plan and the city Capital Allocation Policy; and

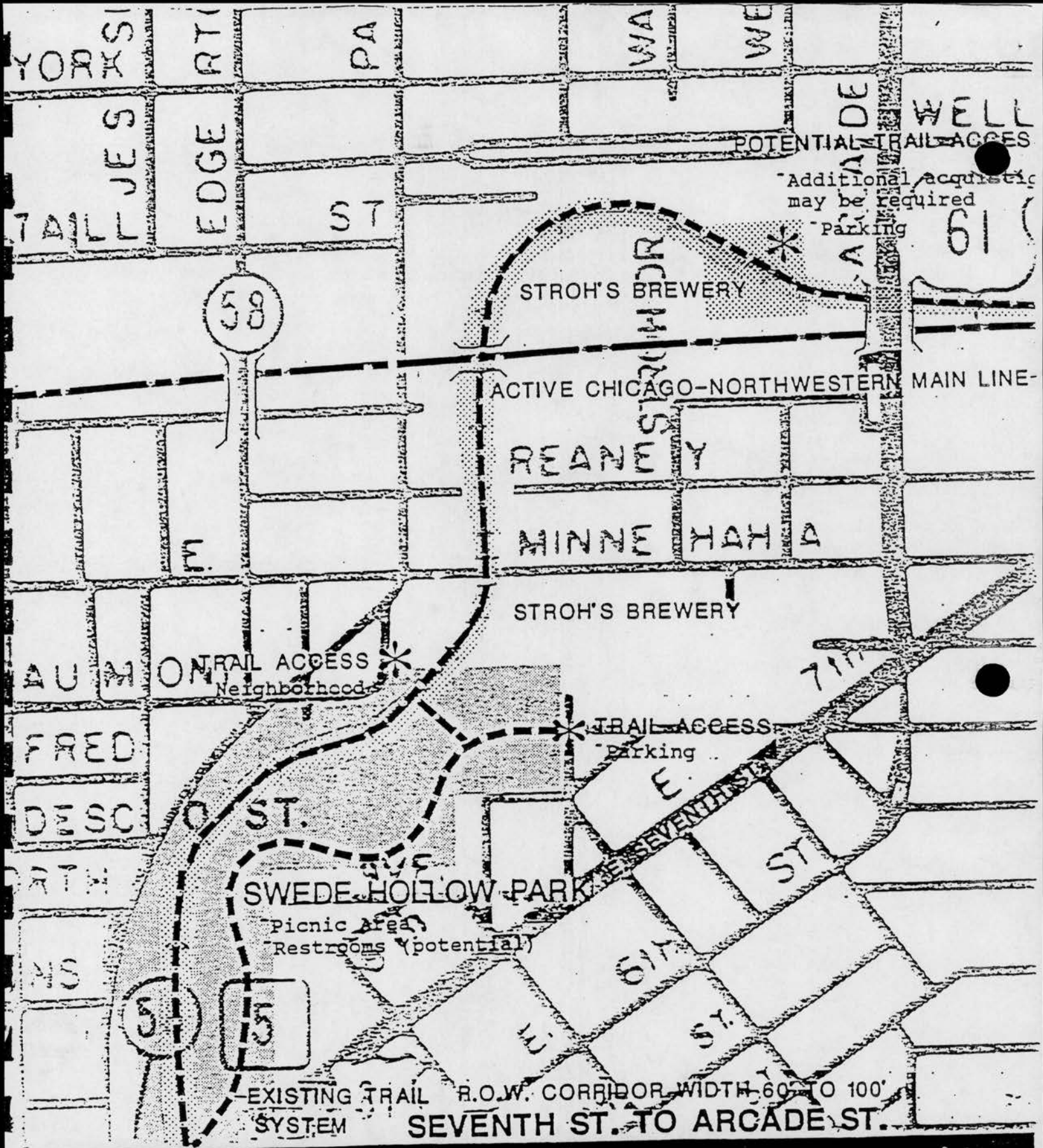
Planning Commission
Comprehensive Planning and Economic Development Committee
May 19, 1993
Page Seven

2. Recommend approval of the proposed Master Plan for the Burlington Northern Regional Trail Corridor as amended with the attached revisions described above.

ALT/bp

Attachment

cc: Dan Cornejo
Robert Piram
Kathryn DeSpiegeleare
Allen Lovejoy
John Wirka
Stefanie O'Brien
Susan Omoto
Susan Dimond
Jan Morlock
Peggy Lynch



BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR

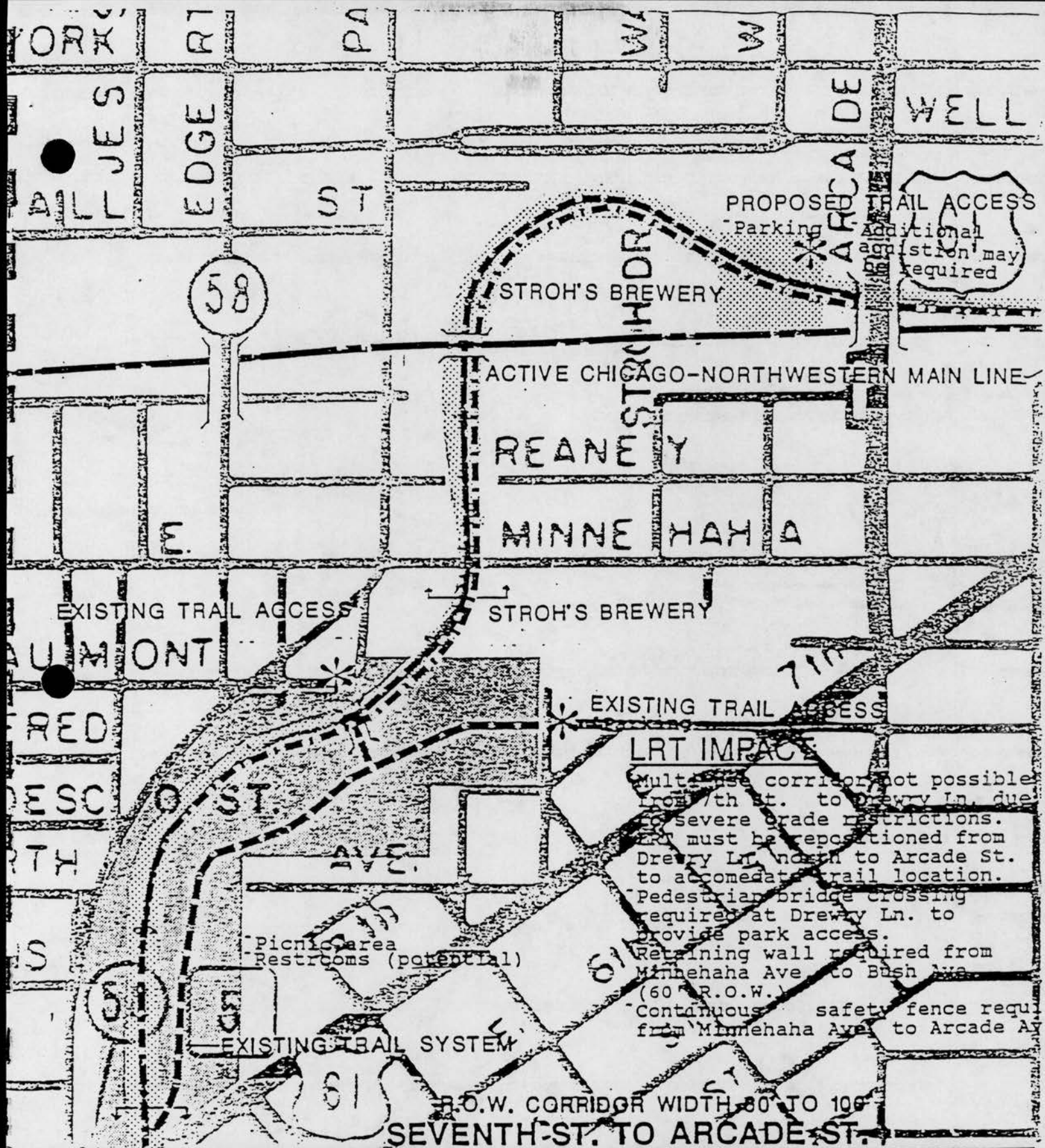
- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- ... BN R.O.W. ABANDONMENT

FIG. 2

MASTER PLAN

0 500

SCALE: 1"=500' NORTH



● URLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR

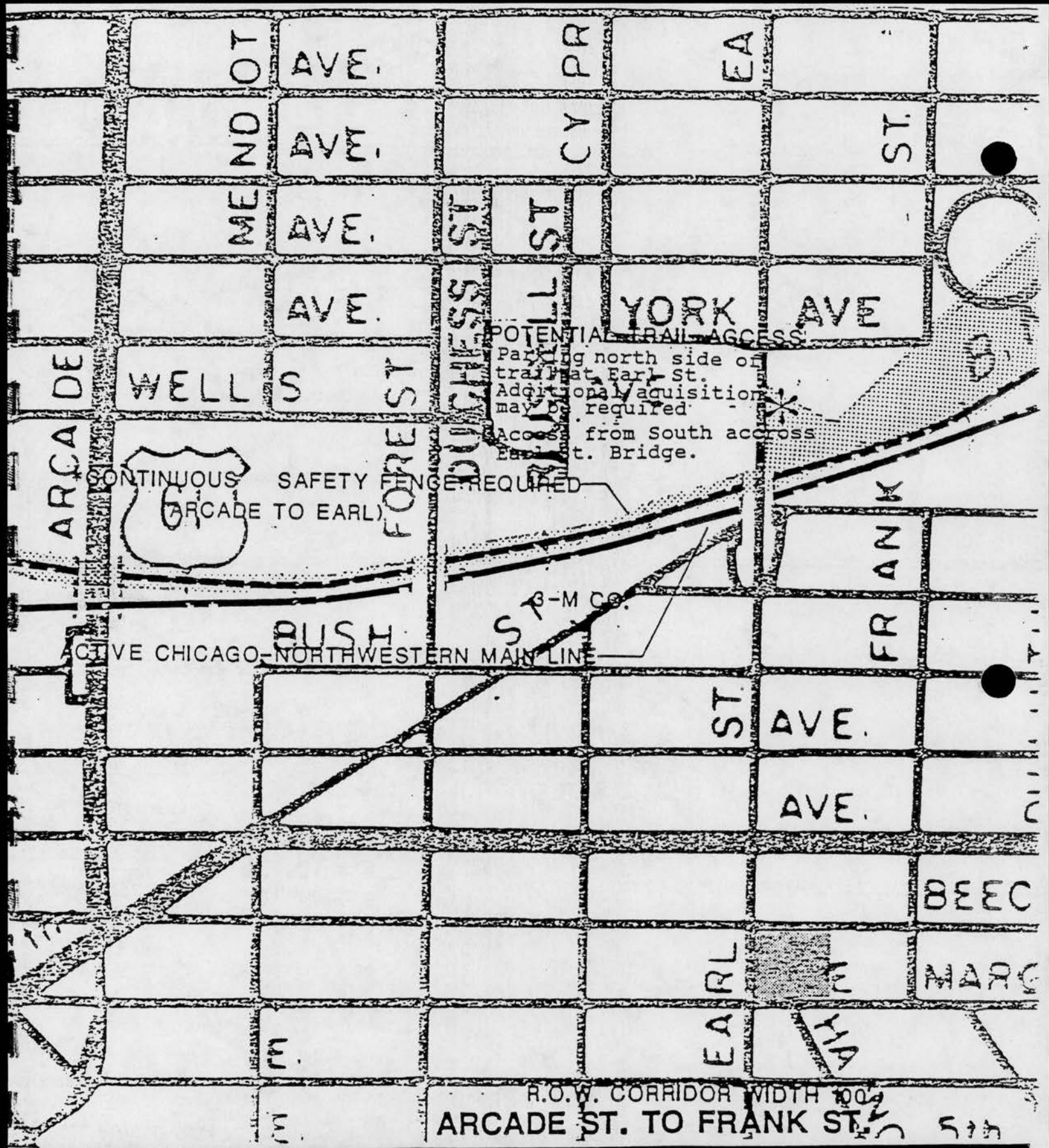
MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- ... BN R.O.W. ABANDONMENT

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SCALE: 1"=500' NORTH





BURLINGTON NORTHERN

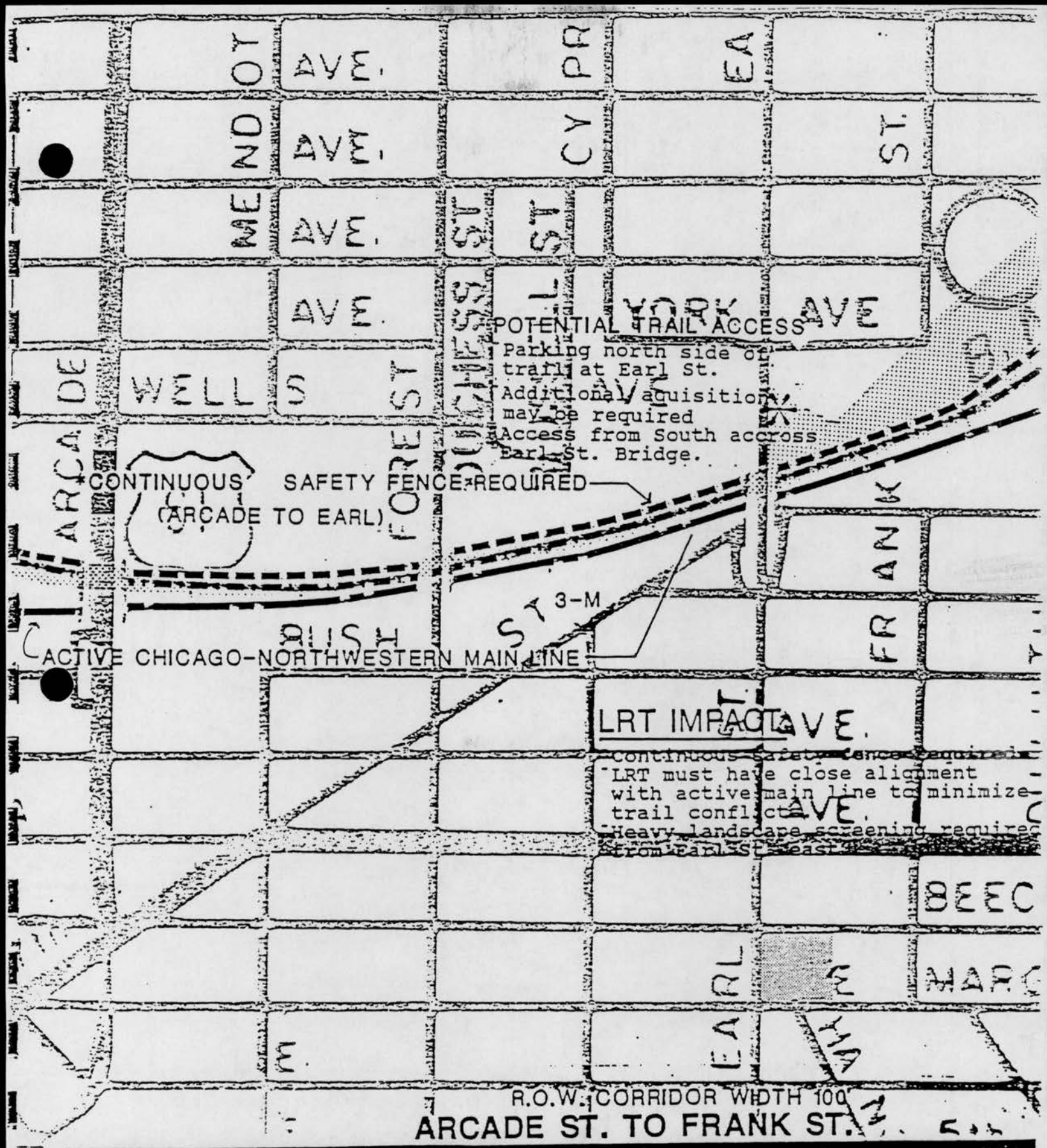
LEGEND: REGIONAL TRAIL CORRIDOR

FIG. 3
MASTER PLAN

- BIKE/PEDESTRIAN TRAIL
- - - PROPOSED LRT ROUTE
- ... BN R.O.W. ABANDONMENT

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SCALE: 1"=500' NORTH





● BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR MASTER PLAN

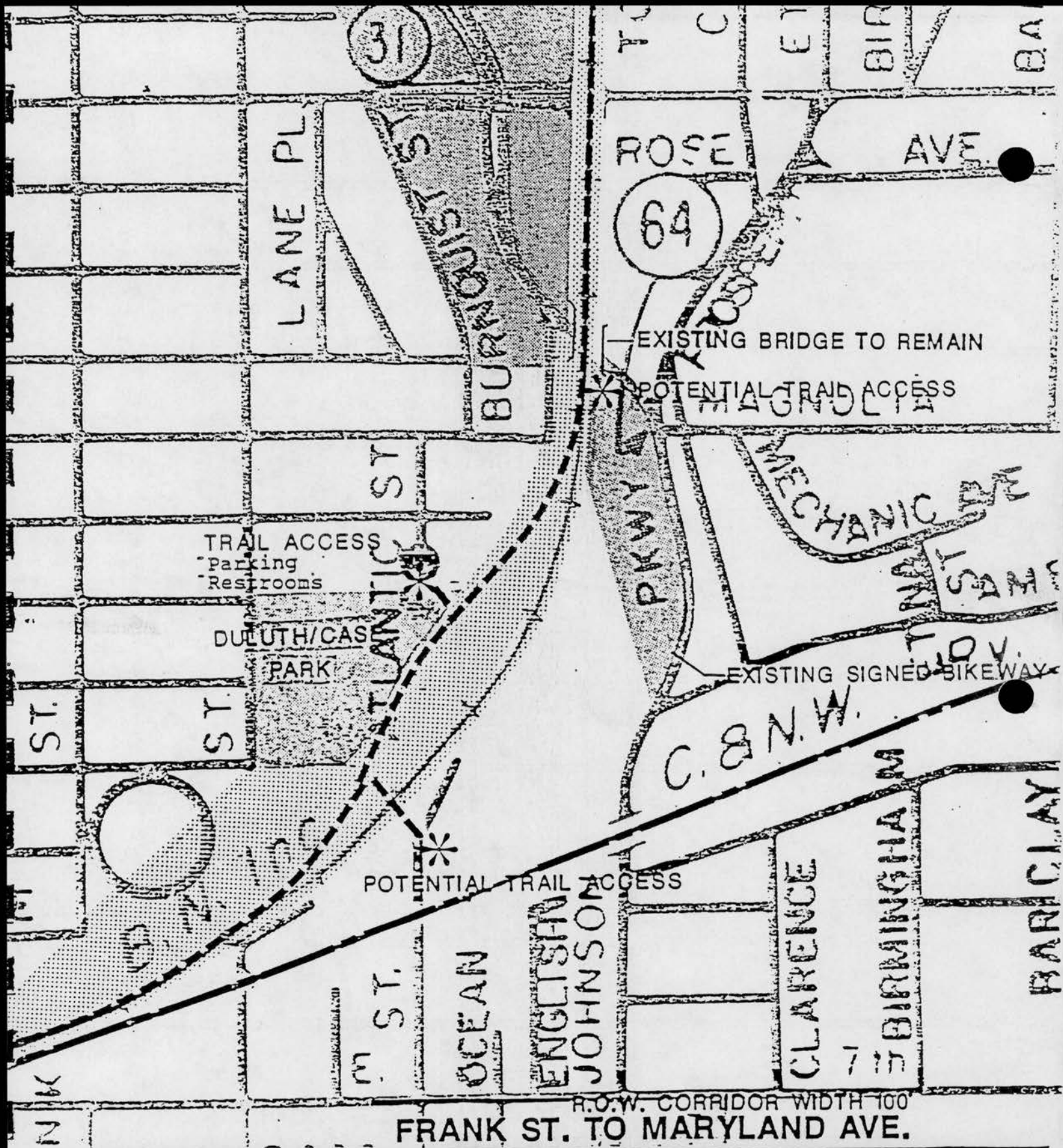
- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

0 500

SCALE: 1"=500' NORTH



FIG. 3A



BURLINGTON NORTHERN

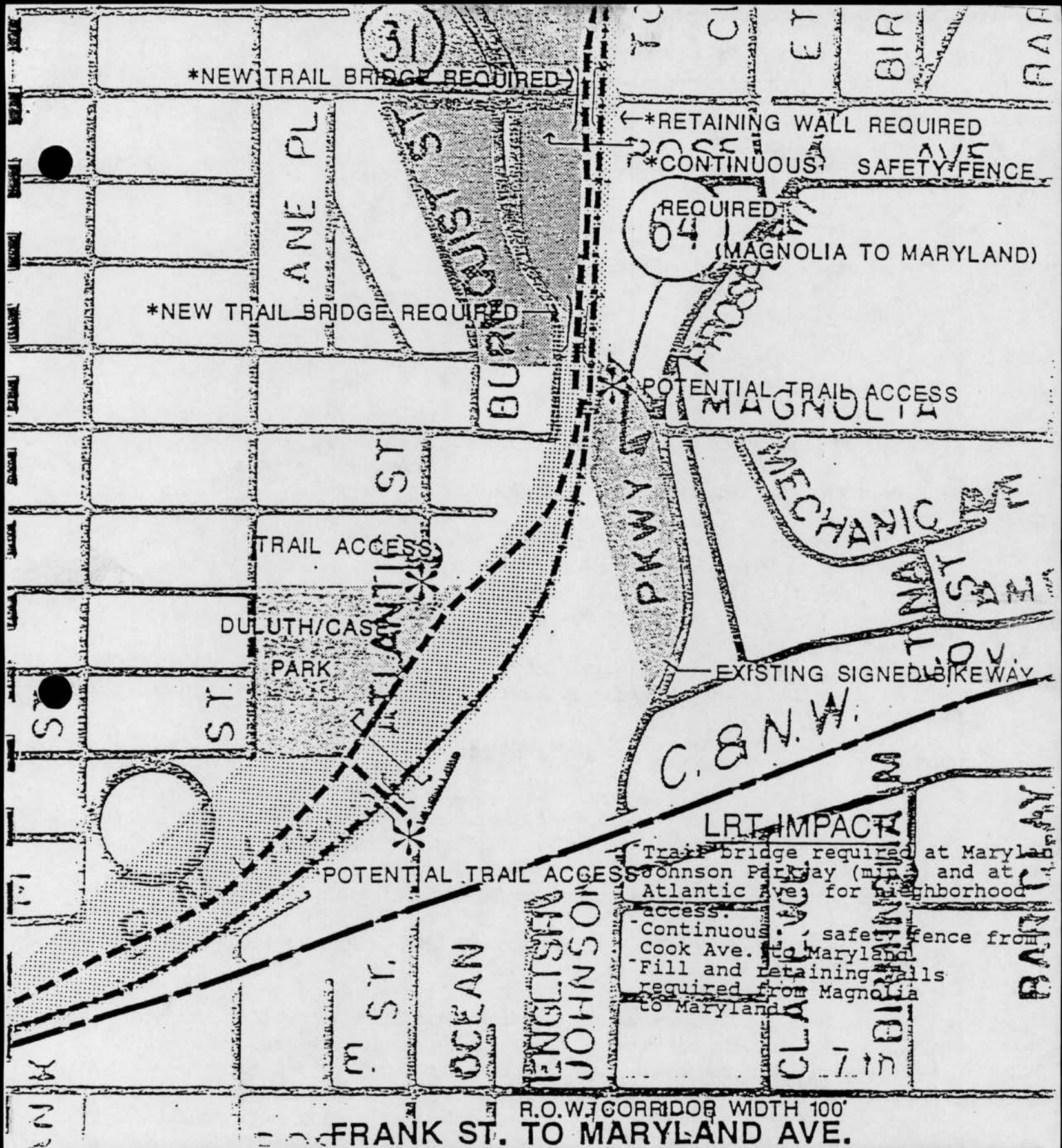
LEGEND: REGIONAL TRAIL CORRIDOR

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

FIG. 4
MASTER PLAN

0 500
SCALE: 1"=500' NORTH





BURLINGTON NORTHERN

LEGEND: REGIONAL TRAIL CORRIDOR

- BIKE/PEDESTRIAN TRAIL
- PROPOSED LRT ROUTE
- BN R.O.W. ABANDONMENT
- PARKLAND

FIG. 4A MASTER PLAN

0 500

SCALE: 1"=500' NORTH



DISTRICT 2 COMMUNITY COUNCIL

2169 Stillwater Avenue, Suite 201
Saint Paul, MN 55119-3552

Phone: (612) 731-6842
Fax: (612) 731-6842

May 6, 1993

Imogene Treichel, Chairperson
Saint Paul Planning Commission
25 West Fourth Street
Saint Paul, MN 55102

Dear Ms. Treichel:

This letter to members of the Planning Commission and City Council is intended to clarify and update the position of District 2 Community Council regarding the proposed "Master Plan for Burlington Northern Regional Trail Corridor".

A previous letter of June 13, 1991, included as an attachment to the master plan, should no longer be considered as the position of our district council, and this letter was, in fact, incomplete at the time it was written. I should have stated that District 2 continued to oppose LRT in the BN corridor and was in favor of the "trail only" option. Based on our long-held opposition to use of the property for transit rail, the Board at that time felt that the development of the "trail only" option was the best alternative. It was felt that, once a desirable use was established, development of a more intrusive use such as LRT would have difficulty winning later approval.

We continue to hold that view, but from a different perspective.

Many new ideas for the development of the entire area east and south of Lake Phalen have emerged from nearly two years of study by the Phalen Village Small Area Plan Task Force. Several of those proposals affect future use of this corridor.

As of this date, our position on the master plan and on the use of the corridor is as follows:

-LRT should not be built on this alignment. LRT, if built in the northeast corridor, should utilize the 35-E alternative.

-We support recommendations as outlined in the "Phalen Corridor Redevelopment Proposal". An intermodal transportation concept should be implemented in the right-of-way, between its intersection with the C & NW (near Payne Avenue) and Johnson Parkway. This would involve construction of a hiking/biking trail, bus lanes, and a boulevard-type limited access roadway. While we do not favor future conversion of the bus lanes to LRT, the plan will incorporate that concept as a 30-year possibility.

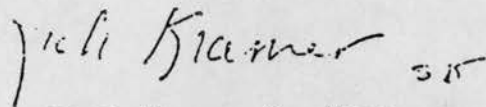
-The existing berm should be removed between Johnson Parkway and a yet-to-be-determined point north of Maryland. This is a key element of the Phalen Village Small Area Plan and provides a visual link with Phalen Park. It will be necessary to develop a means of bridging or providing for an at-grade crossing of the trail over Johnson Parkway and Maryland in such a manner and at such a location that this does not unnecessarily intrude upon this viewscape.

-For that portion of the right-of-way between Maryland and Larpenteur Avenues (sections 6 and 7), the existing trail connections along the east shore of Lake Phalen and the Willard Munger should be considered the primary trail. In the future, we favor more of the berm being removed south of Arlington. In the area between Arlington and Larpenteur, where existing residential uses closely abut the right-of-way, we support close examination of alternatives such as fill-in residential lots facing the east-west streets.

-Hiking and biking trails should, wherever possible, be separated.

-Adjacent residents use the area as a trail even in its present state. Neither the City of St. Paul nor the RCRRA should fence off the area or otherwise limit the access of adjacent property owners to the corridor except at those few points where restrictions are needed to prevent illegal dumping or vehicle access.

Sincerely,

Handwritten signature of Richard J. F. Kramer in cursive script, followed by a small mark that appears to be "JR".

Richard J. F. Kramer, President
District 2 Community Council

cc Dan Cornejo
Bob Piram

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

<u>REGIONAL RAILROAD AUTHORITY</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>6/14/93</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Central Corridor Update. <u>INFORMATION ONLY</u>
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Request Justification

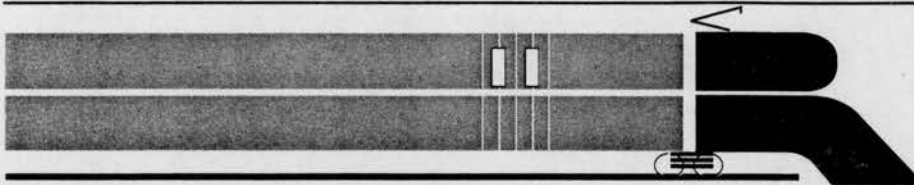
See memorandum from K. DeSpiegelaere and attachments.

<u>Budgeting and Accounting</u> <u>Ed Glantz</u> <u>6/15/93</u> <u>County Attorney</u> <u>D. MacNeil</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>June 22, 1993</u>	<u>L. Glendinning</u>	<u>6/17/93</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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, Director of LRT Planning *KD*

SUBJECT: Central Corridor Update

DATE: June 13, 1993

Some of the critical pieces of work for the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement are being completed.

The capital costs for the four alternatives being considered are now available. The cost for the no-build alternative is \$3.6 million. The transportation system management (TSM) alternative cost is \$22.3 million. Busway cost is \$199.5 million. The light rail transit alternative is estimated to cost \$474.1 million, similar to previous cost estimates.

Patronage forecasts are being completed by the Metropolitan Council and may be available by the time of the Railroad Authority meeting.

Travel time for the alternatives is included in attachment 1.

Staffs of the joint lead agencies met last week with staff of the Federal Transit Administration and received favorable comments on work to date. We also met with Steve Francisco, assistant to Congressman Bruce Vento, and received a copy of a letter Representative Vento sent to Representative Carr on behalf of additional funds for the next phase of work for the Central Corridor (attachment 2).

Public forums and hearings on the project are planned for late summer/early fall.

Ramsey County Regional Railroad Authority, as one of the three joint lead agencies for the project, will be requested to select an alternative for implementation later this year.

Recommendation:

For your information.

KD/blk
Attachments

Goal 1: Improve mobility and access in the Central Corridor. (Continued)

Evaluation Measures	Transit Alternatives						
	No-Build		TSM		Busway		LRT
Objective 1-F: Improve access to employment and activities in five major activity centers.							
14. Transit travel times for the five major activity centers (in minutes).							
Downtown Minneapolis (1) to:	Current Schedule		Current Schedule		Year 2010		Year 2010 Minutes
	Route/Option	Minutes	Route/Option	Minutes	Route/Option	Minutes	
U of M:							
Westgate:	Rt. 16	11	Rt. 16	11	Full *	9	8
Capitol:	Rt. 16	22	Rt. 16	22	Full	14	12.5
St. Paul CBD:	Rt. 16/94B	50/31	Rt. 16/94B	50/31	Full/Express **	27/22	25.5
U of M (2) to:	Rt. 16/94D	55/30	Rt. 16/94D	55/30	Full/Express	32/27	29.5
Mpls CBD:							
Westgate:	Rt. 16	11	Rt. 16	11	Full	9	8
Capitol:	Rt. 16	11	Rt. 16	11	Full	5	5
St. Paul CBD:	Rt. 16	39	Rt. 16	39	Full	18	17.5
Westgate (3) to:	Rt. 16	44	Rt. 16	44	Full	23	21.5
Mpls CBD:							
U of M	Rt. 16	22	Rt. 16	22	Full	14	12.5
Capitol:	Rt. 16	11	Rt. 16	11	Full	5	5
St. Paul CBD:	Rt. 16	28	Rt. 16	28	Full	13	13
Capitol (4) to:	Rt. 16	33	Rt. 16	33	Full	18	17
Mpls CBD:							
U of M	Rt. 16/94B	50/31	Rt. 16/94B	50/31	Full/Express	27/22	25.5
Westgate	Rt. 16	39	Rt. 16	39	Full	18	17.5
St. Paul CBD	Rt. 16	28	Rt. 16	28	Full	13	13
Downtown St. Paul (5) to:	Rt. 16	5	Rt. 16	5	Full	5	4
Mpls CBD:							
U of M	Rt. 16/94D	55/30	Rt. 16/94D	55/30	Full/Express	32/27	29
Westgate	Rt. 16	44	Rt. 16	44	Full	23	21.5
Capitol	Rt. 16	33	Rt. 16	33	Full	18	17
	Rt. 16	5	Rt. 16	5	Full	5	4
* "Full Service" -- buses serve each Busway stop. ** "Express Service" -- buses stop in downtowns and Capitol area only. (1) Within block of 4th-Marquette. (2) Washington Ave. at Coffman Union. (3) University and Curfew. (4) Constitution Ave. at Capitol. (5) Within block of 5th-Cedar.							

Att. 1

BRUCE F. VENTO
4TH DISTRICT, MINNESOTA

2304 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-2304
(202) 225-6831

DISTRICT OFFICE:
GALTIER PLAZA
175 FIFTH ST., E.
RM. 727, BOX 100
ST. PAUL, MN 55101
(612) 224-4503

Att 2

Congress of the United States
House of Representatives
Washington, DC 20515-2304

HOUSE COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
CHAIRMAN:
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS
HOUSE COMMITTEE ON
BANKING, FINANCE AND
URBAN AFFAIRS
HOUSE SELECT COMMITTEE
ON AGING

June 7, 1993

Honorable Bob Carr
2439 Rayburn Bldg
Washington, D.C. 20515

Dear Bob:

I am writing to request your support in the FY94 Transportation Appropriations Bill for \$3.2 million in funding for the eleven-mile Central Corridor Transit Improvement Project between downtown St. Paul and downtown Minneapolis. The Corridor also includes the University of Minnesota's main campus. These three points represent the largest generators of transit passengers in the Twin Cities metropolitan area.

The Central Corridor Transit Improvement Project is critical in determining how transit between the Twin Cities of St. Paul and Minneapolis will be improved. Four options are currently under review, including opening an exclusive busway or construction of a light rail transit system. The scheduled completion date for the Federal Transit Administration (FTA) Alternatives Analysis/Draft Environmental Impact Statement is November, 1993. The proposed preliminary engineering and final environmental impact statement would be completed in 1994.

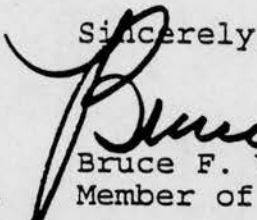
Federal funds would be matched against \$800,000 in local funds, including \$200,000 appropriated by the State of Minnesota from general funds to the Minnesota Department of Transportation during the 1993 legislative session.

Traffic congestion between downtown St. Paul, the University of Minnesota main campus, and downtown Minneapolis continues to be a serious problem. The Central Corridor Transit Improvement Project promises to address this problem while at the same time reducing traffic delays, reducing air and noise pollution in the metropolitan area, and resulting in wiser use of energy resources.

I hope that you and the Members of your Subcommittee will favorably consider this request for funding.

Thank you for your consideration.

Sincerely,


Bruce F. Vento
Member of Congress

BFV:sf

PRINTED ON RECYCLED PAPER

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY	Board Action Requested
Originating Department	Metropolitan Transit Education Plan.
<u>K. DeSpiegelaere</u> 6/14/93 Authorized Signature Date	<u>ACTION IS REQUESTED</u>

Request Justification

Approve agreement, authorize chair of Ramsey County Regional Railroad Authority to execute the agreement, authorize \$40,000 contribution to the implementation of the plan.

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Memorandum from staff to Central Corridor Management Committee
 - 4) Agreement
 - 5) Work Program

Budgeting and Accounting	<u>Ed Blauhtz</u> 6/15/93	Date / Time Received By
County Attorney	<u>Don Mac Mill</u>	
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
June 22, 1993	<u>J L Henderson</u>	6/17/93
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Metropolitan Transit Education Plan has been developed collaboratively to educate the public about transit needs and improvements. It originated as part of the Central Corridor community involvement program and was a requirement for the approval of the program by the Metropolitan LRT Joint Powers Board; and

WHEREAS, An agreement has been developed which establishes an implementation fund that is funded by contributions of the parties to the agreement. It provides for the following contributions:

MTC	\$40,000
RTB	\$40,000
Metropolitan Council	\$40,000
Mn/DOT	\$40,000
HCRRA	\$40,000
RCRRA	\$40,000
Metro LRT Joint Powers Board	\$21,000
	=====
Total:	\$261,000; and

WHEREAS, The fund will be used to pay the costs of seven priority public education activities identified in the plan; and

WHEREAS, The Regional Transit Board will provide management services for the implementation fund; Now, Therefore, Be It

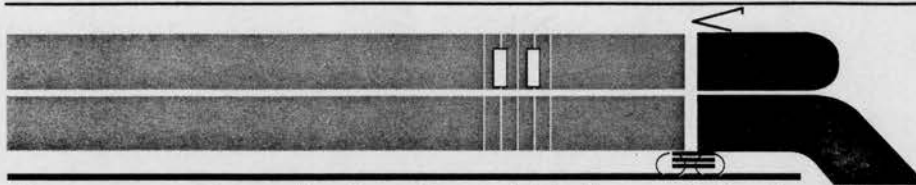
RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement for the Metropolitan Transit Education Plan; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to execute the agreement on its behalf; and Be It Further

RESOLVED, That the contribution of \$40,000 for its share of the implementation of the plan is authorized by Ramsey County Regional Railroad Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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, Director of LRT Planning

SUBJECT: Metropolitan Transit Education Plan

DATE: June 13, 1993

The Metropolitan Transit Education Plan has been developed collaboratively to educate the public about transit needs and improvements. It originated as part of the Central Corridor community involvement program and was a requirement for the approval of the program by the Metropolitan LRT Joint Powers Board.

Participants and expected contributions are included in Attachment 1. Attachment 2 is the agreement and Attachment 3 is the work program.

Recommendation:

Approve the agreement for the Metropolitan Transit Education Plan, authorize the chair of Ramsey County Regional Railroad Authority to execute the agreement, and authorize a contribution of \$40,000 for the 1993-9/94 share by Ramsey County Regional Railroad Authority for the plan's implementation.

KD/blk
Attachments

MEMORANDUM

DATE: June 8, 1993

TO: Central Corridor Management Committee

FROM: Staff

SUBJECT: Implementation of the Metropolitan Transit Education Plan

Staff from the RTB, MTC, Metropolitan Council, Mn/DOT, and the Regional Railroad Authorities have been working over the last several months on the implementation of the Transit Education Plan (the "Plan"). As you may recall, the Transit Education Plan calls for a collaborative approach to its implementation, with involvement by all the interested agencies and governmental units working on transit issues. Consequently, the first step has been to define this collaborative approach and to provide for funding of key public education activities. The purpose of this memorandum is to describe the resulting proposed Agreement for the Implementation of Metropolitan Transit Education.

The Agreement establishes an Implementation Fund that is funded by contributions of the parties to the Agreement. It provides for the following contributions:

MTC	\$ 40,000
RTB	40,000
Metropolitan Council	40,000
Mn/DOT	40,000
HCRRA	40,000
RCRRA	40,000
LRT Joint Powers Board	<u>21,000</u>
Total:	\$261,000

The Fund will be used to pay the costs of seven priority public education activities identified in the Plan. These activities include developing a logo and theme, five traveling displays, a joint display booth for the 1994 State Fair, billboards and radio advertisements, school curriculum, media kits and a video. (For more detail, see the attached work program and budget.)

The Agreement provides that the RTB will manage the Implementation

Fund and will provide all necessary budgeting, accounting, contracting and purchasing services. The RTB will undertake these tasks in consultation with the Metropolitan Transit Education Committee. This Committee is established in the Agreement and consists of one staff person from each of the parties to the Agreements. The purpose of the Committee is to advise the RTB on the use of Implementation Fund monies and to provide staff support as necessary to complete the work program.

The term of the Agreement is July 1, 1993 through September 1, 1994. It is anticipated that the parties will act on the Agreement over the next several weeks.

Action Requested: Information only.

AGREEMENT FOR
THE IMPLEMENTATION OF
METROPOLITAN TRANSIT EDUCATION

6/3/93

THIS AGREEMENT is made this ____ day of _____, 1993, by and between the REGIONAL TRANSIT BOARD (the "RTB"), the METROPOLITAN TRANSIT COMMISSION (the "MTC"), the METROPOLITAN COUNCIL, the MINNESOTA DEPARTMENT OF TRANSPORTATION (the "Mn/DOT"), the HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY (the "HCRRA"), the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY (the "RCRRA"), and the METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD (the "LRT Joint Powers Board"), (collectively, the "parties").

RECITALS

1. In February of 1993, the parties finalized the Metropolitan Transit Education Plan (the "Plan") for transit and transit improvements.

2. During the process of developing the Plan, the Committee discovered that implementation of the Plan could be accomplished more effectively through the collaborative efforts of a committee comprised of the parties.

3. As part of the implementation process, the parties have each agreed to contribute certain monies and to apply for grant monies, to create a fund (the "Implementation Fund") which shall be used to implement the priority tactics described in the Plan.

4. In connection with the Plan implementation, the parties have requested that the RTB perform certain financial services on

their behalf, including dispersing the Implementation Fund (as defined below) in the manner described in this Agreement.

5. The RTB has agreed to provide such services needed to implement the Plan in accordance with the terms of this Agreement.

NOW THEREFORE in consideration of the mutual promises and benefits that each party shall derive from this Agreement and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

ARTICLE I

PURPOSES

This Agreement has been executed to establish the Implementation Fund, to describe the financial services to be performed by the RTB, and to create a committee to implement the programs described in the Plan, in accordance with the work program and budget (Appendix A).

ARTICLE II

TERM

The term of this Agreement shall commence on July 1, 1993 and shall continue through September 15, 1994 (the "Term") unless earlier terminated.

ARTICLE III

IMPLEMENTATION FUND

Section 1. Creation. The parties hereby establish the Implementation Fund with each party contributing the amount set forth in Section 2. Any grant monies obtained for the Plan

implementation shall also be deposited into the Implementation Fund. The sole purpose of the Implementation Fund shall be to provide the monies necessary to complete the work program described in Appendix A. The RTB shall establish one or more accounts for the moneys in the Implementation Fund and all interest earned from such accounts shall be credited back to that same account.

Section 2. Contributions. On or before June 15, 1993, each party shall contribute monies to the Implementation Fund as follows:

<u>Party</u>	<u>Amount</u>
MTC	\$40,000
RTB	\$40,000
Metropolitan Council	\$40,000
Mn/DOT	\$40,000
HCRRA	\$40,000
RCRRA	\$40,000
LRT Joint Powers Board	\$21,000

Section 3. Excess Contributions. If the actual total cost of completing the work program is less than the total amount of monies in the Implementation Fund, such excess shall be refunded to the parties in proportion to their contributions to such fund.

Section 4. Grant Monies. In the event any grant monies are obtained for completing the work program, the RTB shall refund at the end of the Term the unexpended portion of the parties' initial contributions to the Implementation Fund. Each party's refund shall be in proportion to its initial contribution.

ARTICLE IV

Metropolitan Transit Education Committee

Each party shall appoint one staff person to serve on the Metropolitan Transit Education Committee. The purpose of the Committee shall be to advise the RTB on the steps necessary or desirable to complete the work program and to provide staff services as necessary to assist in accomplishing that task.

ARTICLE V

FINANCIAL SERVICES

Section 1. Budgeting and Accounting Services. The RTB shall provide any and all budgeting and accounting services necessary or convenient for the management of the Implementation Fund. The RTB shall disburse monies from the Implementation Fund solely in accordance with this Agreement for the purpose of completing the work program, as described in Appendix A, in consultation with the Committee. The RTB is authorized to use the Implementation Fund only in payment of costs identified in the Work Program and Budget. With the approval of the Committee, the RTB may reallocate funds among the line item costs in the budget in an amount of up to 10% of the total budget. Such budgeting and accounting services shall include, but not be limited to: management of all funds, including the contributions of the parties and grant monies; payment for contracted services; and relevant bookkeeping and recordkeeping. Each party shall have the right to request reports pertaining to such budgeting and account services.

All pertinent books, records, documents and accounting procedures and practices relevant to the Implementation Fund shall be maintained by the RTB in accordance with generally accepted accounting principles.

Section 2. Contracting and Purchasing. The RTB shall apply for grant monies to implement the Plan, make purchases for goods and services and enter into contracts needed or desirable to implement the Plan within the amounts proscribed in the budget attached hereto as Appendix B. The Committee shall review proposed contracts or other arrangements for goods or services in excess of \$5,000 for consistency with the Plan and the budget. The contracting and purchasing made pursuant to this Agreement shall conform to the legal requirements applicable to the RTB, including non-discrimination. In addition, the RTB agrees that all agreements entered into by the RTB with contractors for the performance of work identified in the Work Program shall provide that such contractors are independent contractors, to whom the parties to this Agreement have no "respondeat" superior relationship nor employer obligations. The RTB shall encourage such contractors to develop and implement office recycling programs. The RTB shall hold, use and dispose of any grant monies in accordance with the terms of the relevant grant agreement.

Section 3. Termination by RTB. The RTB may terminate this Agreement upon 60 days prior written notice to the parties.

ARTICLE VI

TERMINATION

Section 1. Termination. This Agreement shall terminate upon the occurrence of any one of the following events:

- a. By operation of law or as a result of a decision or by a court of competent jurisdiction; or
- b. By majority agreement of the parties; or
- c. Pursuant to Article IV, Section 3.

Section 2. Distribution of Property. Upon termination of this Agreement, after payment of all outstanding obligations, property or surplus money remaining in the Implementation Fund shall be distributed by the RTB to the parties in proportion to their contributions into such fund; provided, however the RTB shall continue to hold any grant monies received and shall manage such monies in accordance with the terms of the relevant grant agreement.

ARTICLE VII

MISCELLANEOUS

Section 1. Amendment. The parties may amend or modify this Agreement so long as such amendments or modifications are reduced to writing and executed by all of the parties.

Section 2. Counterparts. This Agreement may be executed in counterparts, and each such counterpart shall be deemed to be an original of this Agreement.

Section 3. Independent Contractors. The parties to this Agreement, their officers, agents and employees shall be deemed independent contractors and not agents or employees of each other.

Section 4. Ownership of Materials Produced. All documents and any other products, including all reports and recommendations prepared pursuant to the Agreement are work products of the RTB and shall be the property of the RTB; provided, however, that the parties shall be entitled to copies of all such work products and related documents and may use any or all of the materials produced pursuant to this Agreement either individually or collectively. All books, accounts, records and documents shall be subject to the provisions of Minn. Stat. Chapter 13 (1993), the Governmental Data Practices Act, and Minn. Stat. §16B.04.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the date written below:

REGIONAL TRANSIT BOARD

Date: _____

METROPOLITAN TRANSIT COMMISSION

Date: _____

METROPOLITAN COUNCIL

Date: _____

MINNESOTA DEPARTMENT OF
TRANSPORTATION

Date: _____

HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY

Date: _____

Approved as to Form
David Mac Miller
Assistant Ramsey County Attorney

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

Date: _____

METROPOLITAN LIGHT RAIL
TRANSIT JOINT POWERS BOARD

Date: _____

C:\wp51\JPBLRT\CAR\FINANCE.agt

APPENDIX A

WORK PROGRAM AND BUDGET

Task 1: Develop an umbrella theme, tag line and logo for use in transit education.

The Committee will develop an umbrella theme and tag line for use in the transit education efforts of the parties to the Agreement. This effort will include Committee meetings to discuss alternative concepts and to agree on the theme and tag line to be used.

Approximate Time for Completion:

August, 1993

Cost:

\$ 0

In addition, the RTB may retain a consultant to develop a logo for use in the parties' transit education efforts, incorporating the umbrella theme and tag line. Activities included in the development of the logo are:

1. Committee meeting with consultant to discuss concepts and umbrella theme;
2. Consultant preparation of alternative designs;
3. Committee meeting to review designs and suggest modifications;
4. Meeting with consultant to review modified designs, to select logo and to discuss communication guidelines for use;
5. Consultant preparation of final design and camera ready art; and
6. Evaluation.

Approximate Time for Completion:

August, 1993

Cost for consulting Services:

\$ 8,000.00

Task 2: Develop traveling displays for initial use at the State Fair in 1993 and for use at employee sites, schools, shopping malls, governmental centers, libraries and other locations

The Committee will oversee the development of approximately 5 traveling displays to convey the messages identified in the Plan at a variety of locations. Initially, one or more displays will be used for the 1993 State Fair. Committee work tasks will include:

1. Developing concepts and themes;
2. Organizing the scheduling and placement of the displays;
3. Contacting potential sites for permission to set up display;
4. Moving and setting up the displays;
5. Developing an evaluation mechanism and evaluating the displays effectiveness; and

6. Operating the State Fair Display.

Approximate Time of Completion:
Cost, including State Fair expenses:

On-Going
\$ 2,000.00

The RTB will retain a consultant to undertake the following activities:

1. Meeting with the Committee to discuss concepts;
2. Assisting in developing creative methods in communicating themes;
3. Developing the graphic design; and
4. Building approximately 5 displays.

Approximate Time of Completion:
Cost:

December, 1993
\$ 50,000.00

Task 3: Develop joint display booth for the 1994 State Fair.

The joint display booth for the State Fair will provide a comprehensive transit display of museum-like quality. The booth will be developed for the 1994 State Fair, but it could then be transferred to another appropriate location as determined by the Committee.

Committee activities for the implementation of this task will include:

1. Securing space at the State Fair;
2. Developing concepts and themes;
3. Developing an evaluation mechanism;
4. Organizing staffing for the duration of the State Fair;
5. Setting up the display;
6. Following fair regulations and operating the display during the Fair;
7. Evaluating the effectiveness of the display; and
8. Operating the display.

Approximate Completion Date:
Cost, including State Fair expenses:

September, 1994
\$ 3,000.00

The RTB will retain one or more consultants to assist with the development of the display. Work tasks for the consultant will include:

1. Meeting with the Committee to discuss concepts;
2. Developing methods of communicating themes and designing the

- content of the display;
3. Developing the graphic design; and
4. Building the display.

Approximate Date for Completion:
Cost for consulting services, including
the cost of the display:

September, 1994

\$100,000.00

Task 4: Develop billboards and radio advertisements.

This task will involve the development of billboards with transit messages for placement along congested corridors. Note that the concepts developed for the billboards may also be used for public service radio announcements.

Committee activities include:

1. Negotiating an arrangement with a billboard company for public service space and with radio stations for public service announcements;
2. Developing concepts, themes and messages;
3. Monitoring placement of billboards; and
4. Developing evaluation goals.

Approximate Time of Completion:
Cost:

On-Going
\$ 0

The RTB may retain a consultant to undertake the following tasks:

1. Meeting with the Committee to discuss concepts;
2. Developing art and design for the billboard;
3. Preparing billboards;
4. Installing billboards; and
5. Developing evaluation mechanism and evaluating effectiveness of the billboards and announcements.

Approximate Time of Completion:
Costs of consulting services, including
the billboards and radio ads:

On-Going
\$ 68,000.00*

* This does not include billboard space.

Task 5: Develop school curriculum relating to transit.

This work task will include the development of a one lesson package for volunteer speakers and a plan for a long-term curriculum for use in the schools.

Committee activities will include:

1. Collecting existing materials;
2. Analyzing needs and identifying opportunities;
3. Selecting and convening speakers;
4. Producing materials;
5. Developing speech and training speakers;
6. Coordinating schedules;
7. Monitoring use and evaluating effectiveness of speakers program; and
8. Developing a plan for long-term curriculum.

Approximate Time of Completion:

On-Going

Cost:

\$ 5,000.00

The RTB may hire a curriculum consultant to undertake the following work tasks;

1. Meeting with the Committee to discuss concepts; and
2. Assist in preparing a plan for a long-term curriculum for use in schools.

Approximate Time for Completion:

On-Going

Cost:

\$ 15,000.00

Task 6: Develop Media Kits and work with media to communicate messages.

The Committee will develop a media kit including brochures from all area transit agencies, a media source list of local transit experts, an outline on current agency activities and other pertinent activities. Committee activities include:

1. Collecting information and assembling kits;
2. Distributing kits to Twin Cities area news media; and
3. Scheduling and conducting background sessions with editorial boards and transit reporters at appropriate newspapers.

Approximate Time for Completion:

On-Going

Cost:

\$ 0

The RTB may hire a consultant to assist in designing the kit.

Approximate Time for Completion:
Cost:

On-Going
\$ 4,000.00

Task 7: Develop video on the benefits of transit.

This task will involve the development of an up to 10 minute video that explains the benefits of transit, incorporating the key messages identified in the Plan. The video will be distributed to schools, businesses, public libraries, governmental units and other interested parties. The Committee will:

1. Developing concepts and themes;
2. Working with the consultant on the script and setting production schedule;
3. Reviewing and commenting on draft video; and
4. Distributing video copies.

Approximate Time for Completion:
Cost:

August, 1994
\$ 1,000.00

The RTB may retain a consultant to undertake the following tasks:

1. Meeting with Committee to discuss concepts;
2. Writing a script;
3. Developing visual ideas to match script;
4. Researching existing video footage;
5. Shooting new footage;
6. Coordinating speakers/voice over;
7. Editing and making a draft;
8. Revising and making final video; and
9. Making copies.

Approximate Time for Completion:
Cost:

August, 1994
\$ 5,000.00

Total Cost: \$261,000.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY Originating Department <i>Elle Spiegelberg</i> <u>6/14/93</u> Authorized Signature Date	Board Action Requested Ratify Partial Payment No. 18 to BRW, Inc. in the amount of \$64,823.03 for the Midway Corridor Phase II Preliminary Engineering. <u>ACTION IS REQUESTED</u>
--	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRRA/HCRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$64,823.03 for the period ending February 28, 1993, 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. 18
 - 3) BRW, Inc. Invoice No. 68077 and attachments

Budgeting and Accounting <i>Ed Glantz</i> <u>6/15/93</u> County Attorney <i>Paul Morrell</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
--	---

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
<u>June 22, 1993</u>	<i>J.L. Glendinning</i>	<u>6/17/93</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 28, 1993; and

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

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. 68077, Partial Payment No. 18, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 28, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$64,823.03 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1993, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

1 CHARGE TO: Department Regional Rail Authority Date: 5/18/93

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	\$64,823.03
				\$
				\$
				\$
				\$

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

4 PAY TO: BPW 02207 \$64,823.03
8 First Name & Initial (NO PUNCTUATION) 9-22 TOTAL

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 Payment #18; Inv. 68077; Midway Phase II
8 9-60

Agreement PA270; Acct. 59105-020102; 2/28/93
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 K. Heespegelaere

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.

BA - 354 (3/90) mac

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.18

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

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: MAY 17 93

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

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

PREPARED BY: _____

ENTERED BY: _____

ACCOUNT NUMBER 59105-020102

TOTAL VALUE OF WORK CERTIFIED - 28 FEB 93

LESS RETAINAGE

AMOUNT DUE

LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 56.9%

\$1,671,583.56

\$81,554.00

\$1,590,029.56

\$1,544,490.38

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$45,539.18

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

5/24/93 *[Signature]*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

5/21/93 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRRA 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 NO.16	\$25,047.42	\$7,219.55	\$32,266.97
PARTIAL PAYMENT NO.17	\$43,845.84	\$8,895.07	\$52,740.91
PARTIAL PAYMENT NO.18	\$64,823.03	(\$19,283.85)	\$45,539.18
PARTIAL PAYMENT TOTAL:	\$1,429,297.25	\$160,732.31	\$1,590,029.56

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00

LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,590,029.56

AMOUNT REMAINING ON AGREEMENT

\$1,349,970.44



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
San Diego
Seattle
Portland
Orlando
Milwaukee

INVOICE
68077

Ms. Kathryn DeSpiegelaere
Ramsey County RRA
360 Ramsey Co. Govt. Cntr-W
50 West Kellogg Boulevard
St. Paul, MN 55102

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

DATE: February 28, 1993

JOB NO: 1362

INVOICE PERIOD: February 1993
FEDERAL TAX ID NUMBER: 41-1625272

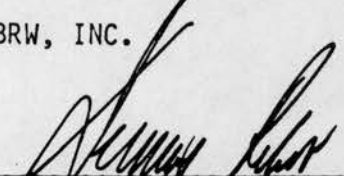
For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 66,071.29	\$ 1,436,533.57	\$ 1,502,604.86
LESS RETAINAGE	1,248.26 3,303.57	72,059.35 70,004.04	73,307.61
DUE THIS BILLING	\$ 62,767.72 64,823.03	\$ 1,366,529.53 1,364,474.22	\$ 1,429,297.25
HCRRRA	(\$ 20,309.37)	\$ 189,288.07	\$ 168,978.70
LESS RETAINAGE	(15.53 1,015.49)	71.91 9,261.00	8,246.39
DUE THIS BILLING	(\$ 19,293.88 83.85)	\$ 180,026.19 16.16	\$ 160,732.31

*5% of total less \$2,025.16 ZGF retainage paid (\$1,822.64 RCRRA; \$202.52 HCRRRA)

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

BRW, INC.


Richard P. Wolsfeld
Principal

For RAN

Memorandum



Date : April 6, 1993

To: Kathy Despiegelaere
Ken Stevens

B R W INC.

From : Dennis Probst

RE : Allocation of Task and Contingency Budgets

Planning
Transportation
Engineering
Urban Design

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

Denver
Milwaukee
Minneapolis
Orlando
Phoenix
Portland
San Diego
Seattle

Per your approval of our November 17, 1992 correspondence on January 14, 1993 (attached), we are submitting the following summary of those transfers to assist in tracking the dollars involved. This was noted in the January 1993 invoice, but the actual transfers appear in the February 1993 invoice. The transfer of the actual charges accrued is listed on the following page. Please see the table in the progress report for a listing of the budget transfers.

Donald W. Ringrose
Richard P. Wolsfeld
Thomas F. Carroll
Craig A. Amundsen
Donald E. Hunt
John B. McNamara
Richard D. Pilgrim
Dale N. Beckmann
Jeffery L. Benson
Ralph C. Blum
Gary J. Erickson
John C. Lynch
Paul N. Bay
Sabri Ayaz
Gary A. Ehret
Anthony Heppelmann
Arijs Pakalns
Martha McPhee
Howard P. Preston
Dennis P. Probst

CHARGES THROUGH 2/28/93

BRW JOB NUMBER	TASK DESCRIPTION	TOTAL THRU 2/28/93	%	RCRRA	%	HCRRRA
1362-C-58	5.0 PRESENTATIONS	\$66,998.65	90%	\$60,298.79	10%	\$6,699.86
1362-A-40	4.1 GEOTECHNICAL	\$24,237.94	89%	\$21,571.77	11%	\$2,666.17
1362-A-41	4.2 SURVEYS & MAPPING	\$102,814.56	89%	\$91,504.96	11%	\$11,309.60
1362-A-42	4.4 GUIDEWAY	\$166,064.55	89%	\$147,797.45	11%	\$18,267.10
1362-A-43	4.6 UTILITIES	\$133,596.96	89%	\$118,901.29	11%	\$14,695.67
1362-A-44	4.7 DRAINAGE	\$7,469.01	89%	\$6,647.42	11%	\$821.59
1362-A-45	4.8 GUIDEWAY STRUCTURES	\$74,253.72	89%	\$66,085.81	11%	\$8,167.91
1362-A-46	4.9 RIGHT-OF-WAY	\$5,047.50	89%	\$4,492.28	11%	\$555.22
1362-A-47	4.10 STREET/SIGNAL MOD.	\$67,351.93	89%	\$59,943.22	11%	\$7,408.71
1362-A-48	4.11 MNDOT/FHA INTERFACE	\$24,547.75	89%	\$21,847.50	11%	\$2,700.25
1362-A-49	4.12 PLAN ASSEMBLY	\$50,839.60	89%	\$45,247.24	11%	\$5,592.36
TOTAL		\$723,222.17		\$644,337.73		\$78,884.44

Credit will be issued as follows :

BRW JOB NUMBER	TASK DESCRIPTION	REVISED TOTAL	%	RCRRA	%	HCRRRA
1362-C-58	5.0 PRESENTATIONS	(\$66,998.65)	90%	(\$60,298.79)	10%	(\$6,699.86)
1362-C-07	5.0 PRESENTATIONS	\$66,998.65	100%	\$66,998.65	0%	\$0.00
1362-A-40	4.1 GEOTECHNICAL	(\$24,237.94)	89%	(\$21,571.77)	11%	(\$2,666.17)
1362-A-40	4.1 GEOTECHNICAL	\$24,237.94	92%	\$22,298.90	8%	\$1,939.04
1362-A-41	4.2 SURVEYS & MAPPING	(\$102,814.56)	89%	(\$91,504.96)	11%	(\$11,309.60)
1362-A-41	4.2 SURVEYS & MAPPING	\$102,814.56	92%	\$94,589.40	8%	\$8,225.16
1362-A-42	4.4 GUIDEWAY	(\$166,064.55)	89%	(\$147,797.45)	11%	(\$18,267.10)
1362-A-42	4.4 GUIDEWAY	\$166,064.55	92%	\$152,779.39	8%	\$13,285.16
1362-A-43	4.6 UTILITIES	(\$133,596.96)	89%	(\$118,901.29)	11%	(\$14,695.67)
1362-A-43	4.6 UTILITIES	\$133,596.96	92%	\$122,909.20	8%	\$10,687.76
1362-A-44	4.7 DRAINAGE	(\$7,469.01)	89%	(\$6,647.42)	11%	(\$821.59)
1362-A-44	4.7 DRAINAGE	\$7,469.01	92%	\$6,871.49	8%	\$597.52
1362-A-45	4.8 GUIDEWAY STRUCTURES	(\$74,253.72)	89%	(\$66,085.81)	11%	(\$8,167.91)
1362-A-45	4.8 GUIDEWAY STRUCTURES	\$74,253.72	92%	\$68,313.42	8%	\$5,940.30
1362-A-46	4.9 RIGHT-OF-WAY	(\$5,047.50)	89%	(\$4,492.28)	11%	(\$555.23)
1362-A-46	4.9 RIGHT-OF-WAY	\$5,047.50	92%	\$4,643.70	8%	\$403.80
1362-A-47	4.10 STREET/SIGNAL MOD.	(\$67,351.93)	89%	(\$59,943.22)	11%	(\$7,408.71)
1362-A-47	4.10 STREET/SIGNAL MOD.	\$67,351.93	92%	\$61,963.79	8%	\$5,388.15
1362-A-48	4.11 MNDOT/FHA INTERFACE	(\$24,547.75)	89%	(\$21,847.50)	11%	(\$2,700.25)
1362-A-48	4.11 MNDOT/FHA INTERFACE	\$24,547.75	92%	\$22,583.93	8%	\$1,963.82
1362-A-49	4.12 PLAN ASSEMBLY	(\$50,839.60)	89%	(\$45,247.24)	11%	(\$5,592.36)
1362-A-49	4.12 PLAN ASSEMBLY	\$50,839.60	92%	\$46,772.43	8%	\$4,067.17
TOTAL		(\$0.00)		\$26,386.57		(\$26,386.57)



November 17, 1992

B R W INC.

Kathryn DeSpiegelaere
RCRRA
Suite 360 RCGC-West
50 West Kellogg Boulevard
Saint Paul, MN 55102

Ken Stevens
HCRRA
Southwest Street Level
Government Center
300 South Sixth Street
Minneapolis, MN 55487-0016

RE: Midway Corridor LRT
RCRRA/HCRRA Agreement #91-001

Planning
Transportation
Engineering
Urban Design

Thresher 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

Dear Kathy and Ken,

Pursuant to the requirements of the above-referenced agreement, we hereby request your approval of the following transfers of funds between Tasks.

The proposed funds transfers are in three general categories:

1. Additional costs in specific Tasks resulting from the extension of the project schedule.
2. Re-allocation of costs as requested by HCRRA related to the Public Involvement Program.
3. Increased costs to complete the work in specific Tasks beyond that anticipated at the time of the proposal (This was the purpose behind establishing the contingency within the Contract.).

The basis for each transfer is described as follows:

Task 1.0 Project Administration

Transfer \$45,000 from contingency to Project Administration. This anticipates six additional months (January - June) at \$7,500/month to project completion in June 1993.

Kathryn DeSpiegelaere
Ken Stevens
November 17, 1992
Page 2

Task 2.0 Operations Plan

No changes proposed at this time.

Task 3.0 Systems Engineering Design

No changes proposed at this time.

Task 4.0 Civil Engineering Design

Transfer \$5,000 to Task 6.0 Value Engineering from the Bechtel Task 4.0 Budget.

Transfer \$60,000 to Task 7.0 System Cost Estimates from the Bechtel Task 4.0 Budget.

Task 5.0 Facility Design

Re-allocate presentation document expenditures for Midway Community Meetings to Task 11.0 Community Participation/Communication and allocate 100 percent of costs to RCRRA budget per Ken Stevens/HCRRA memo of September 2, 1992. HCRRA to be credited for amount previously billed via 90/10 split in Task 5.0.

Transfer \$50,000 from Contingency to Facility Design to cover increased costs to complete 30 percent Design Documents.

Task 6.0 Value Engineering

Transfer \$5,000 from Task 4.0 as noted previously to cover cost of resolved budget for Task.

Kathryn DeSpiegelaere
Ken Stevens
November 17, 1992
Page 3

Task 7.0 System Cost Estimates

Transfer \$60,000 from Task 4.0 as noted previously to cover costs incurred to date for comparative cost estimates, the Baseline Cost Estimate and an additional \$35,000 to cover the final cost estimate and miscellaneous comparative cost estimates.

Task 8.0 Environmental Impact Mitigation Planning

Delete Task 8.2 Cultural Resources from Work Program with no change to budget. Funds budgeted for this Task (which is now proposed to be completed as a part of the Central Corridor Preliminary Engineering work) covers increased costs for resolving issues at the Westgate, Ravoux and Capitol segments along the alignment. Work of this Task is now anticipated to be complete.

Task 9.0 Implementation Method and Management Plan

No changes proposed at this time.

Task 10.0 Agency Coordination

No changes proposed at this time.

Task 11.0 Community Participation/Communication

No budget transfers proposed, but costs previously allocated to Task 5.0 are proposed to be re-allocated to this Task as noted in Task 5.0.

Proposed Transfers and the revised budget that results are summarized in the attached table.

Kathryn DeSpiegelaere
Ken Stevens
November 17, 1992
Page 4

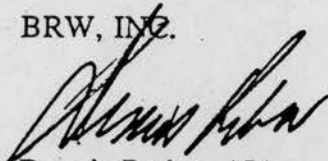
Please indicate your approval by signing the authorization below and returning a fully executed copy. If there are any questions or you require additional information regarding this matter, please contact us at your earliest convenience.

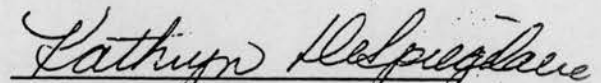
Thank You.

Sincerely,

Approved:

BRW, INC.

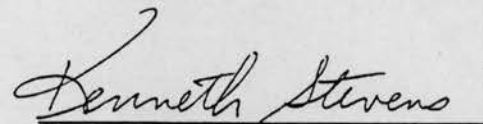

Dennis Probst, AIA
Project Manager


Kathryn DeSpiegelaere, RCRA
Date: 1/14/93

DP/jkh
Attachment

cc: Dick Wolsfeld
Jennie Thatcher
Martha McPhee
File: Midway 15.1

#1181Q


Ken Stevens, HCRRA
Date: 1/14/93

Work Task		Original Contract Amount	Previous Modifications/ Transfers	Current Budgets	Proposed Modifications/ Transfers	Proposed Budgets
1.0	Project Administration	\$280,000	--	\$280,000	\$45,000	\$325,000
2.0	Operations Plan	80,000	--	80,000	--	80,000
3.0	Systems Engineering Design	210,000	--	210,000	--	210,000
4.0	Civil Engineering Design	1,240,000	3,200	1,243,200	(65,000)	1,178,200
5.0	Facility Design	510,000	(30,000)	480,000	50,000	530,000
6.0	Value Engineering	25,000	--	25,000	5,000	30,000
7.0	System Cost Estimates	30,000	--	30,000	60,000	90,000
8.0	Environmental Impact Mitigation Planning	85,000	40,500	125,500	--	125,500
9.0	Implementation Method and Management Plan	10,000	--	10,000	--	10,000
10.0	Agency Coordination	55,000	--	55,000	--	55,000
11.0	Community Participation/ Communication	145,000	--	145,000	--	145,000
Subtotal		\$2,670,000	\$13,700	\$2,683,700	\$95,000	\$2,778,700
Contingency		270,000	(13,700)	256,300	(95,000)	161,300 161,300
Total		\$2,940,000	--	\$2,940,000	--	\$2,940,000

Memorandum



Date : April 6, 1993

To: Kathy Despiegelaere
Ken Stevens

BRW INC.

From : Dennis Probst

Planning
Transportation
Engineering
Urban Design

RE : BRW and Bechtel subcontractor credit

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

Per your request, one BRW Delivery charge and Bechtel subcontractor James W. Hudson charges for phone and two miscellaneous charges were investigated. No further back-up was available to identify the delivery party for the BRW On Time Delivery charge, therefore the charge is being credited. Back-up for the James Hudson's phone charges appears on the Hotel bill and were calls to his office. The charges in question are being credited as follows :

Denver
Milwaukee
Minneapolis
Orlando
Phoenix
Portland
San Diego
Seattle

BRW Job#	Item/Date	Subtotal	Retainage	Total Credit
<u>BRW charges</u>				
1362-B-10	On Time Delivery 1/29/93	\$ 7.50	\$.38	\$ 7.12
<u>James W. Hudson Miscellaneous</u>				
1362-B-60	Blue Main Gifts 9/25/92	\$ 14.87	\$.74	\$ 14.13
1362-B-60	Fanny Farmer 9/24/92	\$ 32.44	\$ 1.62	\$ 30.82
Total		\$ 54.81	\$ 2.74	\$ 52.07

Donald W. Ringrose
Richard P. Wolsfeld
Thomas F. Carroll
Craig A. Amundsen
Donald E. Hunt
John B. McNamara
Richard D. Pilgrim
Dale N. Beckmann
Jeffery L. Benson
Ralph C. Blum
Gary J. Erickson
John C. Lynch
Paul N. Bay
Sabri Ayaz
Gary A. Ehret
Anthony Heppelmann
Arijs Pakalns
Martha McPhee
Howard P. Preston
Dennis P. Probst

Copies of the charges listed above are attached for your reference. These credits appear on the sales distribution page of the invoice under the job numbers listed above. Please remember that charges shown there are net totals and may include other charges for that job number. Please call if there are any questions or comments.

cc: P. McMahon, BCI
J. Thatcher
File



INVOICE

Invoice No.	01299300094
Account No.	94
Billing Thru:	01/29/93
Page:	32 of 70
Branch:	

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

Remit Payment To:

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

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

Date	Job # Auth	Caller B/L #	Origin	Destination/POD	Base Charge	Surcharges	To
01/18/93	A1830091		700 SOUTH 3RD STREET	5TH AND MARQUETTE /	Direct	1632810	7.
				1362810		SUBTOTAL	7.

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

WT - Weight Charge
WA - Wait Time

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

AC - Advanced Fee Charge
MI - Mileage

NT - Notary
XA - X-tra Affidavit/Service

DC - Discount
MS - Misc. Charge



TERMS:

Current Charges

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

H001041

JAMES W. HUDSON & ASSOCIATES

BECHTEL
RECEIVED
OCT 26 1992

P.O. BOX 399

7430 MILLER LANE

SPOTSYLVANIA, VA 22553

JAMES W. HUDSON, CVS
CERTIFIED VALUE SPECIALIST
703/895-5551 FAX: 703/895-5695Bechtel
9801 Washington Boulevard
Gaithersburg, MD 20878-5356
ATTN: PETE McMAHON/SACH GUPTA

INVOICE 1116

PROFESSIONAL SERVICES:

Value Engineering Study:

Phase II - Preliminary Engineering Study
Midway Corridor
Ramsey/ Hennepin County - LRT

Certified Value Specialist

James W. Hudson, CVS, FSAVE
120 hrs. @ \$70. \$8,400.

Workbooks, worksheets, copies \$200.

Reports \$200.

Word Processor
32 hrs @ \$20. \$640.

SUBTOTAL: \$ 9,440.00

Transportation- Air 168.
- Ground 79.

Lodging- 9 days @ \$94.25 \$ 848.00

Meals- 9 days 423.94

Telephone/FAX 46.

SUBTOTAL: EDS - \$1,564.94

TOTAL: \$11,004.94

VENDOR/EMPL# H001041

INV/ER# 1116

CHARGE TO

AUDITED BY

DATE 12/16/92

REFERENCE# V0349337

ENTERED BY OMR

APPROVED BY

PAID

Approved for print
19517-104
JWG

HOST INTERNATIONAL INC #07X
MINPLS/ST PAUL INT'L AIRPORT
ST PAUL MN
"BLUE MAIN GIFTS"

FRI, SEP 25, 1992 02:45 PM

SALE TERM 0011 RPH 017

AMOUNT \$ 14.87

AP 000091

I AGREE TO COMPLY WITH
THE CARDHOLDER AGREEMENT.
SIGNATURE

X *[Signature]*

FROM *[Signature]*
TO *[Signature]*
CAB NO. 905 DINNER *[Signature]*
THANK YOU, YOUR PATRONAGE IS APPRECIATED.

RECEIVED OF *[Signature]*
THE SUM OF \$ 14.87
FOR CAB SERVICE RENDERED
DATE 9-17-92

DATE 9-17-92

GRANDS SLN & DELT
1010 WASHINGTON AVE SO
MINNEAPOLIS, MN 55454

1985 12/94
JAMES HUDSON

HOLIDAY INNS
2622000285 MINPLS 091592
3220100101 MN
156 20 0002 996

The issuer of the Discover Card is authorized to pay the amount shown as Total upon proper presentation. I promise to pay such Total (together with any other charges due as it added to and in accordance with the Cardholder Agreement governing the use of the Discover Card. Cashback Bonus is paid annually by Discover Card, up to 1% based on annual level of purchases.

Cardmember Signature *[Signature]*

DISCOVER
FINANCIAL SERVICES CARD

10723
5227470
701812
701862
CASHBACK BONUS
This Purchase Qualifies

DO NOT WRITE ABOVE THIS LINE
6017 07/92 07/31/95
JAMES W. HUDSON
HOLIDAY INN & GALL
THE ORIENTAL
MINNEAPOLIS, MN
1912690
3221009475
092492
5533301
293
SALE
TAX
TIPS
TOTAL 34.3
SIGNATURE *[Signature]*

CUSTOMER COPY
ESTABLISHMENT NAME
TUCCI BENUCCIO
BLOOMINGTON, MN
000057021649991
DATE SEP 24, 92
APPROVAL CODE 000077
CUSTOMER NAME JAMES W HUDSON
M.C. 95/07
TRANSACTION TYPE SALE
RECORD OF CHARGE # 70004384
TERMINAL # 292968
DESCRIPTION OF PURCHASES/SERVICES
FOOD AND BEVERAGE
BASE AMOUNT 142.91
TIP AMOUNT
TOTAL
CUSTOMER SIGNATURE *[Signature]*

TIME 05:12 PM DATE 09/20/92
ACCT#
EXP DATE 12/94
CARD TYPE DS
TRAN TYPE SALE
AUTH CODE 020261
RECORD # 818
SERVER ID 818
TICKET # 497768
TERMINAL # 053743

AMOUNT \$15.33
TIP AMOUNT 2-
TOTAL AMOUNT 17.33

SIGN *[Signature]*
I AGREE TO PAY ABOVE TOTAL AMOUNT
ACCORDING TO CARD ISSUER AGREEMENT

RECEIVED OF Hudson
 THE SUM OF \$ 17 - — FOR CAB SERVICE RENDERED
 FROM LRT route
 TO _____
 CAB NO. _____ DRIVER _____
 THANK YOU. YOUR PATRONAGE IS APPRECIATED.

CHECKER CAB of ST. PAUL 1-800-874-8294
 FREE PAYPHONE DIAL 1-800-874-8294
 TAXI

DATE 9/16/92 \$ 23.00
 RECV'D of _____
 FROM _____
 TO _____
 CAB No. 7841 DRIVER I.D. # _____
 COMPUTERIZED DISPATCHING.

FANNY FARMER 118
 MALL OF AMERICA
 316 EAST BROADWAY
 BLOOMINGTON, MN 55425
 MERCH 822535182
 822488882
 THU, SEP 24, 1992 09:22 PM
 CREDIT CARD
 ACCT NO: _____
 EXP. DATE: _____
 TR TYPE: PURCHASE
 AMOUNT: \$ 32.44
 APP CODE: 888894
 REC NO: 818
 SIGN [Signature]
 THANK YOU

DATE 9/16 AMOUNT 21.00
Therese B...
 DATE 9/16

Grandma's Duluth 18-727-4192 Sports Garden, Duluth 218-722-4722
 Miller Hill, Duluth 218-722-9313 Mickey's Grill, Duluth 218-727-5971
 Grandma's, Mpls. 612-340-0516
 TOTAL 18.89
 DATE 5/9

DATE 9/17/92
 RECEIVED OF Hudson
 THE SUM OF \$ 12 - — FOR CAB SERVICE RENDERED
 FROM Holiday Inn
 TO St. Paul
 CAB NO. 7800 DRIVER _____
 THANK YOU. YOUR PATRONAGE IS APPRECIATED.

Grandma's, Duluth 218-727-4192 Sports Garden, Duluth 218-722-4722
 Grandma's, Mpls. 612-340-0516 Mickey's Grill, Duluth 218-727-5971
 TOTAL _____
 DATE _____

07/17/92 07/31/95
 JAMES W HUDSON
 ROBERTS INC. 091892
 MINNEAPOLIS MN
 AMX 3221015308
 PURCHASE HERE
 SALES SLIP
 THIS FORM TO BE USED WITH
 VISA
 CUSTOMER COPY
 IMPORTANT: RETAIN THIS COPY FOR YOUR RECORD

Grandma's Duluth 218-727-4192 Sports Garden, Duluth 218-722-4722
 Miller Hill, Duluth 218-722-9313 Mickey's Grill, Duluth 218-727-5971
 Grandma's, Mpls. 612-340-0516
 TOTAL 28.10
 DATE _____

NEW

last update: 04/12/93

JOB NUMBER	LABOR	DIRECT EXPENSES	SUB- CONSULTANT RETAINAGE	TRANSFER	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRRA
1362-A-01		2.20			2.20	0.11	2.09	90%	1.88	10%	
1362-A-05					0.00	0.00	0.00	90%	0.00	10%	0
1362-A-39					0.00	0.00	0.00	100%	0.00	0%	0
1362-A-40	OLD	365.00		(24,237.94)	(23,872.94)	(1,193.65)	(22,679.29)	89%	(20,184.57)	11%	(2,494
	NEW			24,237.94	24,237.94	1,211.90	23,026.04	92%	21,183.96	8%	1,842
1362-A-41	OLD	1,366.25	9,826.07	(102,814.56)	(91,622.24)	(4,581.11)	(87,041.13)	89%	(77,466.61)	11%	(9,574
	NEW			102,814.56	102,814.56	5,140.73	97,673.83	92%	89,859.92	8%	7,813
1362-A-42	OLD			(166,064.55)	(166,064.55)	(8,303.23)	(157,761.32)	89%	(140,407.57)	11%	(17,353
	NEW			166,064.55	166,064.55	8,303.23	157,761.32	92%	145,140.41	8%	12,620
1362-A-43	OLD	217.50	10,545.17	(133,596.96)	(122,279.28)	(6,113.96)	(116,165.32)	89%	(103,387.13)	11%	(12,778
	NEW			133,596.96	133,596.96	6,679.85	126,917.11	92%	116,763.74	8%	10,153
1362-A-44	OLD		953.32	(7,469.01)	(6,465.51)	(323.28)	(6,142.23)	89%	(5,466.58)	11%	(675
	NEW			7,469.01	7,469.01	373.45	7,095.56	92%	6,527.92	8%	567
1362-A-45	OLD	4,090.00		(74,253.72)	(70,163.72)	(3,508.19)	(66,655.53)	89%	(59,323.42)	11%	(7,332
	NEW			74,253.72	74,253.72	3,712.69	70,541.03	92%	64,897.75	8%	5,643
1362-A-46	OLD			(5,047.50)	(5,047.50)	(252.38)	(4,795.12)	89%	(4,267.66)	11%	(527
	NEW			5,047.50	5,047.50	252.38	4,795.12	92%	4,411.51	8%	383
1362-A-47	OLD			(67,351.93)	(67,351.93)	(3,367.60)	(63,984.33)	89%	(56,946.05)	11%	(7,038
	NEW			67,351.93	67,351.93	3,367.60	63,984.33	92%	58,865.58	8%	5,118
1362-A-48	OLD			(24,547.75)	(24,547.75)	(1,227.39)	(23,320.36)	89%	(20,755.12)	11%	(2,565
	NEW			24,547.75	24,547.75	1,227.39	23,320.36	92%	21,454.73	8%	1,865
1362-A-49	OLD	6,108.10		(50,839.60)	(44,731.50)	(2,236.58)	(42,494.92)	89%	(37,820.48)	11%	(4,674
	NEW			50,839.60	50,839.60	2,541.98	48,297.62	92%	44,433.81	8%	3,663
1362-A-70					0.00	0.00	0.00	85%	0.00	15%	0.
1362-A-81					0.00	0.00	0.00	90%	0.00	10%	0.
1362-A-84					0.00	0.00	0.00	90%	0.00	10%	0.
1362-A-85					0.00	0.00	0.00	90%	0.00	10%	0.
1362-A-86					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-01		(676.88)			(676.88)	(33.84)	(643.04)	90%	(578.74)	10%	(64.
1362-B-05	2.70				2.70	0.14	2.56	90%	2.30	10%	0.
1362-B-06					0.00	0.00	0.00	100%	0.00	0%	0.
1362-B-07	28.75				28.75	1.44	27.31	100%	27.31	0%	0.
1362-B-08	270.00	676.88			946.88	47.34	899.54	0%	0.00	100%	899.
1362-B-10	5,618.95	19.56			5,638.51	281.93	5,356.58	85%	4,553.09	15%	803.
1362-B-20					0.00	0.00	0.00	85%	0.00	15%	0.
1362-B-21					0.00	0.00	0.00	85%	0.00	15%	0.
1362-B-30					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-47					0.00	0.00	0.00	89%	0.00	11%	0.
1362-B-50					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-51					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-52		2,622.00	138.00		2,760.00	138.00	2,622.00	90%	2,359.80	10%	262.
1362-B-53					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-54					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-55					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-60		(44.94)	(2.37)		(47.31)	(2.37)	(44.94)	80%	(35.95)	20%	
1362-B-70					0.00	0.00	0.00	85%	0.00	15%	0.
1362-B-80					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-81					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-83					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-84					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-85					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-86					0.00	0.00	0.00	90%	0.00	10%	0.
1362-B-87					0.00	0.00	0.00	100%	0.00	0%	0.
1362-C-01					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-05					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-07				66,998.65	66,998.65	3,349.93	63,648.72	100%	63,648.72	0%	0.
1362-C-08	37.50				37.50	1.88	35.62	0%	0.00	100%	35.6
1362-C-50					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-51					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-52	2,993.00				2,993.00	149.65	2,843.35	90%	2,559.02	10%	284.3
1362-C-53					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-54					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-55					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-56					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-57					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-58				(66,998.65)	(66,998.65)	(3,349.93)	(63,648.72)	90%	(57,283.85)	10%	(6,364.8
1362-C-70					0.00	0.00	0.00	85%	0.00	15%	0.
1362-C-81					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-82					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-84					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-85					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-86					0.00	0.00	0.00	90%	0.00	10%	0.
1362-C-90					0.00	0.00	0.00	80%	0.00	20%	0.
TOTAL	21,097.75	23,923.38	740.82	0.00	45,761.95	2,288.11	43,473.84		62,767.72		(19,293.1
ADDITION CHECKS >>>----->											
							43,473.84				
							43,473.84 <-----<<<<				
TOTAL EXPENSE		24,664.20									

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVOICE PERIOD : FEBRUARY 1993
 FILENAME: 89003_1
 last update : 04/12/93

new

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$5,618.95	\$19.56	\$5,638.51	85%	\$4,792.73	15%	\$845
2.0 OPERATIONS PLAN	\$0.00	\$0.00	\$0.00	85%	\$0.00	15%	\$0
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0
4.0 CIVIL ENGINEERING DESIGN	\$12,146.85	(\$634,293.77)	(\$622,146.92)	89%	(\$553,710.76)	11%	(\$66,436)
NEW DISTRIBUTION	\$0.00	\$656,223.52	\$656,223.52	92%	\$603,725.64	8%	\$52,497
ADD'L SERVICES (RCRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0
5.0 FACILITY DESIGN	\$2,993.00	(\$64,238.65)	(\$61,245.65)	90%	(\$55,121.09)	10%	(\$6,124)
6.0 VALUE ENGINEERING	\$0.00	(\$47.31)	(\$47.31)	80%	(\$37.85)	20%	(\$9)
7.0 SYSTEM COST ESTIMATES	\$0.00	\$0.00	\$0.00	85%	\$0.00	15%	\$0
8.0 ENVIRONMENTAL IMPACT MITIGN	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0
ADD'L SERVICES (RCRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0
9.0 IMPLEMENTATION METHOD	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0
10.0 AGENCY COORDINATION	\$0.00	(\$674.68)	(\$674.68)	90%	(\$607.21)	10%	(\$67)
11.0 COMMUNITY PARTICIPATION	\$2.70	\$0.00	\$2.70	90%	\$2.43	10%	\$0
ADD'L SERVICES (RCRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0
RCRRA COMMUNITY PARTICIPATION	\$28.75	\$66,998.65	\$67,027.40	100%	\$67,027.40	0%	\$0
HCRRRA COMMUNITY PARTICIPATION	\$307.50	\$676.88	\$984.38	0%	\$0.00	100%	\$984
TOTAL	\$21,097.75	\$24,664.20	\$45,761.95		\$66,071.29		(\$20,309)

BRW, INC.

FEBRUARY 28, 1993
INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE GEOTECHNICAL

PROJECT NO. 1362A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	0.5	145.00	72.50
STAFF LEVEL III			
JOHNSRUD, LARRY	7.8	37.50	292.50
TOTALS	8.3		365.00
		TOTAL LABOR	365.00

		TOTAL THIS PROJECT	\$ 365.00
			=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE SURVEYS/MAPPING

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
JOHNSRUD, LARRY	32.7	37.50	1,226.25
STAFF LEVEL II			
MOEN, TODD	4.0	35.00	140.00
TOTALS	36.7		1,366.25

TOTAL LABOR 1,366.25

TOTAL THIS PROJECT \$ 1,366.25

MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

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. 1362B.01

MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MAVES, MARK	28.0	67.50	1,890.00
STAFF LEVEL V			
VINCENT, DAVID	40.0	55.00	2,200.00
TOTALS	68.0		4,090.00

TOTAL LABOR 4,090.00

TOTAL THIS PROJECT \$ 4,090.00

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	10.5	145.00	1,522.50
CONSULTANT II			
RUSCO, BRENT	22.0	57.50	1,265.00
STAFF LEVEL III			
JOHNSRUD, LARRY	38.8	37.50	1,455.00
STAFF LEVEL II			
BUCKLEY, SUSAN	1.0	35.00	35.00
STAFF LEVEL I			
GROSS, ROBERT	67.8	27.00	1,830.60
TOTALS	140.1		6,108.10

TOTAL LABOR 6,108.10

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 6,108.10
=====

MIDWAY PE COMMITY PARTIC

PROJECT NO. 1362B.05

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL I			
CUMMING, DIANA	0.1	27.00	2.70
		TOTAL LABOR	2.70

TOTAL THIS PROJECT \$ 2.70
=====

11.0 RCRRR COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
COLBURN, ELIZABETH	0.5	57.50	28.75
		TOTAL LABOR	28.75

TOTAL THIS PROJECT \$ 28.75
=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

11.0 HCRRRA COMM/PARTICIP

PROJECT NO. 1362B.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROBST, DENNIS	3.0	90.00	270.00
TOTAL LABOR			270.00
TOTAL THIS PROJECT			\$ 270.00
			=====

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	3.0	145.00	435.00
CONSULTANT II			
COLBURN, ELIZABETH	12.0	57.50	690.00
CONSULTANT I			
STEVENS, JOAN	1.0	47.50	47.50
THATCHER, JENNIE	25.6	47.50	1,216.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	3.5	45.00	157.50
STAFF LEVEL III			
HENDERSON, JANE	0.2	37.50	7.50
RONHOVDE, NANCY	1.0	37.50	37.50
SWART, MARY	0.1	37.50	3.75
STAFF LEVEL II			
HAMRICK, CLAUDIA	0.5	35.00	17.50
HAWKINSON, TOM	1.1	35.00	38.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

STAFF LEVEL I			
CUMMING, DIANA	0.4	27.00	10.80
SCHAFER, KIM	6.2	27.00	167.40
SR. ASSOCIATE			
PROBST, DENNIS	31.0	90.00	2,790.00
TOTALS	85.6		5,618.95

TOTAL LABOR 5,618.95

TOTAL THIS PROJECT \$ 5,618.95

11.0 HCRRA COMM/PARTICIP

PROJECT NO. 1362C.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
NAGAN, CAROL	0.5	37.50	18.75
WICKLUND, DAVID	0.5	37.50	18.75
TOTALS	1.0		37.50

TOTAL LABOR 37.50

TOTAL THIS PROJECT \$ 37.50

MIEWAY PE STATN SITE FD

PROJECT NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
MALLOY, STEPHEN	6.0	67.50	405.00

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

CONSULTANT I			
BEHRINGER, CHRIS	12.8	47.50	608.00
SR. ASSOCIATE			
PAKALNS, ARIJS	22.0	90.00	1,980.00
TOTALS	40.8		2,993.00
		TOTAL LABOR	2,993.00

		TOTAL THIS PROJECT	\$ 2,993.00
			=====

INVOICE SUMMARY

TOTAL LABOR	21,097.75

TOTAL THIS INVOICE	21,097.75
	=====

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA-91001
INVOICE PERIOD : FEBRUARY 1993
FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$7.76
TRAVEL/AUTO/MILEAGE	1.00
FREIGHT/DELIVERY	20.50
OUTSIDE REPRODUCTION/PHOTO	0.00

TOTAL	\$29.26
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SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$2,760.00
BECHTEL	\$0.00
LTK ENGINEERING	\$0.00
TKDA	\$12,103.68
AM. ENGINEERING TESTING	\$9,826.07

TOTAL	\$24,689.75
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TOTAL EXPENSES	\$24,719.01
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY Originating Department _____ <i>K. Despieland</i> <u>6/14/93</u> Authorized Signature _____ Date _____	Board Action Requested Ratify Partial Payment No. 19 to BRW, Inc. in the amount of \$56,199.29 for the Midway Corridor Phase II Preliminary Engineering. <u>ACTION IS REQUESTED</u>
--	---

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$56,199.29 for the period ending March 31, 1993, 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 19
 3) BRW, Inc. No. 68074 and attachments

Budgeting and Accounting <u><i>Ed Blankin</i></u> <u>6/15/93</u> County Attorney <u><i>D. Macmillan</i></u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
--	---

Comments / Recommendation _____

Documentation certified complete for:

Committee / Meeting Date _____	Signature _____	Date _____
Committee / Meeting Date _____	Signature <u><i>F. L. Glendenning</i></u>	Date _____
June 22, 1993	Signature _____	6/17/93
Board Date _____		Date _____



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 31, 1993; 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. 68074, Partial Payment No. 19, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$56,199.29 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1993, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

CHARGE TO: Department Regional Railroad AuthorityDate: 5/18/932 APPROPRIATION ITEM: Consulting ServicesWarrant No. _____
(ASSIGNED BY B&A ONLY)

For Accounting Use Only

	Claim No.		Date Paid
CA	PA270	1	
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"

3 CODE

RFC	Fund	Dept	Object	Amount
	591	59105	020102	\$ 56,199.29
				\$
				\$
				\$
				\$

4 PAY TO: 02207\$ 56,199.29
TOTALFirst Name & Initial (NO PUNCTUATION) BRWLast Name or Company Name (Name - Continued) Address City State 33-54 Zip Code 55-59Soc Sec No
or
Fed Tax ID
60 - 71

5 ON CHECK STUB PUT:

Partial Payment 19; Inv. No. 68074; Midway Phase II

Agreement PA270; Acct. 59105-020102; March 31, 1993

For Risk Management
Use OnlyLast Name First Name

6 SEND TO:

Address Use only if Payee and/or
Address differs from
Item 47 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. Desprez

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.19

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: MAY 17 93

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 59.1%

TOTAL VALUE OF WORK CERTIFIED - 31 MAR 93

\$1,736,984.18

LESS RETAINAGE

\$84,824.07

AMOUNT DUE

\$1,652,160.11

LESS PREVIOUSLY APPROVED PAYMENTS:

\$1,590,029.56

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$62,130.55

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

5/24/93 *K. Kasperbauer*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

5/21/93 *James Kim*
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 NO.16	\$25,047.42	\$7,219.55	\$32,266.97
PARTIAL PAYMENT NO.17	\$43,845.84	\$8,895.07	\$52,740.91
PARTIAL PAYMENT NO.18	\$64,823.03	(\$19,283.85)	\$45,539.18
PARTIAL PAYMENT NO.19	\$56,199.29	\$5,931.26	\$62,130.55
PARTIAL PAYMENT TOTAL:	\$1,485,496.54	\$166,663.57	\$1,652,160.11

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,652,160.11

AMOUNT REMAINING ON AGREEMENT \$1,287,839.89



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
San Diego
Seattle
Portland
Orlando
Milwaukee

INVOICE

68074

Ms. Kathryn DeSpiegelaere
Ramsey County RRA
360 Ramsey Co. Govt. Cntr-W
50 West Kellogg Boulevard
St. Paul, MN 55102

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

DATE: March 31, 1993

JOB NO: 1362

INVOICE PERIOD: March 1993
FEDERAL TAX ID NUMBER: 41-1625272

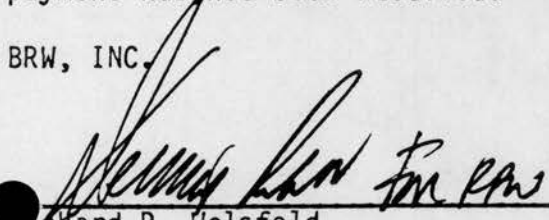
For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 59,157.19	\$ 1,502,604.86	\$ 1,561,762.05
LESS RETAINAGE	<u>2,957.90</u>	<u>73,307.61</u>	<u>76,265.51</u>
DUE THIS BILLING	\$ 56,199.29	\$ 1,429,297.25	\$ 1,485,496.54
 HCRRA	 \$ 6,243.43	 \$ 168,978.70	 \$ 175,222.13
LESS RETAINAGE	<u>312.17</u>	<u>8,246.39</u>	<u>8,558.56</u>
DUE THIS BILLING	\$ 5,931.26	\$ 160,732.31	\$ 166,663.57

*5% of total less \$2,025.16 ZGF retainage paid (\$1,822.64 RCRRA; \$202.52 HCRRA)

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

BRW, INC.


Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRA
 INVOICE PERIOD : MARCH 1993
 FILENAME: 89003_1
 last update : 04/21/93

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$5,466.15	\$68.76	\$5,534.91	85%	\$4,704.67	15%	\$830.24
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	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
NEW DISTRIBUTION	\$14,395.60	\$23,333.46	\$37,729.06	92%	\$34,710.74	8%	\$3,018.32
ADD'L SERVICES (RCRRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$17,368.75	\$3,692.50	\$21,061.25	90%	\$18,955.13	10%	\$2,106.12
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	\$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	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
11.0 COMMUNITY PARTICIPATION	\$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
RCRRRA COMMUNITY PARTICIPATION	\$780.00	\$6.65	\$786.65	100%	\$786.65	0%	\$0.00
HCRRA COMMUNITY PARTICIPATION	\$288.75	\$0.00	\$288.75	0%	\$0.00	100%	\$288.75
TOTAL	\$38,299.25	\$27,101.37	\$65,400.62		\$59,157.19		\$6,243.43

BRW, INC.

MARCH 31, 1993
INVOICE NO. DRAFT
PROJECT NO. 1362B.01

MIDWAY PE GEOTECHNICAL

PROJECT NO. 1362A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III			
JOHNSRUD, LARRY	4.4	37.50	165.00
		TOTAL LABOR	165.00

		TOTAL THIS PROJECT	\$ 165.00
			=====

MIDWAY PE SURVEYS/MAPPNG

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
STAFF LEVEL III JOHNSRUD, LARRY	1.7	37.50	63.75
		TOTAL LABOR	63.75

		TOTAL THIS PROJECT	\$ 63.75
			=====

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT SUTHERLAND, JOSEPH	20.0	67.50	1,350.00
STAFF LEVEL III JOHNSRUD, LARRY	38.1	37.50	1,428.75
STAFF LEVEL I GROSS, ROBERT	67.8	27.00	1,830.60
TOTALS	125.9		4,609.35
		TOTAL LABOR	4,609.35

		TOTAL THIS PROJECT	\$ 4,609.35
			=====

MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	2.0	145.00	290.00
		TOTAL LABOR	290.00

		TOTAL THIS PROJECT	\$ 290.00
			=====

MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	1.0	145.00	145.00
STAFF LEVEL IV COWDEN, LAREN	8.0	45.00	360.00
STAFF LEVEL V VINCENT, DAVID	24.0	55.00	1,320.00
TOTALS	33.0		1,825.00
		TOTAL LABOR	1,825.00

		TOTAL THIS PROJECT	\$ 1,825.00
			=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I GREEN, ROBERT	32.0	47.50	1,520.00
		TOTAL LABOR	1,520.00

		TOTAL THIS PROJECT	\$ 1,520.00
			=====

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	11.5	145.00	1,667.50
SR. CONSULTANT APANIAN, STEVEN	2.0	67.50	135.00
STAFF LEVEL III JOHNSRUD, LARRY	35.2	37.50	1,320.00
STAFF LEVEL II GROSS, ROBERT	55.5	35.00	1,942.50
PEPLOE, MICHAEL	24.0	35.00	840.00
RAUCH, ILO	0.5	35.00	17.50
SUBTOTALS	80.0		2,800.00
TOTALS	128.7		5,922.50
		TOTAL LABOR	5,922.50

		TOTAL THIS PROJECT	\$ 5,922.50
			=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

11.0 RCRRA COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROBST, DENNIS	6.0	90.00	540.00
		TOTAL LABOR	540.00

		TOTAL THIS PROJECT	\$ 540.00
			=====

11.0 HCRRA COMM/PARTICIP

PROJECT NO. 1362B.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROBST, DENNIS	3.0	90.00	270.00
		TOTAL LABOR	270.00

		TOTAL THIS PROJECT	\$ 270.00
			=====

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL WOLSFELD, RICHARD	1.5	145.00	217.50

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

CONSULTANT II			
COLBURN, ELIZABETH	10.0	57.50	575.00
CONSULTANT I			
STEVENS, JOAN	1.0	47.50	47.50
THATCHER, JENNIE	20.0	47.50	950.00
STAFF LEVEL III			
RONHOVDE, NANCY	1.3	37.50	48.75
STAFF LEVEL II			
HAMRICK, CLAUDIA	0.1	35.00	3.50
HAWKINSON, TOM	0.4	35.00	14.00
SCHAFER, KIM	7.2	35.00	252.00
STAFF LEVEL I			
CUMMING, DIANA	1.2	27.00	32.40
SCHAFER, KIM	1.5	27.00	40.50
SR. ASSOCIATE			
PROBST, DENNIS	36.5	90.00	3,285.00
TOTALS	80.7		5,466.15

TOTAL LABOR 5,466.15

TOTAL THIS PROJECT \$ 5,466.15
=====

MIDWAY PE STATN STRUCTRS

PROJECT NO. 1362B.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	3.0	90.00	270.00
TOTAL LABOR			270.00

TOTAL THIS PROJECT \$ 270.00
=====

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

11.0 RCRRA COMM/PARTICIP

PROJECT NO. 1362C.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
BEYER, GINA	0.4	37.50	15.00
WICKLUND, DAVID	6.0	37.50	225.00
TOTALS	6.4		240.00

TOTAL LABOR 240.00

TOTAL THIS PROJECT \$ 240.00

11.0 HCRRA COMM/PARTICIP

PROJECT NO. 1362C.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
WICKLUND, DAVID	0.5	37.50	18.75

TOTAL LABOR 18.75

TOTAL THIS PROJECT \$ 18.75

MIEWAY PE STATN SITE FD

PROJECT NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MARCH 31, 1993

BRW, INC.

INVOICE NO. DRAFT
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL AMUNDSEN, CRAIG	2.0	145.00	290.00
SR. CONSULTANT MALLOY, STEPHEN	77.0	67.50	5,197.50
CONSULTANT I BEHRINGER, CHRIS	141.5	47.50	6,721.25
STAFF LEVEL III RAMBERG, JEFF	92.0	37.50	3,450.00
SR. ASSOCIATE PAKALNS, ARIJS	16.0	90.00	1,440.00
TOTALS	328.5		17,098.75

TOTAL LABOR 17,098.75

TOTAL THIS PROJECT \$ 17,098.75

INVOICE SUMMARY

TOTAL LABOR	38,299.25
TOTAL THIS INVOICE	38,299.25

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001

INVOICE PERIOD : MARCH 1993

FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$25.91
TRAVEL/AUTO/MILEAGE	4.50
FREIGHT/DELIVERY	45.00
OUTSIDE REPRODUCTION/PHOTO	0.00

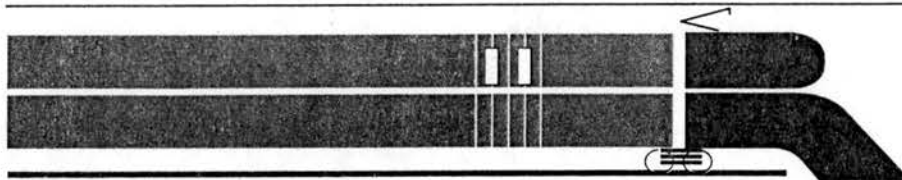
TOTAL	\$75.41
-------	---------

SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$3,507.87
TECHTEL	\$0.00
ETK ENGINEERING	\$0.00
TKDA	\$18,477.58
AM. ENGINEERING TESTING	\$3,689.20

TOTAL	\$25,674.65
-------	-------------

TOTAL EXPENSES	\$25,750.06
----------------	-------------



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

*file with
6/22
RCRRA meeting
3 ring
binder*

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*
SUBJECT: Patronage Forecasts
DATE: June 24, 1993

At this week's Ramsey County Regional Railroad Authority meeting, Commissioner Thomas requested information on previous Central Corridor patronage forecasts. Commissioner Finley requested that I share previous Central Corridor forecasts and information on patronage forecasts for other corridors with you.

I've attached information from the 1990 Central Corridor forecasts. The forecast made in 1990 for the Central Corridor as a stand-alone LRT line was 32,400 riders per day in 2010.

In the 1990 Light Rail Transit Development and Financial Plan prepared by the Regional Transit Board, the forecasts were:

<u>Corridor</u>	<u>2010 Daily LRT Riders</u>
Minneapolis Northwest	20,800
Minneapolis Northeast	17,600
St. Paul Northwest	13,500
St. Paul Northeast	10,800
St. Paul South	14,600
Hiawatha	17,800
Minneapolis South (35W)	26,700 to 29,500 depend- ing upon length
Minneapolis Southwest	16,200
Central	37,200 to 42,500 depend- ing upon alignment

Recommendation:

Steve Wilson from the Metropolitan Council will attend the July 13 meeting of Ramsey County Regional Railroad Authority to provide information on the most current forecasts developed for the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

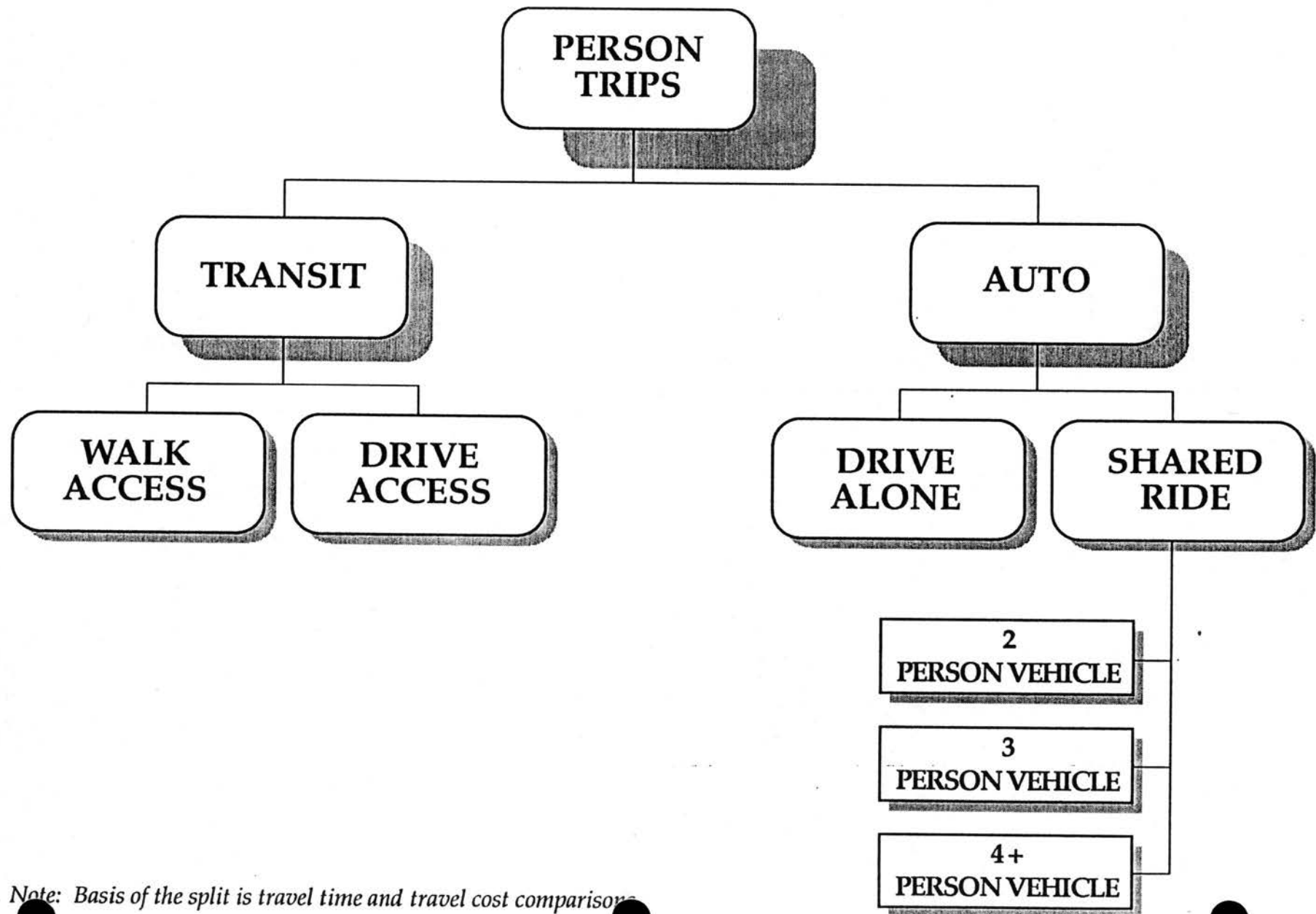
KD/blk
Attachment



OVERVIEW OF PATRONAGE FORECASTS

- **Overview of Patronage Forecasting Model**
- **Input Data**
- **Forecasts for 2010**
- **Comparison to Previous Forecasts**
- **Evaluation**
- **Factors That Could Change Forecasts**
- **Sensitivity Analysis**
- **Non-User Survey**
- **Use of Forecasts**
- **Conclusions**

OVERVIEW OF PATRONAGE FORECASTING MODEL



Note: Basis of the split is travel time and travel cost comparisons

OVERVIEW OF PATRONAGE MODEL (Cont.)

- **Calibration Phase**
 - **Variables**
 - Socioeconomic
 - Travel Times by Mode
 - Travel Costs by Mode
 - **Coefficients**
- **Limitations**
 - **Model Does Not Specifically Recognize Quality, Reliability, or Image of Modal Alternatives**
 - **Difficult to Forecast Twenty Years**
 - **Reliability**
 - Ridership by Alignment: +/- 20%
 - Comparison Among Alignments: +/- 5%
 - Characteristic at a Station: +/- 50%
- **Responsibility for Forecasting**
 - **Data Collection: Barton-Aschman**
 - **Model Development: Comsis and R.H. Pratt**
 - **Network Definition: MTC (Feeder Bus) and LTK (LRT Travel Times)**
 - **Model Application: Metropolitan Council**
 - **Management: BRW**
 - **Technical Review: Cambridge Systematics**

FORECASTING INPUT DATA

- Socioeconomic

Variable	1988	2010
St. Paul CBD Employment	51,500	65,900
St. Paul Employment	183,600	196,150
St. Paul Population	265,000	253,000
Minneapolis CDB Employment	120,300	149,100
Minneapolis Employment	288,000	300,000
Minneapolis Population	355,800	340,000

Source: Metropolitan Council

FORECASTING INPUT DATA

• Travel Times - Central Corridor

Route	"In Vehicle" Travel Time/Minutes	
	Downtown to Downtown	DTN St. Paul to U of MN
Route 16	49	32
Route 94B	32	--
Route 94D	23	--
LRT (I-94/Soo)	28	16
LRT (University)	37	26
LRT (PB/BN)	35	23

FORECASTING INPUT DATA

• Travel Cost

Item	1988	2010
Out-of-Pocket Auto Operating Costs	9.5 cents/ mile	9.5 cents/ mile
Downtown Daily Parking Costs		
– St. Paul Core	\$4.00	\$5.70
– St. Paul Fringe	\$2.90	\$4.70
– Minneapolis Core	\$6.40	\$10.10
– Minneapolis Fringe	\$3.20	\$5.70
Bus Fare (Base)		
– Peak	\$0.75	\$0.75
– Off-Peak	\$0.50	\$0.75

FORECASTS FOR 2010 FOR CENTRAL CORRIDOR (DAILY)

Route	1988	2010 All Bus	2010 LRT		
			I-94/Soo	Univer- sity	PB/BN
LRT	--	--	32,400	30,000	24,300
Route 16 A/E	21,800	25,600	2,600	1,700	11,300
Route 94 B/D	5,900	6,800	--	3,900	--
Total	27,700	32,400	35,000	35,600	35,600

GENERAL TRAVEL TYPES SERVED

- 50 Percent of LRT Trips Have One or Both Ends in Downtown St. Paul
 - St. Paul CBD To/From U of M 2,900
 - St. Paul CBD To/From Midway Area 4,000
 - St. Paul CBD To/From Minneapolis CBD 9,100
- 35 Percent of LRT Trips Have One or Both Ends in Midway Area
 - Midway Area To/From Minneapolis CBD 4,200
 - Midway Area To/From U of M 1,900
 - Within Midway Area 1,000
 - Midway Area To/From St. Paul CBD 4,000
- 44 Percent LRT Trips Have One or Both Ends in University of Minnesota Area
 - U of M To/From Minneapolis CBD 9,200
 - U of M To/From Midway Area 1,900
 - U of M To/From St. Paul CBD 2,900
- 71 Percent LRT Trips Have One or Both Ends in Downtown Minneapolis
 - Minneapolis CBD To/From U of M 9,200
 - Minneapolis CBD To/From Midway Area 4,200
 - Minneapolis CBD To/From St. Paul CBD 9,100

NOTE: These percentages are relatively independent of alignment.

COMPARISON TO PREVIOUS FORECASTS

Forecast Description	Value
University/Southwest AA/DEIS (1985) Alignment on University Avenue	46,100
Midway Corridor Planning Analysis (1988) Mid-Range Used in RTB's Development and Financial Plan	
– University Avenue (Yr. 2000, 1 mile sta.)	41,800
– Burlington Northern (Yr. 2000)	37,200
– I-94 (Yr. 2000)	42,500

Comments:

- Loss of population between Year 2000 and 2010
- New model more refined in work and non-work travel forecasts.
Relative to old model: more work and less non-work.
- Growth in travel is primarily non-work and non-downtown oriented.

EVALUATION

- **Technical (Completed By Cambridge Systematics)**
 - "Overall, while a number of potential improvements in the forecasting procedure can be identified, the procedure is better than most that are typically used in studies such as these."
 - "... a nested logit model, which represents the leading edge of the state of the practice in travel demand forecasting."
- **Logical**
 - all-bus forecast reflects the growth in overall travel in corridor
 - highest ridership alignments are closest to potential users
 - cost assumptions relative to inflation are reasonable
 - growth in total ridership reflects high current ridership in the corridor

FACTORS THAT COULD CHANGE FORECASTS

- **Price of Gasoline Relative to Inflation**
- **Price of Parking Relative to Inflation**
- **Population/Employment Projections**
- **Roadway Travel Times**
- **Marketing of Transit Mode**
- **Bias to LRT Due to Quality and Reliability of Service**
- **Vehicle Fuel Efficiency**
- **Transit Fares**

SENSITIVITY ANALYSIS

Value	Relative Weight of Model Coefficients
Wait Time - Transit	450
Walk Time - Transit	450
Transfer Time - Transit	450
Number of Transfers	450
Terminal Time - Highway	450
In-Vehicle Time	200
Transit Fares	32
Parking Cost	80
Highway Operating Cost	25

NON-USER SURVEY

- **For Trade-Offs Between Travel Time and LRT System Access, Favor Access. Minimize Transfer and Wait Time**
- **Provide Adequate Park-Ride Capacity in Order to Build Patronage**
- **People Favor the Reliability of LRT. A 100% Reliable System Could Increase Transit by 30%.**
- **People Are Sensitive to Real Direct Out-of-Pocket Costs. A \$1.00/Day Increase in Commuting Cost Would Result in a 20% Increase in Ridership**
- **Commuters from Suburbs Respond More Favorably to LRT Than Commuters from City**
- **People Like the Idea of LRT. The Number of Riders Depends on Quality of Service Between Origin/Destination.**

USE OF TRANSIT RIDERSHIP FORECASTS

- **Sizing of Transit System Components**
 - **Fleet Size**
 - **Service Frequency**
 - **Park-Ride Spaces**
 - **Bus Bays in Stations**
 - **Drop-Off/Pick-Up Spaces**
 - **Vehicles/Trains**
- **Costing of LRT System**
 - **Capital Cost**
 - **Operating/Maintenance Cost**
- **Performance Indicators for Comparative Evaluation**
 - **Riders/Route Mile**
 - **New Riders/Route Mile**
 - **Operating Cost/Passenger**
 - **Capital Cost/Passenger**
 - **Etc.**

CONCLUSIONS

- Significant effort went into the forecasting process and the process is state of the art.
- Forecasts as presented should be used in the evaluation process to assist in the selection of a preferred alignment.
- Forecasts will be revised as conditions change; conditions will change
- Forecasters are conservative after problems of 1970's and 1980's
- Recent experience in cities with LRT is positive relative to ridership
- The transit patronage forecasting process has limitations
- BRW would place a range of -5% to +20% on the aggregate forecasts

file

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

Ruby Hunt, Treasurer
District 5
Hal Norgard
District 7
Brenda C. Thomas
District 2
Dick Wedell
District 1

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 13, 1993

***1:00 P.M. - LARGE CONFERENCE ROOM - 220 COURT HOUSE**

***PLEASE NOTE CHANGE IN TIME.**

filed with 6/22

1. * MINUTES - of the Ramsey County Regional Railroad Authority Board Meeting of May 25, 1993.
2. Central Corridor AA/DEIS Update - Information only.
3. * Ratify Partial Payment No. 20 to BRW, Inc. in the amount of \$103,548.64 for the Midway Corridor Phase II Preliminary Engineering.

Quantity costs
lifecycle costs
define for each
tunnel op. costs
cap cost/mile
tunnel vs. surface
long term op. cost/mile
by city
cost of auto
cost of hurry
vs. with bus
vs. with
* Action is requested.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>REGIONAL RAILROAD AUTHORITY</u> Originating Department _____ <u><i>F. L. Spiegelaere</i></u> <u>7/3/93</u> Authorized Signature Date	Board Action Requested Central Corridor AA/DEIS Update <u>INFORMATION ONLY</u>
---	--

Request Justification

See attached information on patronage forecasts. Steve Wilson, forecaster from the Metropolitan Council, will attend the Rail Authority meeting.

Budgeting and Accounting <u><i>Ed Glanville</i></u> <u>7/7/93</u> County Attorney <u><i>Dan MacMillan</i></u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
---	---

Comments / Recommendation

Documentation certified complete for:

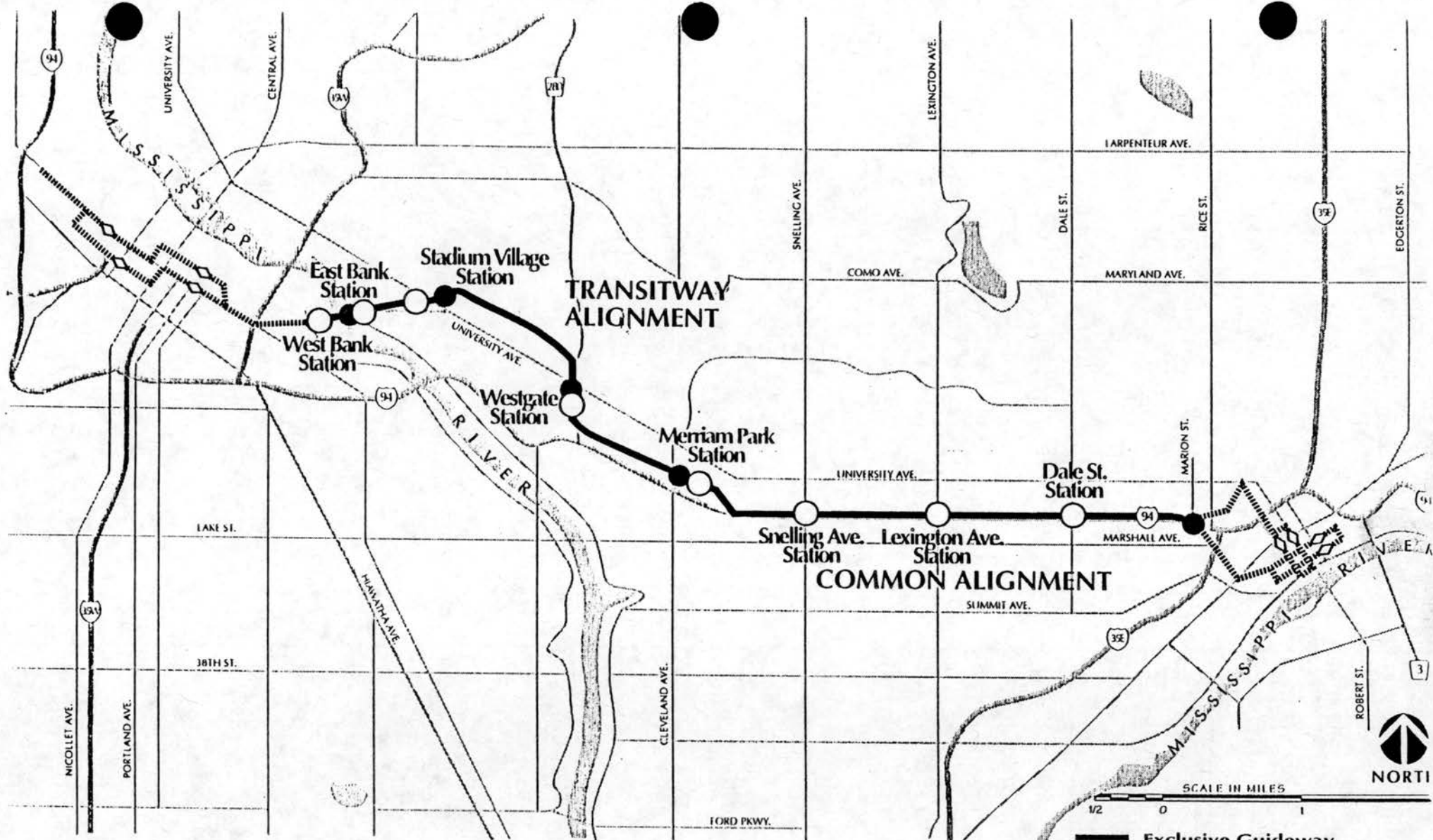
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>July 13, 1993</u>	<u><i>F. L. Glanville</i></u>	<u>7/7/93</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

OVERVIEW OF PATRONAGE FORECASTS

- **Review of Alternatives**
- **Overview of Patronage Forecasting Model**
- **Input Data**
- **Forecasts for 2010**
- **Comparison to Previous Forecasts**
- **Factors That Could Change Forecasts**
- **Conclusions**

CENTRAL CORRIDOR TRANSIT ALTERNATIVES

- **No-Build** - Retains existing bus service and includes new service connecting the Energy Park area with downtown Minneapolis and St. Paul, and increased local radial and peak express service. These improvements are programmed for 1993 and 1994 in the Regional Transit Board "Vision 97" five-year transit plan.
- **Transportation System Management (TSM)** - All service improvements identified in the No-Build Alternative will be provided, plus greater frequency, route extensions, and addition of new routes.
- **Busway** - All service improvements identified in the TSM Alternative, plus exclusive Busway lanes will be provided in this alternative. Some transit service will be realigned to use the Busway lanes. In addition, feeder bus service will be provided by realigning some existing bus routes and orienting new bus service to the Busway.
- **LRT** - This alternative includes a Light Rail Transit (LRT) facility operating between downtown St. Paul and Minneapolis. Most of the bus service improvements identified in the TSM Alternative are included. Corridor bus routes are rerouted to become LRT feeder bus routes. In addition, feeder bus service will be provided by realigning some existing bus routes and orienting new bus service to the LRT line.



Central Corridor

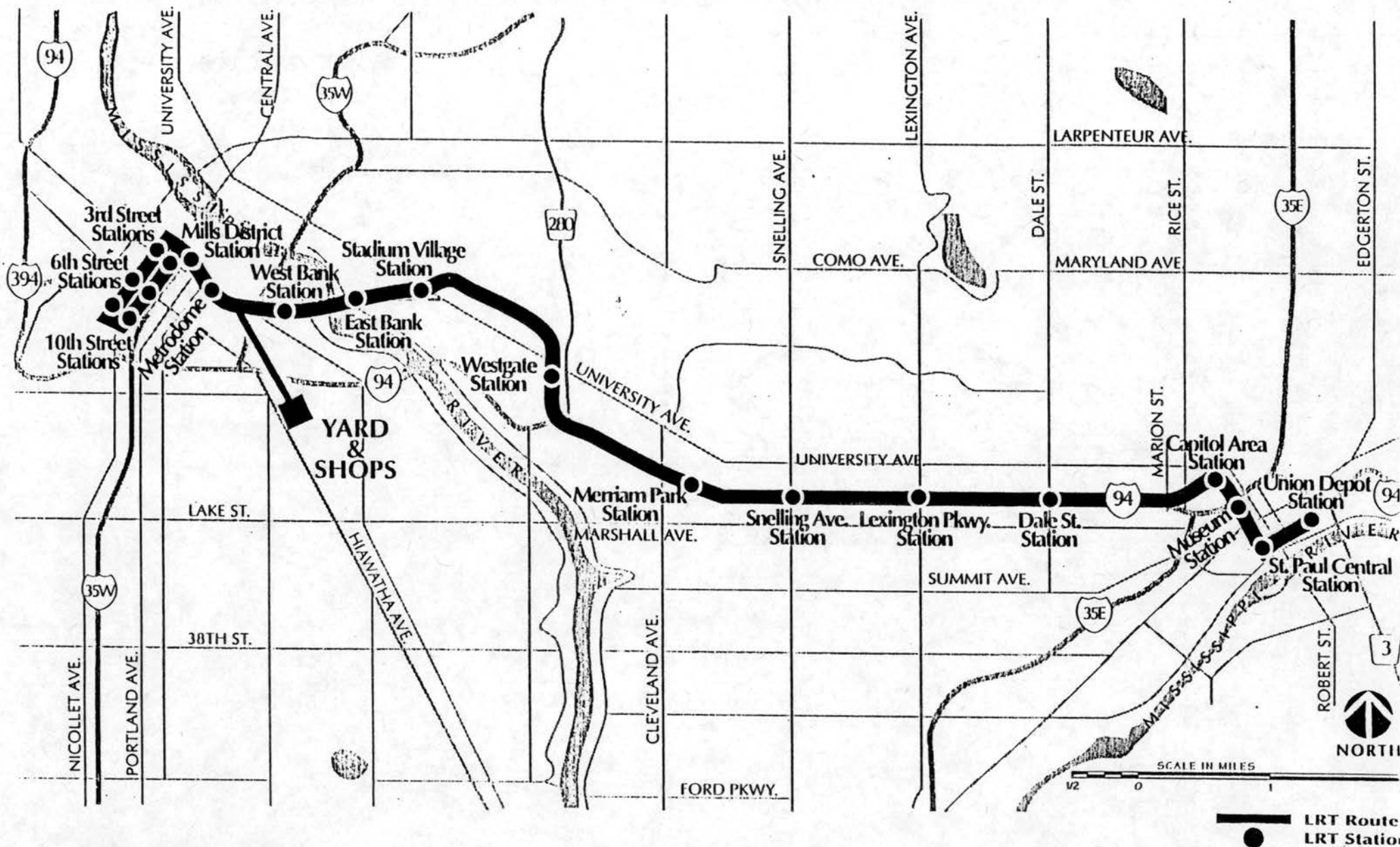
Mn/DOT • RCRA • HCRA

Alternatives Analysis
Environmental Impact Statement

BRW

**BUSWA
ALIGNMENT MA**

Figure 5



CC
Central Corridor

Mn/DOT • RCRA • HCRA

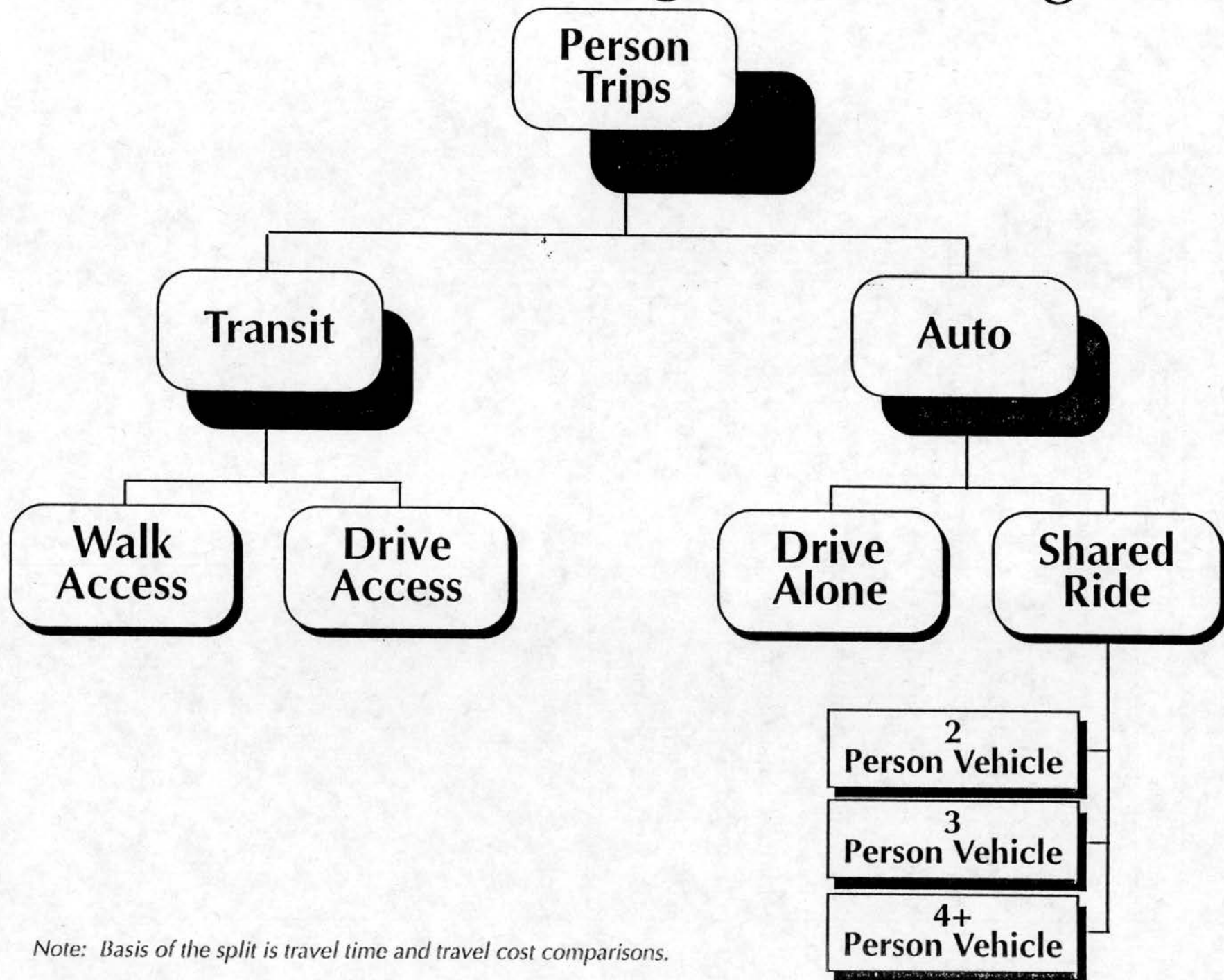
Alternatives Analysis
Environmental Impact Statement

BRW

LR
ALIGNMENT MA

Figure 6

Overview of Patronage Forecasting Model



Note: Basis of the split is travel time and travel cost comparisons.

FORECASTING INPUT DATA SOCIOECONOMIC

Variable	1988	2010	% Change
Downtown St. Paul Employment	59,091	63,900	+ 8%
Downtown St. Paul Population	4,557	8,700	+ 91%
St. Paul Employment	183,600	176,500	- 4%
St. Paul Population	265,000	280,000	+ 6%
Downtown Minneapolis Employment	133,230	146,700	+ 10%
Downtown Minneapolis Population	10,692	11,800	+ 10%
Minneapolis Employment	288,000	285,400	- 1%
Minneapolis Population	355,800	373,000	+ 5%
Region Employment	1,188,570	1,605,600	+ 35%
Region Population	2,200,980	2,763,900	+ 26%

Source: Metropolitan Council

FORECASTING INPUT DATA TRAVEL TIME (MINUTES)

Travel Location (From/To)	Alternative	Time (Minutes)
Minneapolis CBD to St. Paul CBD	LRT	29.5
	Busway (Full/Express) ¹⁾	32/27
	16A (No-Build) ²⁾	58
	94B (No-Build) ²⁾	39/33
Minneapolis CBD to University of Minnesota	LRT	8
	Busway (Full/Express)	9/NA
	16A (No-Build)	12
	94B/D (No-Build)	NA/NA
St. Paul CBD to University of Minnesota	LRT	21.5
	Busway (Full/Express)	23/NA
	16A (No-Build)	46
	94B/D (No-Build)	NA/NA

- 1) "Full Service"--buses serve each Busway stop.
"Express Service"--buses stop in downtowns and Capitol Area only.
- 2) No-build network travel times are estimate.

FORECASTING INPUT DATA TRAVEL COST (1988 Dollars)

Item	1988	2010
Out-of-Pocket Auto Operating Costs (Gas, Oil, Tires)	9.5 cents/ mile	9.5 cents/ mile
Downtown Daily Parking Costs		
- St. Paul Core	\$4.00	\$6.30
- St. Paul Fringe	\$2.90	\$4.60
- Minneapolis Core	\$6.40	\$9.60
- Minneapolis Fringe	\$3.20	\$4.80
Bus Fare/Trip		
- Peak (Zone 1/Zone 2)		
• Local	\$0.75/\$1.00	\$0.75/\$1.00
• Express	\$1.00/\$1.25	\$1.00/\$1.25
- Off-Peak (Zone 1/Zone 2)		
• Local	\$0.50/\$0.75	\$0.50/\$0.75
• Express	\$0.75/\$1.00	\$0.75/\$1.00

OVERVIEW OF PATRONAGE MODEL

- **Limitations**
 - Model Does Not Specifically Recognize Quality, Reliability, or Image of Modal Alternatives
 - Difficult to Forecast Twenty Years
 - Reliability of Build Alternative
 - Ridership for Corridor: 20% low to 10% high
 - Ridership at a Station: +/- 50%
- **Responsibility for Forecasting**
 - Model Development: Parsons Brinckerhoff and Metropolitan Council
 - Network Definition: Manuel Padron (Feeder Bus, Busway Travel Times) and BRW (LRT Travel Times)
 - Model Application: Metropolitan Council and Parsons Brinckerhoff
 - Management: BRW
 - Review and Comments on National Consistency: FTA
- **Calibration/Validation Phase**
 - Develop Model that Replicates the Measured Transit Trips in 1988
- **Forecasting Phase**

2010 REGIONAL DAILY TRANSIT RIDERSHIP FORECASTS

Alternative	Work Trips	Non-Work Trips	Total	New Transit Riders ¹⁾
1988	120,201	79,400	199,601	-44,420
2010 No-Build	146,801	92,848	239,649	-4,372
2010 TSM	147,899	96,122	244,021	---
2010 Busway	149,386	97,135	246,521	2,500
2010 LRT	149,059	98,569	247,628 ²⁾	3,607

1) TSM Base Comparison

2) Daily ridership on the LRT was forecast at 33,700.

GENERAL TRAVEL TYPES SERVED BY LRT ALTERNATIVE

- 57 Percent of LRT Trips Have One or Both Ends in Downtown St. Paul

	Trip Ends *
- St. Paul CBD To/From U of M	3,600
- St. Paul CBD To/From Midway Area	4,900
- St. Paul CBD To/From Minneapolis CBD	8,600

- 43 Percent of LRT Trips Have One or Both Ends in Midway Area

- Midway Area To/From Minneapolis CBD	4,300
- Midway Area To/From U of M	3,900
- Midway Area To/From St. Paul CBD	4,900

- 41 Percent LRT Trips Have One or Both Ends in University of Minnesota Area

- U of M To/From Minneapolis CBD	4,800
- U of M To/From Midway Area	3,900
- U of M To/From St. Paul CBD	3,600

- 59 Percent LRT Trips Have One or Both Ends in Downtown Minneapolis

- Minneapolis CBD To/From U of M	4,800
- Minneapolis CBD To/From Midway Area	4,300
- Minneapolis CBD To/From St. Paul CBD	8,600

* Includes both ends of trip (boarding and alighting).

COMPARISON TO PREVIOUS LRT FORECASTS

Forecast Description	Value
Midway Corridor Planning Analysis (1988) Mid-Range Used in RTB's Development and Financial Plan	
- I-94 (Yr. 2000)	42,500
Midway Corridor DEIS (12/90)	32,400 ¹⁾
Central Corridor AA/DEIS (6/93)	33,700 ²⁾

- ¹⁾ Model refined from previous forecasts. Reduced population forecasts.
²⁾ Reduced employment forecasts for downtown Minneapolis and St. Paul.

FACTORS THAT COULD CHANGE FORECASTS

- Population/Employment Projections
- Price of Parking Relative to Inflation
- Bias to Busway or LRT due to Quality and Reliability of Service
- Roadway Travel Times
- Transit Fares
- Marketing of Transit Mode
- Vehicle Fuel Efficiency
- Price of Gasoline Relative to Inflation
- Lifestyle Choices

USE OF TRANSIT RIDERSHIP FORECASTS

- Sizing of Transit System Components
 - Fleet Size
 - Service Frequency
 - Park-Ride Spaces
 - Bus Bays in Stations
 - Drop-Off/Pick-Up Spaces
 - Vehicles/Trains
- Costing of Alternatives
 - Capital Cost
 - Operating/Maintenance Cost
- Performance Indicators for Comparative Evaluation
 - Riders/Route Mile
 - New Riders/Route Mile
 - Operating Cost/Passenger
 - Capital Cost/Passenger

CONCLUSIONS

- Significant effort went into the forecasting process under the guidance and oversight of the FTA.
- Forecasts as presented should be used in the evaluation process to assist in the selection of a preferred alternative.
- Forecasts will be revised as conditions change; conditions will change.
- Forecasters are conservative after problems of 1970s and 1980s.
- The transit patronage forecasting process has limitations.
- The forecasters expect the forecast to be 20% low to 10% high.

Memorandum



BRW INC.

DATE: June 30, 1993

TO: Bob Winter, Mn/DOT
Kathryn DeSpiegelaere, RCRRA
Ken Stevens, HCRRA

FROM: Dennis Probst
Douglas Moore
Christian Hiniker

RE: Transit Ridership Forecasts
Central Corridor AA/DEIS

Planning
Transportation
Engineering
Urban Design

Thresher 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

SUMMARY

Transit ridership forecasts prepared by the Metropolitan Council for the four alternatives (No-Build, Transportation System management (TSM), Busway, LRT) have been reviewed by BRW, Inc. under contract to Minnesota Department of Transportation (Mn/DOT), the Ramsey County Regional Railroad Authority (RCRRA), and the Hennepin County Regional Railroad Authority (HCRRA). The forecasts of daily transit ridership are shown in Table 1 of this memorandum. These forecasts are for a stand-alone Central Corridor transit improvement.

The consultant team recommends that Mn/DOT, RCRRA, and HCRRA accept these forecasts for use in further development of specific alternative features and in the assessment of environmental impacts for presentation in the Draft Environmental Impact Statement.

This recommendation does not mean that the forecasts will not ever change. Any changes in alignment or station locations, the addition of other transit services in the metropolitan area, or updated information on travel costs could all affect the forecasts. The forecasts should be updated as additional information becomes available.

MEMORANDUM

June 30, 1993

Page 2

Attached to this memorandum is a 15 page summary which outlines the forecasting process and results.

BACKGROUND

Transit ridership forecasts are essential components of the analysis and comparison of the four alternatives under consideration in the Central Corridor Study. Estimates of future bus and light rail transit ridership are used to estimate capital and operating costs and to measure alternative performance.

The purpose of this memorandum is to present the forecasts, and to provide sufficient additional information so that those reviewing and using the forecasts will have a basic understanding of what went into the preparation of the forecasts, how the forecasts will be used, and the degree of confidence that should be given to the forecasts.

CENTRAL CORRIDOR TRANSIT FORECASTS

The basic regional forecasts prepared by the Metropolitan Council and Parsons Brinckerhoff are shown in Table 1. The comparison provides an understanding of how travel patterns would change under each of the alternatives. Several key observations can be made:

- Regional transit ridership is projected to increase by 44,420 trips between 1988 and 2010 due to increased travel in the region, increased parking cost, and increased traffic congestion.
- Regional transit ridership is projected to increase by 4,372 trips as a result of TSM improvements in the Central Corridor. Most of the ridership increase is non-work trips attracted by increased transit service frequency during the midday.
- Regional transit ridership is projected to increase an additional 2,500 trips (from TSM) as a result of busway implementation in the Central Corridor. Most of the increase is in work trips attracted by improved transit travel speeds.

MEMORANDUM

June 30, 1993

Page 3

- Regional transit ridership is projected to increase an additional 3,600 trips (from TSM) as a result of LRT implementation in the Central Corridor. Approximately one-third of the increase is work trips attracted by improved travel speeds, and two-thirds is non-work trips attracted by improved accessibility within the Central Corridor.

TABLE 1
TRANSIT RIDERSHIP FORECAST SUMMARY

Alternative	Regional Daily Transit Trips Total Trips
1988 Base Year	199,601
2010 No-Build	239,649
2010 TSM	244,021
2010 Busway	246,521
2010 Light Rail	247,628

FORECAST PREPARATION

The ridership forecasts were prepared using a set of computer models developed for the Twin Cities metropolitan area. The forecast preparation process consists of four steps:

1. Trip Table Generation - The Metropolitan Council prepares a series of tables which describe the number of person-trips which will be made between each combination of traffic analysis zones and/or external cordon stations in the Twin Cities area. The forecast of future trips is based on forecasts of future population and employment levels and distribution which are developed in a cooperative effort by the Council and metropolitan area communities.
2. Mode Choice - A mode choice computer model predicts the mode of travel which would be chosen for any given trip based on travel time

MEMORANDUM

June 30, 1993

Page 4

and travel cost factors of transit and competing modes. This included a survey of transit travel in the metropolitan area, an attitude survey of non-transit users, and development of the mode choice computer model. (The model is based on one used in the Washington, DC, metropolitan area.)

3. Assignment - Assignment is a computerized process in which each transit trip is allocated (or assigned) to the transit route which will result in the lowest overall travel time.

USE OF FORECASTS

The numbers presented in Table 1, and other data derived from those numbers, will be used throughout the environmental impact statement and preliminary design process for two main purposes:

1. To determine the required size of transit system components, including:
 - Number of vehicles (buses and LRV's) required on each transit route during different periods of the day.
 - LRT and bus headways (time between buses or LRV's).
 - Number of drop-off/pick-up spaces required at each Busway or LRT station.
 - Number of bus waiting spaces needed at each Busway or LRT station.
 - Number of LRV's in a train.
 - Busway or LRT platform size (maximum number of people expected to be on the platform at one time).
2. To assess the performance of the various alternatives. In addition to the actual patronage forecasts, various ratios may be used, including:
 - Riders per route mile.
 - New riders per route mile.
 - Passenger miles per route mile.
 - Operating cost per passenger.
 - Operating cost per passenger mile.

MEMORANDUM

June 30, 1993

Page 5

- Operating cost per route mile.
- Capital cost per passenger.
- Capital cost per passenger mile.
- Capital cost per route mile.
- Annualized capital cost per passenger.
- Annualized capital cost per passenger mile.
- Annualized capital cost per route mile.
- Operating revenue per route mile.
- Operating revenue per passenger mile.

REASONABLENESS OF FORECASTS

An independent review of the modelling process conducted by Cambridge Systematics in 1990, confirmed that the models used by the Metropolitan Council are sound. The forecasts for the LRT ridership were examined in detail to determine the "reasonableness" of the results. This alternative was selected for the analysis because of the ability to isolate the ridership on the fixed guideway facility.

The "build-up analysis" conducted for the LRT option identified the impact of various changes on projected ridership, as summarized below:

- Addition of the LRT to the existing transit system resulted in a current daily LRT ridership of 28,400. This ridership level represents 84 percent of the future year projection, indicating that most of the travel benefits within the corridor would be realized soon after LRT implementation.
- Addition of the Year 2010 regional travel projections (25 percent trip increase) resulted in a 9 percent increase in LRT ridership. This relatively small increase resulting from regional growth reflects the developed nature of the Central Corridor. Most new development is currently occurring outside the corridor.
- Addition of increased downtown parking costs and highway congestion in the Year 2010 resulted in an additional 7 percent increase in LRT ridership. The overall LRT ridership increase forecasted from

MEMORANDUM

June 30, 1993

Page 6

1988 to 2010 travel conditions of 16 percent is relatively small, suggesting that the projections could be considered "conservative."

The accuracy of the forecast model depends largely on the calibration of the model. Calibration is a step in which coefficients used in the model (rather than the data inputs such as population, employment, auto operating cost, etc.) are adjusted such that the model is able to predict a known outcome.

Calibration was accomplished by adjusting model coefficients until the model could replicate actual 1988 transit ridership data collected in an on-board survey of transit riders. The 1988 On-Board Survey included interviews of a statistically significant number of bus riders on every bus route in the metropolitan area. Interviewees responded to questions regarding trip origin and destination and demographic information. The survey generated trip table represents actual 1988 transit demand.

The calibrated mode split model, using 1988 socioeconomic data, was able to "predict" 1988 total transit work trips within two percent of actual, total transit home-based other trips within one percent, total transit non-home based trips within less than one percent, and total transit trips within one percent. The model was also able to accurately predict transit travel to downtown St. Paul, and downtown Minneapolis, as well as transit travel by market segments (such as groups with different levels of auto ownership).

The model should also be able to predict major components of future transit ridership with a very high level of accuracy provided that forecasts of data inputs such as population, employment, auto operating costs, etc. are accurate, and provided that travel behavior patterns remain the same. Under those conditions, it would be reasonable to expect that the model would be able to predict future transit travel as well as it predicted known travel patterns during the calibration process.

It is unlikely, however, that all the required conditions will be met. What is most likely is that some of the forecasts of socioeconomic factors will be too low and some will be too high. It is also likely that travel behavior will change in some ways which would tend to increase transit travel and in

MEMORANDUM

June 30, 1993

Page 7

some ways which would tend to decrease transit travel. It may be that LRT will attract more riders than a comparable bus service. There is no way to know exactly what the changes may be, or even to state unconditionally that changes will occur.

One potential weakness of the model is that it is not designed to account for what is perceived by some to be a higher level of attractiveness of light rail transit when compared to bus transit. Since the model only considers cost and service characteristics, the inherent attractiveness of LRT demonstrated in several cities is not reflected in the forecasts.

Confidence in the results of the forecasting process can be stated in two ways. If the model inputs and travel behavior factors are accurately predicted, then the results should be as accurate as the calibration. Alternatively, if model inputs and travel behavior factors do change as they are likely to do, the results predicted today will be less accurate. Based upon the model inputs used for this forecast, it is reasonable to expect that actual ridership would be up to 20 percent higher or 20 percent lower than the ridership projections.

As more and more detailed information is sought from the forecasts, the reliability of the results decreases. For example, confidence level in the forecast of total transit ridership would be greater than the confidence level in an estimate of the number of people expected to walk to a specific station.

FACTORS WHICH MAY AFFECT FORECASTS IN THE FUTURE

It is reasonable to expect that these forecasts will be refined as the project proceeds. The reasons for future changes are identified in page 13 of the attachment. It is not expected that significant changes in the forecasts will occur unless significant changes in these conditions occur.

DP/ch

Attachment

cc: File #1712A51

#13039

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. L. Spiegelbauer 6/30/93
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 20 to BRW, Inc. in the amount of \$103,548.64 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 RCRRRA/HCRRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$103,548.64 for the period ending April 30, 1993, 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 20
 - 3) BRW, Inc. Invoice No. 68312 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
July 13, 1993

Signature

Date
7/17/93

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 30, 1993; 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. 68312, Partial Payment No. 20, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$103,548.64 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1993, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

COMPUTER INPUT
PLEASE TYPE OR
PRINT PLAINLY

CHARGE TO: Department Regional Railroad Authority Date: 6/9/93

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	\$ 103,548.64
				\$
				\$
				\$
				\$

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

4 PAY TO: 02207 \$ 103,548.64
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: Inv. No.68312; Partial Pymt 20; Midway Phase II PE
8 9-60

Agreement PA270; Acct. 59105-020102; April 30, 1993
5 8 9-60

For Risk Management
Use Only

6 Claim # Name 9-24 Type

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 vendors 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.20

PREPARED BY: *BK*

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

ENTERED BY: *BK*

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: JUN 07 93

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 APR 93

LESS RETAINAGE

AMOUNT DUE

LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 63.2%
\$1,857,291.65
\$90,839.11
\$1,766,452.54
\$1,652,160.11
\$114,292.43

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.

6/11/93 *[Signature]*
DATE DIRECTOR, REGIONAL RAILROAD PLANNING

6/11/93 *[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 NO.15	\$40,383.28	\$6,905.51	\$47,288.79
PARTIAL PAYMENT NO.16	\$25,047.42	\$7,219.55	\$32,266.97
PARTIAL PAYMENT NO.17	\$43,845.84	\$8,895.07	\$52,740.91
PARTIAL PAYMENT NO.18	\$64,823.03	(\$19,283.85)	\$45,539.18
PARTIAL PAYMENT NO.19	\$56,199.29	\$5,931.26	\$62,130.55
PARTIAL PAYMENT NO.20	\$103,548.64	\$10,743.79	\$114,292.43
PARTIAL PAYMENT TOTAL:	\$1,589,045.18	\$177,407.36	\$1,766,452.54

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$1,766,452.54
AMOUNT REMAINING ON AGREEMENT \$1,173,547.46



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
San Diego
Seattle
Portland
Orlando
Milwaukee

INVOICE

68312

Ms. Kathryn DeSpiegelaere
Ramsey County RRA
360 Ramsey Co. Govt. Cntr-W
50 West Kellogg Boulevard
St. Paul, MN 55102

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

DATE: April 30, 1993

JOB NO: 1362

INVOICE PERIOD: April 1993
FEDERAL TAX ID NUMBER: 41-1625272

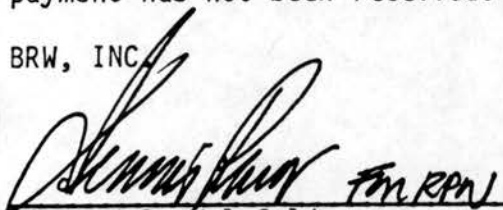
For professional services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase II Preliminary Engineering for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA/HCRRA 91-001.

ITEM	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 107,064.10	\$ 1,561,762.05	\$ 1,668,826.15
TO CORRECT GROSS TOTAL	\$ <u>1,934.11</u>	\$ <u>0.00</u>	\$ <u>1,934.11</u>
CORRECTED GROSS TOTAL	\$ 108,998.21	\$ 1,561,762.05	\$ 1,670,760.26
LESS RETAINAGE	\$ 5,353.21	\$ 76,265.51	\$ 81,618.72
TO CORRECT RETAINAGE	\$ <u>96.36</u>	\$ <u>0.00</u>	\$ <u>96.36</u>
CORRECTED RETAINAGE TOTAL	\$ 5,449.57	\$ 76,265.51	\$ 81,715.08
RCRRA DUE THIS BILLING	\$ 103,548.64	\$ 1,485,496.54	\$ 1,589,045.18
HCRRA	\$ 11,309.26	\$ 175,222.13	\$ 186,531.39
LESS RETAINAGE	\$ <u>565.47</u>	\$ <u>8,558.56</u>	\$ <u>9,124.03</u>
HCRRA DUE THIS BILLING	\$ 10,743.79	\$ 166,663.57	\$ 177,407.36

*5% of total less \$2,025.16 ZGF retainage paid (\$1,822.64 RCRRA; \$202.52 HCRRA)

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

BRW, INC.


Richard P. Wolsfeld
Principal

Received
6/1/93
KD

Memorandum



Date : May 27, 1993

To : Kathy DeSpiegelaere
Ken Stevens

B R W INC.

From : Dennis Probst

Planning
Transportation
Engineering
Urban Design

RE : RCRRA invoice corrections.

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

Please note that corrections have been made in the April 1993 invoice as agreed in our meeting of May 17, 1993. Please refer to the attached table for a breakdown of the invoice and payment information. With this adjustment, the total of the individual invoices will now match the actual project-to-date amount.

In the future, BRW will make sure that the "Previously Billed" amounts match the prior invoice. Thank you for your understanding in this matter. Please call if you have any questions.

Denver
Milwaukee
Minneapolis
Orlando
Phoenix
Portland
San Diego
Seattle

Donald W. Ringrose
Richard P. Wolsfeld
Thomas F. Carroll
Craig A. Amundsen
Donald E. Hunt
John B. McNamara
Richard D. Pilgrim
Dale N. Beckmann
Jeffery L. Benson
Ralph C. Blum
Gary J. Erickson
John C. Lynch
Paul N. Bay
Sabri Ayaz
Gary A. Ehret
Anthony Heppelmann
Arijs Pakalns
Martha McPhee
Howard P. Preston
Dennis P. Probst

MIDWAY

SPREADSHEET TO INVOICE RECONCILIATION
AMOUNTS INVOICED VS AMOUNTS PAID AND CREDITS GIVEN

MONTH INVOICED	GROSS VALUE OF WORK	RETAINAGE ON VALUE OF WORK	NET VALUE OF WORK (A-B)	CUMULATIVE TO DATE			CUMULATIVE TO DATE DIFFERENCE			RCRRA PAID
				TOTAL BILLED TO DATE	TOTAL RETAINAGE TO DATE	NET BILLED TO DATE	GROSS VALUE VS. BILLED (A-D)	RETAINAGE VALUE VS BILL (B-E)	NET VALUE VS BILLED (C-F)	
	A	B	C	D	E	F	G	H	I	
9/30/91	6,920.81	(346.05)	6,574.76	6,920.81	(346.03)	6,574.78	0.00	0.00	0.00	6,574.77
10/31/91	83,686.89	(4,184.33)	79,502.56	90,607.70	(4,530.38)	86,077.22	0.00	(0.00)	0.10	79,502.55
11/30/91	58,364.46	(2,918.22)	55,446.24	149,424.61	(7,901.14)	141,523.47	(452.45)	452.53	0.08	55,446.25
12/31/91	110,350.48	(5,517.52)	104,832.96	259,775.09	(13,418.66)	246,356.43	(452.45)	452.53	0.08	104,832.96
1/31/92	165,505.35	(8,275.27)	157,230.08	425,280.44	(21,693.93)	403,586.51	(452.45)	452.53	0.08	157,659.91
2/29/92	119,064.63	(5,953.21)	113,111.42	546,167.71	(15,740.68)	530,427.03	(2,275.09)	(11,453.93)	(13,729.02)	116,868.07
2/29/92		1,822.64	1,822.64							0
3/31/92	126,684.24	(6,334.21)	120,350.03	671,947.05	(33,528.94)	638,418.11	(1,370.19)	1,822.76	452.57	119,916.64
4/30/92	138,248.60	(6,912.41)	131,336.19	810,648.10	(40,509.89)	770,138.21	(1,822.64)	1,891.30	68.66	131,336.17
5/31/92	126,023.53	(6,301.16)	119,722.37	936,671.63	(44,808.44)	891,863.19	(1,822.64)	(111.31)	(1,933.95)	119,722.35
6/30/92	118,553.18	(5,927.63)	112,625.55	1,055,224.81	(50,739.69)	1,004,485.12	(1,822.64)	(107.69)	(1,930.33)	112,625.52
7/31/92	64,179.29	(3,208.96)	60,970.33	1,119,404.10	(53,948.65)	1,065,455.45	(1,822.64)	(107.69)	(1,930.33)	60,970.33
8/31/92	72,759.39	(3,637.93)	69,121.46	1,190,340.79	(57,785.58)	1,132,555.19	0.06	91.31	91.39	69,121.38
9/30/92	77,582.05	(3,879.08)	73,702.97	1,267,922.84	(61,664.70)	1,206,258.12	0.06	91.34	91.42	73,702.93
10/31/92	49,387.25	(2,469.32)	46,917.93	1,317,310.09	(64,134.10)	1,253,175.99	0.06	91.42	91.48	46,917.85
11/30/92	42,508.72	(2,125.44)	40,383.28	1,359,818.81	(66,289.54)	1,293,559.27	0.06	121.43	91.49	40,383.28
12/31/92	32,495.28	(1,624.76)	30,870.52	1,390,380.04	(69,751.66)	1,320,658.38	1,934.11	1,958.78	3,862.89	25,047.42
12/31/92										0.00
SUBTOTAL	1,392,314.15	(67,792.88)	1,324,521.27	1,390,380.04	(69,751.66)	1,320,658.38	1,934.11	1,958.78	3,862.89	1,320,628.38
1/31/93	46,153.53	(2,307.67)	43,845.86	1,436,533.57	(72,004.05)	1,364,529.52	1,934.11	1,903.51	3,837.61	43,845.84
2/28/93	66,071.29	(3,303.55)	62,767.74	1,502,604.86	(73,307.61)	1,429,297.25	1,934.11	(96.49)	1,837.62	64,823.03
3/31/93	59,157.19	(2,957.82)	56,199.37	1,561,762.05	(76,265.51)	1,485,496.54	1,934.11	(96.41)	1,837.70	56,199.29
4/30/93	107,064.10	(5,353.21)	101,710.90	1,668,826.15	(81,618.72)	1,587,207.43				
TOTAL	1,670,760.26	(81,715.08)	1,589,045.14	1,668,826.15	(81,618.72)	1,587,207.43	1,934.11	(96.41)	1,837.70	1,485,496.54

	BILLED	CORRECTED	DIFFERENCE
4/30/93 BILLING	\$1,668,826.15	\$1,670,760.26	(1,934.11)
RETAINAGE	(\$81,618.72)	(\$81,715.08)	96.36
NET BILLED	\$1,587,207.43	\$1,589,045.14	(1,837.71)
Rounding Differences			0.12
TOTAL			(1,837.59)

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRA 91001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRA
 INVOICE PERIOD : APRIL 1993
 FILENAME: 89003_1
 last update: 05/27/93

JOB NUMBER	LABOR	DIRECT EXPENSES	SUB- CONSULTANT RETAINAGE	TRANSFER	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					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-41	3,381.73				3,381.73	169.09	3,212.64	92%	2,955.63	8%	257.01
1362-A-42	10,521.25				10,521.25	526.06	9,995.19	92%	9,195.57	8%	799.62
1362-A-43	725.00	21,181.08	1,114.43		23,020.51	1,151.03	21,869.48	92%	20,119.92	8%	1,749.56
1362-A-44		558.60	29.40		588.00	29.40	558.60	92%	513.91	8%	44.69
1362-A-45	352.50	11,719.54	612.88		12,684.92	634.25	12,050.67	92%	11,086.62	8%	964.05
1362-A-46					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-47	142.50				142.50	7.13	135.37	92%	124.54	8%	10.83
1362-A-48					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-49	24,611.50	459.91			25,071.41	1,253.57	23,817.84	92%	21,912.41	8%	1,905.43
1362-A-70					0.00	0.00	0.00	85%	0.00	15%	0.00
1362-A-81					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-84					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-85					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-86					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-01					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-05					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-06					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-07	1,834.25				1,834.25	91.71	1,742.54	100%	1,742.54	0%	0.00
1362-B-08					0.00	0.00	0.00	0%	0.00	100%	0.00
1362-B-10	7,271.75				7,271.75	363.59	6,908.16	85%	5,871.94	15%	1,036.22
1362-B-20		5,867.58	308.82		6,176.40	308.82	5,867.58	85%	4,987.44	15%	880.14
1362-B-21					0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30		2,304.70	121.30		2,426.00	121.30	2,304.70	90%	2,074.23	10%	230.47
1362-B-47		3,745.14	197.11		3,942.25	197.11	3,745.14	92%	3,445.53	8%	299.61
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		2,062.59	108.56		2,171.15	108.56	2,062.59	90%	1,856.33	10%	206.26
1362-B-53	557.50				557.50	27.88	529.62	90%	476.66	10%	52.96
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	90%	0.00	10%	0.00
1362-B-70					0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-80					0.00	0.00	0.00	85%	0.00	15%	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	(1,837.59)	1,837.59	100%	1,837.59	0%	0.00
1362-B-86					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-88					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	37.50				37.50	1.88	35.62	100%	35.62	0%	0.00
1362-C-08	637.50				637.50	31.88	605.62	0%	0.00	100%	605.62
1362-C-50					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-51					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-52	17,908.75				17,908.75	895.44	17,013.31	90%	15,311.98	10%	1,701.33
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					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-70					0.00	0.00	0.00	85%	0.00	15%	0.00
1362-C-81					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-82					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-84					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-85					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-86					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-90					0.00	0.00	0.00	80%	0.00	20%	0.00
TOTAL	67,981.73	47,899.14	2,492.50	0.00	118,373.37	4,081.11	114,292.26		103,548.46		10,743.80
					ADDITION CHECKS		114,292.26				
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ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVOICE PERIOD : APRIL 1993
 FILENAME: 89003_1

last update : 05/20/93

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$7,271.75	\$0.00	\$7,271.75	85%	\$6,180.99	15%	\$1,090.76
2.0 OPERATIONS PLAN	\$0.00	\$6,176.40	\$6,176.40	85%	\$5,249.94	15%	\$926.46
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$2,426.00	\$2,426.00	90%	\$2,183.40	10%	\$242.60
4.0 CIVIL ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
NEW DISTRIBUTION	\$39,734.48	\$39,618.09	\$79,352.57	92%	\$73,004.36	8%	\$6,348.21
ADD'L SERVICES (RCRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$18,466.25	\$2,171.15	\$20,637.40	90%	\$18,573.66	10%	\$2,063.74
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%	(\$0.01)
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	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
11.0 COMMUNITY PARTICIPATION	\$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
RCRRA COMMUNITY PARTICIPATION	\$1,871.75	\$0.00	\$1,871.75	100%	\$1,871.75	0%	\$0.00
HCRRRA COMMUNITY PARTICIPATION	\$637.50	\$0.00	\$637.50	0%	\$0.00	100%	\$637.50
TOTAL	\$67,981.73	\$50,391.64	\$118,373.37		\$107,064.10		\$11,309.26

APRIL 30, 1993

PROJECT NO. 1362B.01

MIDWAY PE SURVEYS/MAPPNG

PROJECT NO. 1362A.41

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT			
SUTHERLAND, JOSEPH	6.0	67.50	405.00
STAFF LEVEL V			
HOLKER, THOMAS	8.0	55.00	440.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	2.3	45.00	103.50
STAFF LEVEL III			
PAVOLA, JON	0.5	37.50	18.75
WHEELER, CHRISTOPHER	1.0	37.50	37.50
SUBTOTALS	1.5		56.25
STAFF LEVEL II			
HALEY, JEFF	0.5	35.00	17.50
3 PRSN FIELD PTY			
BECKER, RICHARD	4.0	31.67	126.68
DAHLIN, MICHAEL	4.0	31.67	126.68
PAVOLA, JON	11.5	31.67	364.21

PROJECT NO. 1362B.01

SCHENK, KURT	7.5	31.67	237.53
SUBTOTALS	27.0		855.10
2 PRSN FIELD PTY			
BECKER, RICHARD	8.0	36.25	290.00
HALEY, JEFF	16.5	36.25	598.13
PAVOLA, JON	17.0	36.25	616.25
SUBTOTALS	41.5		1,504.38
TOTALS	86.8		3,381.73
		TOTAL LABOR	3,381.73

		TOTAL THIS PROJECT	\$ 3,381.73
			=====

MIDWAY PE GUIDEWAY+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	1.0	145.00	145.00
SR. CONSULTANT			
SUTHERLAND, JOSEPH	121.0	67.50	8,167.50
STAFF LEVEL III			
JOHNSRUD, LARRY	38.9	37.50	1,458.75
NGUYEN, CUC	20.0	37.50	750.00
SUBTOTALS	58.9		2,208.75
TOTALS	180.9		10,521.25
		TOTAL LABOR	10,521.25

		TOTAL THIS PROJECT	\$ 10,521.25
			=====

PROJECT NO. 1362B.01

MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	5.0	145.00	725.00
		TOTAL LABOR	725.00
		TOTAL THIS PROJECT	\$ 725.00

MIDWAY PE GUIDEWAY STRUC

PROJECT NO. 1362A.45

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	1.5	145.00	217.50
STAFF LEVEL III BUCKLEY, SUSAN	3.6	37.50	135.00
TOTALS	5.1		352.50
		TOTAL LABOR	352.50
		TOTAL THIS PROJECT	\$ 352.50

PROJECT NO. 1362B.01

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CONSULTANT I			
GREEN, ROBERT	3.0	47.50	142.50
		TOTAL LABOR	142.50
			=====
		TOTAL THIS PROJECT	\$ 142.50
			=====

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	43.0	145.00	6,235.00
SR. CONSULTANT			
RUSCO, BRENT	79.0	67.50	5,332.50
SUTHERLAND, JOSEPH	39.0	67.50	2,632.50
SUBTOTALS	118.0		7,965.00
STAFF LEVEL V			
SANDERS, TOM	2.0	55.00	110.00

PROJECT NO. 1362B.01

STAFF LEVEL III			
BUCKLEY, SUSAN	0.6	37.50	22.50
JOHNSRUD, LARRY	112.7	37.50	4,226.25
RONHOVDE, NANCY	0.5	37.50	18.75
SUBTOTALS	113.8		4,267.50

STAFF LEVEL II			
HAWKINSON, TOM	0.9	35.00	31.50
PEPLOE, MICHAEL	171.5	35.00	6,002.50
SUBTOTALS	172.4		6,034.00

TOTALS	449.2		24,611.50
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TOTAL LABOR	24,611.50
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TOTAL THIS PROJECT	\$ 24,611.50
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11.0 RCRRR COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
CUMMING, DIANA	1.8	35.00	63.00
HINIKER, CHRISTIAN	1.0	47.50	47.50
PROBST, DENNIS	2.0	95.00	190.00
SMOLUCHOWSKI, PETER	16.0	90.00	1,440.00
WICKLUND, DAVID	2.5	37.50	93.75

TOTALS	23.3		1,834.25
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TOTAL LABOR	1,834.25
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TOTAL THIS PROJECT	\$ 1,834.25
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PROJECT NO. 1362B.01

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	1.5	145.00	217.50
VICE PRESIDENT			
DIFFERT, DOUGLAS	2.0	95.00	190.00
PROBST, DENNIS	32.0	95.00	3,040.00
CONSULTANT II			
COLBURN, ELIZABETH	7.0	57.50	402.50
CONSULTANT I			
THATCHER, JENNIE	67.0	47.50	3,182.50
STAFF LEVEL III			
HENDERSON, JANE	0.7	37.50	26.25
STAFF LEVEL II			
CUMMING, DIANA	0.3	35.00	10.50
STAFF LEVEL I			
SCHAFFER, KIM	7.5	27.00	202.50
TOTALS	118.0		7,271.75

TOTAL LABOR 7,271.75

TOTAL THIS PROJECT \$ 7,271.75

PROJECT NO. 1362B.01

MIDWAY PE STATN STRUCTRS

PROJECT NO. 1362B.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE SMOLUCHOWSKI, PETER	6.0	90.00	540.00
STAFF LEVEL II CUMMING, DIANA	0.5	35.00	17.50
TOTALS	6.5		557.50
		TOTAL LABOR	557.50

		TOTAL THIS PROJECT	\$ 557.50
			=====

11.0 RCRRR COMM/PARTICIP

PROJECT NO. 1362C.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
WICKLUND, DAVID	1.0	37.50	37.50
		TOTAL LABOR	37.50

		TOTAL THIS PROJECT	\$ 37.50
			=====

PROJECT NO. 1362B.01

11.0 HCRRA COMM/PARTICIP

PROJECT NO. 1362C.08

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
WICKLUND, DAVID	17.0	37.50	637.50
		TOTAL LABOR	637.50
		TOTAL THIS PROJECT	\$ 637.50

MIEWAY PE STATN SITE FD

PROJECT NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL AMUNDSEN, CRAIG	2.0	145.00	290.00
SR. ASSOCIATE PAKALNS, ARIJS	24.0	90.00	2,160.00
SR. CONSULTANT MALLOY, STEPHEN	124.5	67.50	8,403.75
CONSULTANT I BEHRINGER, CHRIS	90.5	47.50	4,298.75
STAFF LEVEL III RAMBERG, JEFF	73.5	37.50	2,756.25
TOTALS	314.5		17,908.75
		TOTAL LABOR	17,908.75

PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 17,908.75
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INVOICE SUMMARY

TOTAL LABOR 67,981.73

TOTAL THIS INVOICE 67,981.73
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