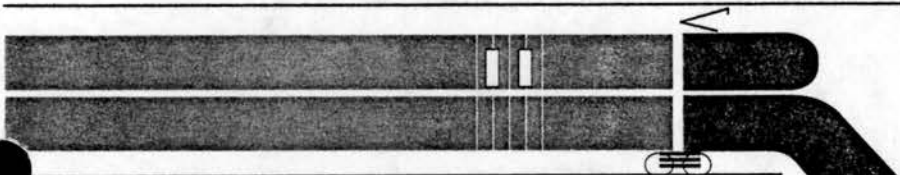




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.



Kathy DeSpiegelaere
Ramsey County Regional
Railroad Authority
Documentation

District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

file

Ramsey County Regional Railroad Authority

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, OCTOBER 12, 1993

10:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of Ramsey County Regional Authority Board Meetings of September 14, 1993: A. Ramsey County Regional Railroad Authority Board Taxation Levy and B. Ramsey County Regional Authority Board Regular Meeting.
2. Update on Central Corridor.
3. * Ratify Partial Payment No. 23 to BRW, Inc., in the amount of \$212,017.46 for the Midway Corridor Phase II Preliminary Engineering.

* Action is requested.

A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

SPECIAL MEETING

September 14, 1993

A special meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, September 14, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 10:45 AM.

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

Also Present: Frances Glendenning, Karen Tero, Ed Glaubitz, Terry Schutten, Jill Goski, Jim Van Houdt, David MacMillan, Michele Timmons, Hugh Faville, Dennis Probst, Toni Baker, Mary Lou Grahek, Kathryn DeSpiegelaere

1. Approve the 1994 Proposed Maximum Net Tax Levy for the Truth in Taxation Notice of \$504,520, which, in accordance with the Truth in Taxation Law, must be certified to the Property Records and Revenue Department by September 15, 1993.

Commissioner Finley said there will be a subsequent hearing at which time Commissioners will peruse the budget similarly as they go through the County budget and at that time it will actually be adopted. Commissioner Finley said that the actual adopting of the budget will take place in December. Commissioner Finley said that even with the increase, the budget is down a third from a few years ago.

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

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 1994 budget must be certified by September 15, 1993; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 1994 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 1993; and

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

WHEREAS, The 1994 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,818,586; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$504,520 (6.8%) of the maximum levy of \$7,818,586; and

RESOLVED, The Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 1994 budget in the amount of \$504,520.

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

293-34

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

B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 14, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, September 14, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order immediately following the special meeting.

MEMBERS PRESENT: Commissioner Diane Ahrens (entered during Item 2)
Commissioner Hal Norgard
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell
Chairman John T. Finley

MEMBERS ABSENT: Commissioner Ruby Hunt

Also Present: Frances Glendenning, Karen Tero, Ed Glaubitz, Terry Schutten, Jill Goski, Jim Van Houdt, David MacMillan, Michele Timmons, Hugh Faville, Dennis Probst, Toni Baker, Mary Lou Grahek, Kathryn DeSpiegelaere

1. Minutes of the Ramsey County Regional Railroad Authority Board meeting of August 24, 1993.

Commissioner Norgard 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 meeting of August 24, 1993, as written.

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

Chairman Finley moved to Item 3 so that the remainder of the time could be spent on Item 2.

3. Ratify Partial Payment No. 22 to BRW, Inc., in the amount of \$197,358.98 for the Midway Corridor Phase II Preliminary Engineering.

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

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 June 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. 68599, Partial Payment No. 22, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$197,358.98 for Ramsey County Regional Railroad Authority's share of services rendered through June 30, 1993, is hereby ratified.

Roll Call: Ayes - 5, Nays - 0 *R93-35*
Motion adopted

2. Update on Central Corridor

Dennis Probst, BRW, addressed the Board. He said that the analysis work is complete for the Central Corridor. The decision point in the process is soon. Mr. Probst pointed out the many documents that went to the Federal Transit Administration (FTA) for review and comment. The FTA is the owner of the EIS document. Once the FTA's comments are received, the final draft environmental impact statement for the Central Corridor project will be published.

Mr. Probst said that the issue of whether or not to make a major investment in transit in the Central Corridor has been tied up or involved in a process which has overshadowed the discussion about the need for the improvement. Important issues, and in some cases, more important than the numerical results of the Alternatives Analysis, are being forgotten. There has been some focus brought to the systems analysis in the metropolitan area through the Metropolitan Council's Development Investment Framework. The Transit Facilities Plan by the Metropolitan Council a year ago identified the Central Corridor as the region's first priority for the implementation of LRT. The Minnesota Department of Transportation has done study work of their own on the Central Corridor and made the decision a year ago to proceed with the alternative that includes light rail in the 35W South Corridor. This led work to focus on a transit improvement in the Central Corridor. What has changed the process was a decision to pursue federal funds for this corridor. It was that decision that led to the Alternatives Analysis Draft Environmental Impact Statement process. The analysis process since that time has been prescribed by the Federal

Transit Administration. That process is nearing completion.

Mr. Probst indicated that the FTA has talked about changing the process for over a year now. Mr. Probst said he learned that the AA process will be discarded and a different approach to getting the answer put in place. That may be good news in that the previous process was a very prescribed set of guidelines and required that the analysis look at the regional system but only look at a single corridor at a time. FTA is now saying other corridors may be part of the analysis, which in this region is very important, to be able to look at Central and South and the synergy that develops between those two corridors, not only from the patronage standpoint but also in terms of spreading the capital costs. The Central Corridor is bearing an unfair burden as well as the feeder bus system. The South Corridor would take a lot of buses out of downtown Minneapolis, which would be a big plus. Also, the University of Minnesota has indicated interest in getting out of the 52 bus service and the Central Corridor by itself eliminates some of that service, but the South Corridor would have a much larger impact so there are some other benefits which would accrue.

Commissioner Wedell said this is a little bit off this particular discussion today but what has been indicated is significant. This has been going on for some 20 years with Metropolitan Council. They've flip flopped about three times. We are in a situation when people become knowledgeable that 20 years from now they will no longer be available. Now we've got the government changing the process again and if somebody were to come back in five years, they wouldn't understand what was going on. Meanwhile, a decision isn't made. It seems to take too long to pull information together, make a decision, and move on. It seems that there is always a reason to change the direction. The public perception is that it's not really important. What Roads are becoming more congested. There almost has to be a crisis before a decision is made. Commissioner Wedell expressed concern about the process and time that it takes. To look at other lines will require six months or a year of additional study. Decisions will be postponed again.

Chairman Finley said that's one of the problems and why it was originally decided not to pursue federal funds for the Central Corridor. It would take too long to go through the normal process. Chairman Finley further commented that we're in our second generation of trying to educate people in the process.

Every time there's an administrative change in Washington, we have a brand new policy coming out and we have to head off in a new direction.

Mr. Probst said that the process does not have to change. The process can continue to move forward. Mr. Probst said that the reason he raised the issue is that there has been some concern about some of the issues that are surfacing as a result of the comparative analysis. He thinks that the ability to look at the system rather than just the corridor would shed a different light on some of the results than what currently exists. Mr. Probst further stated that the issue for policymakers is whether to proceed or step back and take a look at some of those things.

Commissioner Brenda Thomas said that she heard on the radio this morning that Governor Carlson has fired the head of the Metropolitan Airport Commission because he thought that the present commissioner was much too biased in favor of a new airport and a new person, he feels, has more objectives.

Commissioner Thomas said concern about the light rail debate is that it has been very polarized. There isn't any public consensus. Commissioner Thomas indicated that her view differs from Chairman Finley's. She said she will admit that Chairman Finley

has a foundation for his opinion. Commissioner Thomas indicated that Ms. DeSpiegelaere has been sending her material on light rail transit.

Commissioner Thomas further stated her concerns about the length of the process, the fact that there is not a public consensus, and that it has already cost a \$100 million over 20 years.

Chairman Finley responded that the polls have indicated a strong public support for light rail transit. These polls were not done by us, but by KSTP, WCCO, and the Minneapolis Star Tribune.

Commissioner Thomas said that nationwide, looking at the system, and some of them are in place now, how much did they actually cost? Are people using them? In other words, there are now some transit systems we can look at. The question is not do we put it in, regardless of what the consensus is, but is anybody going to use it? How much will it cost to operate? This is major infrastructure.

Commissioner Thomas said that the Metropolitan Council might take a different direction than in the past.

Chairman Finley said that there is not any person on the Regional Transit Board (RTB), other than Rudy Hunt, today who was on the Regional Transit Board 12 months ago.

Dennis Probst said that the results that have come out of the analysis are generally portrayed as being good news, and that the previous LRT work has been validated. The patronage estimate is within a small percentage point of previous estimates, the capital cost in terms of actual real dollars is down slightly from the previous RTB estimate, and operating and maintenance costs continue to track. The issue that has confused things largely is the comparative analysis that is now available. We now have numbers similar in terms of patronage, capital costs, operating and maintenance (O&M) costs, No-Build, Transportation System Management (TSM), busway, and LRT alternatives. The issue you are again discussing is the need to get to a conclusion rather than continuing to evaluate.

Mr. Probst said the goals were set by staff and the Joint Lead Agencies for the project. Mr. Probst said that when you see the final document, the evaluation addresses and identifies these goals.

Mr. Probst said that the numbers are being developed as prescribed by the Federal Transit Administration. There is information that is being developed by guideline on a regional basis and information that is being developed for the corridor alone. In the evaluation process, some of the information is being mixed and matched. From the standpoint of looking at the broader issues beyond the numbers, it's important to understand or either accept or reject the notion that the focus on how transportation improvements are done needs to change from just vehicle capacity on roadways to how to effectively move people and goods? Mn/DOT has identified the growth in traffic in the region through the analysis that was done as part of the Central Corridor through information from the Metropolitan Council. It indicated that the number of trips per household is increasing at the same time that the number of miles that people are driving is increasing. The region cannot continue to build its way out of congestion problems. What kind of community does the Twin Cities want to be 20-40-60 years from now in terms of how we move people and goods around? Those are issues which are being addressed in the documentation, but are not easily evaluated on a numerical basis. That in part has been a dilemma that we have been faced with.

Mr. Probst said that the comparison of alternatives is a complex evaluation, and it's very important that people at all levels understand this. The alternatives are not equivalent. The cost estimates and widely varying prices indicate that the alternatives are not equivalent in terms of transit service they provide, in terms of the land use issues, and the development opportunities. There are also different approaches to solving some of the particular issues such as accessibility. By federal mandate, all buses have to be accessible to the disabled. The way that that will be handled on buses is through a lift. It does some things in terms of reliability of that service because of the time that's involved as well as by isolating those who need to use that kind of facility. The LRT option on the other hand is a level boarding condition. There is no discrimination between users in terms of how they board or disembark from the vehicle.

Mr. Probst discussed the study area for the EIS and said that it is essentially a half mile on either side of the alignment.

Commissioner Thomas asked what the environment study includes?

Mr. Probst responded that it includes noise, vibration, economic issues, right of way, and property takings.

Commissioner Thomas commented that she would like to have seen a parallel line to show what the impact would be. Commissioner Thomas asked if this was just for light rail?

Mr. Probst said that this is a composite for all four alternatives.

Commissioner Thomas asked how much does light rail take out as opposed to the existing road system or even adding a lane?

Mr. Probst said that in the documentation there is a description of each of the alternatives and the environmental document evaluates all of the impacts for each of the alternatives and describes whether there is an effect or not. Under the No-Build condition, which is the baseline for the environmental analysis, there is no expansion of the freeway proposed in that. The No-Build condition does have a few improvements. Most notably some high occupancy vehicle (HOV) bypass ramps and a bus hub in the Midway area. Beyond that, the only other costs in the No-Build condition are more buses.

Mr. Probst pointed out that this background information addresses some of the specific points within the corridor. The Central Corridor has the three largest transit generators in the metropolitan area, the two downtowns and the University of Minnesota. Mr. Probst said the Central Corridor is one of the safest transit investments because of the high ridership that exists in that corridor today. The Central Corridor area has a high concentration in the region of low income transit dependent people.

Mr. Probst said that the transportation situation in the Twin Cities region as it exists today, how we commute today, is not going to work for tomorrow.

Chairman Finley mentioned some suggestions for the written material being reviewed. The first question should end with the word "because." How it will work tomorrow is because and then start listing the reasons why it won't work, but they're not all the same. On #3, Chairman Finley said he believes congestion has increased 35% from the

last five years and that it is expected to increase another 35% in the next ten years. There are studies of congestion increase already to support the prediction of the continuation of congestion. The past numbers should be indicated and then a projection. The decrease over the past 10 years on the transit ridership should be eliminated. On the widening, it should be pointed out that it is more costly. It will require the acquisition of more homes and businesses. Chairman Finley said that we need to put some teeth into these things rather than just having a nebulous type of statement, that "it's difficult."

Commissioner Thomas asked if the \$50 billion cost for road improvements was documented. Mark Dayton's office came up with an analysis a month ago which showed how much the State of Minnesota is spending per capita for a road system out in the woods that links one farm to another farm and nobody uses it. This is where a lot of our highway dollars are going. This \$50 billion is going to be spent anyway. Do you have some comment on that or can clarify that? Otherwise, use points that are relevant to the discussion.

Chairman Finley responded that LRT in certain corridors will save some of that money.

Ms. DeSpiegelaere said that this number is in here to show that the roads are inexpensive. The figure came from the Transportation Study Board.

Mr. Probst said that other communities are making different decisions. In Portland for example, there was a proposal to do a ring freeway around Portland. The neighborhoods said no. There is a current study underway with published results that look at a light rail extension in lieu of that freeway project. They will be looking at land use and zoning in the area and looking at doing transit improvements. There are other examples like that in the United States and Canada where at a policy level, a decision was made to invest in transit rather than highways. This region has not yet made that decision.

Commissioner Ahrens said I-694 to I-35E, the traffic is bumper to bumper, so public understanding should be there much more intense.

Chairman Finley responded that traffic on Hwy. 36 is ridiculous, unbelievable. That was one of the corridors we were told shouldn't be in the first 20-year plan. It's a lower priority.

Commissioner Thomas said that if you draw a circle around your target area, we are talking about a mass transit system for a targeted people.

Chairman Finley said no, you have to look at this as a system.

Commissioner Thomas asked what system?

Chairman Finley said that if you want to look at the Central Corridor in isolation, don't vote for it.

Commissioner Thomas said that in order for this to be a regional system of which the very first leg of it will be the Central Corridor then I'm assuming you are in touch with Mn/DOT and all the regional planners.

Mr. Probst said that it's important to keep in mind that when the LRT option is analyzed, it includes the feeder bus connections that are critical to its success and as a part of that option, there are also improvements and some realignment of the

feeder bus system to maximize the advantages of travel time and access. The bus routes that tie into the corridor go as far north into Rosedale and White Bear Lake and as far south as the Megamall. There are other routes that tie into this corridor. Access to other portions of the region will certainly be greater when the central south system feeds together.

Mr. Probst said that the next graphic is an attempt to identify some of the strategies that are available to address the transportation issue. The first item of the region has been well into for some time in terms of metering and installing by-pass ramps. Intelligent Vehicle Highway System (IVHS) improvements are now just being explored. Other things that can be done would be to provide preferential lanes or access, such as the HOV facility on I-394, a fixed guideway system, busway, or the light rail alternatives. A significant issue is that it is difficult to quantify land use and zoning connections to the transit improvement. Anecdotal information has been gathered from other cities to illustrate of cities where LRT or busway improvements have been made.

Mr. Probst discussed the next diagram, which came out of the Metropolitan Council's Transit Facilities Plan. Increasing highway accessibility leads to more development, and in the case of the Twin Cities, it has resulted in decentralization of the two central cities. It gets back to the point of finding other ways to move people and goods.

Mr. Probst discussed the benefits of transit. He said that in comparison to recent studies there is an important point that needs to be made - the steadiness of the results. The work has validated the previous analysis that has been done. Mr. Probst emphasized the high ridership on the 16A buses in the corridor.

Mr. Probst discussed qualitative issues, which he said have to do with social costs and benefits, and hidden costs. Mr. Probst said he hears quite often that the transit system does not pay for itself. Mr. Probst said that the automobile is also a very highly subsidized activity, which is an unfair comparison between the two options.

Mr. Probst also said that environmental costs and benefits, the impact on urban sprawl and land use, and policy issues are being evaluated.

Chairman Finley said that on the cost of using the private auto, we should insert the AAA study results, which indicate that it's \$.57 per mile to operate a full size car and that's the cost to the user. It does not include the cost of the capital that has been invested by taxpayers. It does not include the cost of the highway itself.

Commissioner Thomas said that investment of \$.57 per mile per consumer might be yielding a much higher return even including their individual share of taxes to maintain the system, plus the convenience. Transit ridership is down 10%. Why? It's because cars are safe and they get our families to the day care centers, to the shopping center, to the doctor appointments, and so forth. The public transit system cannot. So the return on the investment on cost of using an auto no matter whether you use AAA or anything else are going to argue in favor of using the car.

Chairman Finley responded that when it takes you three hours to make that trip instead of 15 or 20 minutes, then that's what we're talking about. It's a vision. It's opening up to what has happened in the last ten years and projecting it 20 years. When it takes a two-earner family three hours in a car per day instead of 15 minutes in a car, then it's going to make a big difference. That's what's happening

in Los Angeles. The people are leaving LA because they don't want to spend three hours in their automobiles going to work. They are not going to waste all of their leisure time sitting in a car. There is a 12% decrease in growth in California which is affecting our national economy and it's getting worse. It's all because of traffic.

Commissioner Thomas said that as we are promoting this, let's engage the major employers, especially in the suburban communities. As a governing body, we need to start looking at incentives to ply the employers to participate in a solution. We need to get the private sector working with us to solve this problem. In other words, they need to help us to aid the consumers for this system that we are going to create.

Chairman Finley indicated that many big businesses have been involved with various incentive programs. Chairman Finley said, however, that there is a need to decrease the miles being driven to make it worthwhile and incentives are only one part of the total thing.

Mr. Probst continued going through the documentation by citing examples of what other cities have done with LRT.

Ms. DeSpiegelaere questioned if this region's projections are high for busway patronage?

Mr. Probst said that the cities cited in the documentation are radial routes that are functioning like commuter lines. So what you are seeing is a peak loading of people from home to work. The Central Corridor is unlike anything else in the country. We have not been able to come up with a parallel example because it is bi-directional between the two downtowns. There is a slight bias towards Minneapolis in the morning and towards St. Paul in the evening, but the corridor is fairly well balanced in terms of the trip load.

Mr. Probst explained the capital cost estimate summary, stating that one of the things making this difficult is the notion of the improvement costs vs. related costs vs. costs relative to the entire regional system relative to the corridor.

Commissioner Schaber said he had been somewhat critical of the numbers previously and what bothers him today looking at the No-Build option is the fact that it looks like there is a variable cost associated with it. There is a fallacy in the term "No-Build." The freeway system would have to be replaced or reconstructed not just every 20 years, but in a much shorter period of time. There is a significant capital cost that isn't shown.

Mr. Probst said Mn/DOT attempted to get at the highway cost, and they refer to the freeway cost as paving with a 20-year life and 7% amortization schedule. This annualized cost comparison is based upon using Mn/DOT's criteria.

Mr. Probst said that the difference between the two I-94 costs between the No-Build/TSM and busway/LRT is the number received from Mn/DOT which is a repaving program with the existing freeway. That is basically \$21.1 million just to repave the existing freeway on the existing alignment, no improvements to widths, shoulder widths, bridge heights, anything else, but there are some improvements to bridge decks. The \$66 million that's listed for the bus/LRT alternative involves the reconstruction of all the bridges in the segment between Dale and Snelling: widening, inside shoulders, three lanes at Snelling. There is also a new design speed criteria

from Nn/DOT. The difference is how one puts a value on the fact that there is improved infrastructure vs. repaving.

Mr. Probst discussed highway vs. LRT costs, which are included in the \$474 million. This figure includes all the costs for the bridge, excavation, grading, everything that exists in the envelope for light rail is included in the light rail cost. Everything outside of that is in the highway cost with the exception of the cost of the retaining walls.

Chairman Finley pointed out that the LRT costs and the system-wide costs should be listed separately.

Commissioner Thomas indicated that this data can be interpreted in any manner.

Mr. Probst said that this is a very complex problem and it needs to be reduced to a simpler matter. The public and news media will need to understand that this program cannot be boiled down to three or four numbers and a conclusion reached. Mr. Probst gave page 24 as an example where there is a series of things identified as capital cost footnotes when comparing the alternatives. There are some very significant disparities between what's included and what's not included in these numbers. It's very important for the Board to be able to communicate these numbers to the public.

Chairman Finley said that's an excellent point. He also suggested using asterisks to indicate that other alternatives do not have system-wide costs included.

Mr. Probst said there is another issue that is not stated - that there are significant improvements being made along the LRT alignment to the existing infrastructure. This is a result of the history of what has happened with the development of light rail transit in the Twin Cities. The LRT cost estimates include repaving the existing streets and putting back something that is a lot better than what is there today. The other alternatives will not have this improvement. There are costs in the LRT alternative that need to be dealt with in comparison to the other alternatives.

Chairman Finley said it should be noted on the documents.

Commissioner Schaber said he is uncomfortable putting the \$21 million figure into the option because it's not a true, clear, and accurate picture. He said the Regional Railroad Authority is being very generous to the No-Build and other options as far as showing comparative LRT costs.

Mr. Probst said BRW has been very cautious in how the information has been pulled together and making certain they are not biasing the results of the study.

Mr. Probst discussed the operation and maintenance costs that have been put together for the study.

Commissioner Schaber said he is confused with the numbers. He thinks that light rail should be less expensive than the bus system. Are all the shop costs included?

Mr. Probst said the operating costs associated with the shop are included.

Commissioner Schaber said it should be amortized over a larger section than just the Central Corridor.

Chairman Finley asked how it is broken out.

Mr. Probst said the numbers generated are based on using MTC data as well as having surveyed other systems around the country. Cost parameters are based on cost per mile or cost per hour and those are then aggregated across the system.

Mr. Probst further stated that one of the issues will be that the patronage could go up significantly on the rail system without the operating cost changing appreciable.

Commissioner Thomas asked if these were conservative numbers?

Mr. Probst said that these are very solid numbers.

Commissioner Thomas then commented that this is based on a two car train as opposed to four or five cars.

Mr. Probst said that there will be times during the day when LRT will operate as a single vehicle during the off-peak period. Three or four car trains are not considered in the forecast.

Mr. Probst discussed the patronage numbers. He said that for the corridor there is not a good way of getting of at a daily ridership number for No-Build and TSM.

Mr. Probst said there will be 16 bus service on University Avenue, and it will terminate at the Stadium Village station at the campus. He also said that is not included in the 33,700.

Chairman Finley asked if that should be or subtracted out of the busway or added into the LRT?

Mr. Probst said if it is separated, it should be taken out of the busway patronage.

Commissioner Thomas said she questions the design concept of suspending the stations over the highway.

Mr. Probst said that the success of the station will be heavily reliant on its design. There may be an opportunity with the 94 construction to try to move people across the freeway again in a more friendly manner. There's a lot of traffic to be dealt with.

Commissioner Thomas said that having people stand in the middle of the freeway, even if stations are enclosed, might drive people away.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

Board Action Requested

Central Corridor update

Authorized Signature

Date

DISCUSSION ONLY

Request Justification

See attached information which will be discussed at the meeting.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

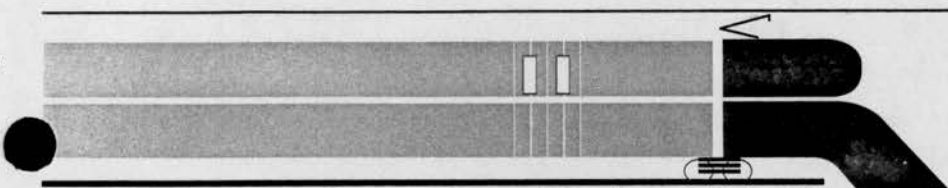
October 12, 1993

Board Date

Signature

Date

10/6/93



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Central Corridor Update

DATE: September 30, 1993

Three forums on the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement were held during the week of September 20, 1993.

The two forums in St. Paul each attracted about 40 people. The forum in downtown Minneapolis was attended by approximately 150 people.

The major topic at the Minneapolis forum was the tunnel. Those who oppose the surface alignment for LRT were vocal, had pickets, buttons, and strong support from Mayoral candidate John Derus and Councilmember Pat Scott. There was agreement that a meeting of tunnel supporters and the Metropolitan Council would be held, and that Councilmember Scott's office would arrange the meeting. I've asked that Ramsey County be invited to participate in the meeting. Mn/DOT and Hennepin County will be included too.

The forums differed from many of the previous forums we've held. Some of the attendees were vocal opponents of government or of change in transit service. Their assertiveness stifled some of those who would have liked to speak about the alternatives. Several people approached me after forums to indicate they wanted to speak favorably about LRT or about a surface alignment in downtown Minneapolis, but were reticent, given the vocal early speakers. Rather than an exchange of questions and information as we have usually had at forums, the majority of the speakers had strong views they wished to express and were not interested in a factual exchange of information. Many appeared to have their minds made up before the presentations.

Some of the observations of staff and consultants were:

People are out of patience with more studies. They want action. Additional delays will spark controversy among supporters, who are tired of delays and indecision.

We need to do a better job of educating the public and of communicating complex technical information in an understandable manner. The vocal opponents of a surface alignment in downtown Minneapolis have fears that may be alleviated with a better understanding of what LRT is and how it functions.

Testimonials from those who have lived in cities with rail systems and want it here were persuasive.

There were a few statements that the Central Corridor shouldn't be the first LRT corridor. One of the statements was by Councilmember Scott and included incorrect information about LRT patronage for the Central Corridor being exceeded by that of the 35W and Hiawatha Corridors. The patronage forecasts for both 35W and the Hiawatha corridors are less than for the Central Corridor.

There was little discussion about non-LRT alternatives.

An effective way to quiet vocal audience members who were disruptive was by objections by other audience members.

The neighborhood meetings we've held with station area work groups seem a more effective way to elicit concerns and suggestions than the forums.

We have the dilemma of proposing one corridor or at most two corridors when we and the citizens prefer a systems approach to LRT investments.

St. Paul's absence was noted.

The public hearings on the project will be scheduled once the Federal Transit Administration has reviewed and approved all the documents submitted to them.

We will be completing a public record which will include attendance and summaries of the forums.

Recommendations:

1. The heads of the joint lead agencies should meet as soon as possible to review the forum information and discuss the surface vs. tunnel issue for downtown Minneapolis.
2. We should prepare a newsletter as soon as possible, summarizing the key issues and with a question and answer format, respond to some of the misinformation at the forums in a nonconfrontational manner. The newsletter should be circulated to all who attended the forums and to our usual mail list of about 3,000.
3. As part of the Metropolitan Transit Education Plan, we should attempt to address some of the misinformation about LRT.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Ratify Partial Payment No. 23 to BRW, Inc. in the amount of \$212,017.46 for the Midway Corridor Phase II Preliminary Engineering.
Authorized Signature	Date	ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$212,017.46 for the period ending July 31, 1993, has been issued in accordance with contract provisions and Rail Authority Resolution 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 23
 - 3) BRW, Inc. Invoice No. 68690 and attachments

Budgeting and Accounting	Ed Blagoff	Date / Time Received By
County Attorney	Dr. [Signature]	
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
October 12, 1993	F. L. Glendonning	10/6/93
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 July 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. 68690, Partial Payment No. 23, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through July 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$212,017.46 for Ramsey County Regional Railroad Authority's share of services rendered through July 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 Authority Date: 9/9/93

2 APPROPRIATION ITEM: Consulting Service 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	\$ 212,017.46
				\$
				\$
				\$
				\$

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

4 PAY TO: 02207 \$ 212,017.46
 8 First Name & Initial (NO PUNCTUATION) 9-22
BRW
 Last Name or Company Name 23-52
 (Name-Continued) 53-76
 3 Address 9-32
 8 City State 33-54 Zip Code 55-59 Soc Sec No _____
 or
 Fed Tax ID _____ 60-71

5 ON CHECK STUB PUT: Inv. No. 68690; Partial Pymt #23; Midway Phase II PE
 8 9-60
Agreement PA270; Acct. 59105-020102; July 31, 1993
 8 9-60

For Risk Management Use Only			
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 [Signature]

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.23

PREPARED BY:

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

ENTERED BY:

PROJECT COST CENTER: 59105

AGREEMENT NO: PA270

DATE: SEP 09 93

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
SUITE 665 RCGC WEST
ST. PAUL, MN 55102

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

ACCOUNT NUMBER 59105-020102

PERCENT COMPLETED 83.0%

TOTAL VALUE OF WORK CERTIFIED - 31 JULY 93

\$2,440,291.12

LESS RETAINAGE

\$119,989.11

AMOUNT DUE

\$2,320,302.01

LESS PREVIOUSLY APPROVED PAYMENTS:

\$2,084,883.30

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$235,418.71

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.

9/10/93 *[Signature]*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

9/9/93 *[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 NO.21	\$91,744.28	\$9,757.82	\$101,502.10
PARTIAL PAYMENT NO.22	\$197,358.98	\$19,569.68	\$216,928.66
PARTIAL PAYMENT NO.23	\$212,017.46	\$23,401.25	\$235,418.71
PARTIAL PAYMENT TOTAL:	\$2,090,165.90	\$230,136.11	\$2,320,302.01

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$2,320,302.01
AMOUNT REMAINING ON AGREEMENT \$619,697.99



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

68690

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: July 31, 1993

JOB NO: 1362

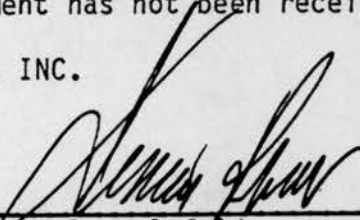
INVOICE PERIOD: July 1993
FEDERAL TAX ID NUMBER: 41-1625272

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.

VOICE CALCULATIONS	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 223,176.27	\$ 1,975,079.53	\$ 2,198,255.80
LESS RETAINAGE	\$ <u>11,158.81</u>	\$ <u>96,931.09</u>	\$ <u>108,089.90</u>
RCRRA DUE THIS BILLING	\$ 212,017.46	\$ 1,878,148.44	\$ 2,090,165.90
HCRRRA	\$ 24,632.89	\$ 217,402.43	\$ 242,035.32
LESS RETAINAGE	\$ <u>1,231.64</u>	\$ <u>10,667.57</u>	\$ <u>11,899.21</u>
HCRRRA DUE THIS BILLING	\$ 23,401.25	\$ 206,734.86	\$ 230,136.11

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

BRW, INC.


Richard P. Wolsfeld
Principal

For BRW

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRRA
 INVIOCE PERIOD : JULY 1993
 FILENAME: 89003_1
 last update : 08/18/93

1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRA ALLOCATION AMOUNT	%	HCRRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$9,225.15	\$115.00	\$9,340.15	85%	\$7,939.13	15%	\$1,401.02
2.0 OPERATIONS PLAN	\$200.00	\$33,665.97	\$33,865.97	85%	\$28,786.07	15%	\$5,079.90
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$9,062.00	\$9,062.00	90%	\$8,155.80	10%	\$906.20
4.0 CIVIL ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
NEW DISTRIBUTION	\$61,718.75	\$84,763.77	\$146,482.52	92%	\$134,763.92	8%	\$11,718.60
ADD'L SERVICES (RCRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$19,367.50	\$14,624.75	\$33,992.25	90%	\$30,593.02	10%	\$3,399.23
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$14,186.27	\$14,186.27	85%	\$12,058.33	15%	\$2,127.94
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	\$880.00	\$0.00	\$880.00	100%	\$880.00	0%	\$0.00
HCRRRA COMMUNITY PARTICIPATION	\$0.00	\$0.00	\$0.00	0%	\$0.00	100%	\$0.00
TOTAL	\$91,391.40	\$156,417.76	\$247,809.16		\$223,176.27		\$24,632.89

JOB NUMBER	LABOR	DIRECT EXPENSES	SUB- CONSULTANT RETAINAGE	TRANSFER	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRA	%	HCRA
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	290.00				290.00	14.50	275.50	92%	253.46	8%	22.04
1362-A-41					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-42	1,850.00	33.25			1,883.25	94.16	1,789.09	92%	1,645.96	8%	143.13
1362-A-43	217.50	13,299.69	699.98		14,217.17	710.88	13,506.31	92%	12,425.81	8%	1,080.50
1362-A-44		7,593.00	399.63		7,992.63	399.63	7,593.00	92%	6,985.56	8%	607.44
1362-A-45	2,902.50	49,795.97	2,620.84		55,319.31	2,765.97	52,553.34	92%	48,349.07	8%	4,204.27
1362-A-46					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-47	10,211.25				10,211.25	510.58	9,700.69	92%	8,924.63	8%	776.06
1362-A-48	1,065.00				1,065.00	53.25	1,011.75	92%	930.81	8%	80.94
1362-A-49	45,182.50	61.95			45,244.45	2,262.22	42,982.23	92%	39,543.65	8%	3,438.58
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	880.00				880.00	44.00	836.00	100%	836.00	0%	0.00
1362-B-08					0.00	0.00	0.00	0%	0.00	100%	0.00
1362-B-10	9,225.15	115.00			9,340.15	467.01	8,873.14	85%	7,542.17	15%	1,330.97
1362-B-20	200.00	31,982.67	1,683.30		33,865.97	1,693.30	32,172.67	85%	27,346.77	15%	4,825.90
1362-B-21					0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30		8,608.90	453.10		9,062.00	453.10	8,608.90	90%	7,748.01	10%	860.89
1362-B-47		9,746.49	512.97		10,259.46	512.97	9,746.49	92%	8,966.77	8%	779.72
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		13,890.19	731.06		14,621.25	731.06	13,890.19	90%	12,501.17	10%	1,389.02
1362-B-53	1,620.00				1,620.00	81.00	1,539.00	90%	1,385.10	10%	153.90
1362-B-54					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-55					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-60					0.00	0.00	0.00	80%	0.00	20%	0.00
1362-B-70		13,476.96	709.31		14,186.27	709.31	13,476.96	85%	11,455.42	15%	2,021.54
1362-B-80					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-83					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-85					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-86					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-87					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-01					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-07					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-08					0.00	0.00	0.00	0%	0.00	100%	0.00
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	17,747.50	3.50			17,751.00	867.55	16,883.45	90%	15,177.10	10%	1,686.35
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	91,391.40	148,607.57	7,810.19	0.00	247,809.16	12,390.45	235,418.71		212,017.46		23,401.25
			ADDITION CHECKS		>>>>----->		235,418.71				
							235,418.71		<-----<<<<		
TOTAL EXPENSE		156,417.76									

BRW, INC.
700 THIRD ST SOUTH
MPLS, MN 55415

<JULY 31, 1993 >
INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

MIDWAY PE GEOTECHNICAL

PROJECT NO. 1362A.40

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

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+TRACK

PROJECT NO. 1362A.42

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	12.5	145.00	1,812.50
STAFF LEVEL III WHEELER, CHRISTOPHER	1.0	37.50	37.50
TOTALS	13.5		1,850.00

TOTAL LABOR 1,850.00

TOTAL THIS PROJECT \$ 1,850.00

MIDWAY PE UTILITIES

PROJECT NO. 1362A.43

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 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 JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. CONSULTANT MAVES, MARK	43.0	67.50	2,902.50
		TOTAL LABOR	2,902.50
			=====
		TOTAL THIS PROJECT	\$ 2,902.50
			=====

MIDWAY PE STREET/SIGNAL

PROJECT NO. 1362A.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	6.5	145.00	942.50
SR. CONSULTANT RUSCO, BRENT	97.5	67.50	6,581.25
CONSULTANT I GREEN, ROBERT	32.5	47.50	1,543.75
STAFF LEVEL III SHARBONO, JOSEPH	30.5	37.50	1,143.75
TOTALS	167.0		10,211.25
		TOTAL LABOR	10,211.25
			=====

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 10,211.25
=====

MIDWAY PE MNDOT/ST AP LY

PROJECT NO. 1362A.48

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	2.0	145.00	290.00
STAFF LEVEL V SANDERS, TOM	2.0	55.00	110.00
STAFF LEVEL II RAUCH, ILO	19.0	35.00	665.00
TOTALS	23.0		1,065.00

TOTAL LABOR 1,065.00

TOTAL THIS PROJECT \$ 1,065.00
=====

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	40.5	145.00	5,872.50
SR. CONSULTANT			
RUSCO, BRENT	4.0	67.50	270.00
SUTHERLAND, JOSEPH	222.5	67.50	15,018.75
SUBTOTALS	226.5		15,288.75
STAFF LEVEL V			
VINCENT, DAVID	26.0	55.00	1,430.00
STAFF LEVEL IV			
GEORGESON, TIM	3.5	45.00	157.50
STAFF LEVEL III			
BEYER, GINA	3.7	37.50	138.75
BUCKLEY, SUSAN	1.4	37.50	52.50
JOHNSRUD, LARRY	244.7	37.50	9,176.25
MAIJALA, LARRY	7.0	37.50	262.50
WICKLUND, DAVID	4.5	37.50	168.75
SUBTOTALS	261.3		9,798.75
STAFF LEVEL II			
HAMRICK, CLAUDIA	0.2	35.00	7.00
HAWKINSON, TOM	1.2	35.00	42.00
PEPLOE, MICHAEL	226.9	35.00	7,941.50
RAUCH, ILO	8.5	35.00	297.50
SUBTOTALS	236.8		8,288.00
STAFF LEVEL I			
SMITH, KRIS	161.0	27.00	4,347.00
TOTALS	955.6		45,182.50

TOTAL LABOR 45,182.50

TOTAL THIS PROJECT \$ 45,182.50

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

11.0 RCRRR COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
VICE PRESIDENT PROBST, DENNIS	5.0	95.00	475.00
SR. CONSULTANT RUSCO, BRENT	6.0	67.50	405.00
TOTALS	11.0		880.00

TOTAL LABOR 880.00

TOTAL THIS PROJECT \$ 880.00

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
VICE PRESIDENT PROBST, DENNIS	50.0	95.00	4,750.00
CONSULTANT II COLBURN, ELIZABETH	7.0	57.50	402.50
MOLITOR, LINDA	3.3	57.50	189.75
SUBTOTALS	10.3		592.25

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

CONSULTANT I			
COLBURN, ELIZABETH	34.0	47.50	1,615.00
STEVENS, JOAN	1.0	47.50	47.50
STUBBS, ROBERT	1.8	47.50	85.50
THATCHER, JENNIE	6.9	47.50	327.75
SUBTOTALS	43.7		2,075.75
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	6.0	45.00	270.00
STAFF LEVEL III			
BEYER, GINA	0.3	37.50	11.25
HENDERSON, JANE	5.8	37.50	217.50
SUBTOTALS	6.1		228.75
STAFF LEVEL II			
HAWKINSON, TOM	2.9	35.00	101.50
STAFF LEVEL I			
CARLSON, JULIE	40.5	27.00	1,093.50
SCHAFER, KIM	4.2	27.00	113.40
SUBTOTALS	44.7		1,206.90
TOTALS	163.7		9,225.15
TOTAL LABOR			9,225.15
TOTAL THIS PROJECT			\$ 9,225.15

MIDWAY PE OPERATIONS PLN

PROJECT NO. 1362B.20

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
MOORE, DOUGLAS	2.5	80.00	200.00
TOTAL LABOR			200.00

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

TOTAL THIS PROJECT \$ 200.00
=====

MIDWAY PE STATN STRUCTRS

PROJECT NO. 1362B.53

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE SMOLUCHOWSKI, PETER	18.0	90.00	1,620.00
		TOTAL LABOR	1,620.00

TOTAL THIS PROJECT \$ 1,620.00
=====

MIEWAY PE STATN SITE FD

PROJECT NO. 1362C.52

PROFESSIONAL SERVICES FOR THE PERIOD ENDING JULY 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL AMUNDSEN, CRAIG	1.0	145.00	145.00
SR. ASSOCIATE PAKALNS, ARIJS	46.0	90.00	4,140.00
SR. CONSULTANT MALLOY, STEPHEN	100.5	67.50	6,783.75

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

CONSULTANT I			
BEHRINGER, CHRIS	72.5	47.50	3,443.75
STAFF LEVEL V			
BLANKENSHIP, TIMOTHY	1.0	55.00	55.00
STAFF LEVEL IV			
PATRICK, CHRISTOPHER	4.0	45.00	180.00
STAFF LEVEL III			
BEYER, GINA	0.5	37.50	18.75
WICKLUND, DAVID	79.5	37.50	2,981.25
SUBTOTALS	80.0		3,000.00
TOTALS	305.0		17,747.50

TOTAL LABOR 17,747.50

TOTAL THIS PROJECT \$ 17,747.50

INVOICE SUMMARY

TOTAL LABOR	91,391.40
TOTAL THIS INVOICE	91,391.40

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA-91001

INVOICE PERIOD : JULY 1993

FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$41.00
TRAVEL/AUTO/MILEAGE	0.00
FREIGHT/DELIVERY	172.70
OUTSIDE REPRODUCTION/PHOTO	0.00
TEMP. HELP	0.00

TOTAL	\$213.70
-------	----------

SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$14,621.25
BECHTEL	\$46,904.95
LTK ENGINEERING	\$52,987.43
TKDA	\$41,690.43
AM. ENGINEERING TESTING	\$0.00

TOTAL	\$156,204.06
-------	--------------

TOTAL EXPENSES	\$156,417.76
----------------	--------------

CP Technique No. 1E: Public Hearings

Basic Principles of this CP Technique

Public Hearings are a very special form of meetings:

- ☐ They are extremely important.
- ☐ Far too much is expected of them.
- ☐ They, consequently, tend to harm the planning process.

Public Hearings tend to be abused because agencies try to use them as basic CP Techniques to obtain "Citizen Input." They are a very poor technique for obtaining citizen input for a variety of reasons:

- ☐ Public Hearings are the perfect setting for confrontation and conflict, not for the unhurried and un-pressured discussion of possible concerns.
- ☐ Most lay people tend to be overwhelmed by the presentation of sophisticated and official-looking information; they feel inadequate to respond intelligently on the spot.
- ☐ Many people are intimidated by the way most public hearings are staged: The officials are up on a stage or in the center of a ring; the citizen have to go to a microphone to ask their questions or to make their comments while all eyes are on them, and they become terrified that they'll make fools of themselves, etc.

A lot of these factors combine where people who tend to be quite reasonable in a one-to-one discussion on a given issue, will either not speak up at all at a public hearing on that same issue, or they will speak up but take a very un-compromising, militant stand. That kind of "input" tends to polarize interests; it does not contribute to the generation of Informed Consent. The reasons for it are simple. If you wanted to design a setting that invites confrontation, you needn't look beyond the public hearing.

For a Public Hearing not to be subject to the above drawbacks, use these principles:

-
- ☐ Work out your Informed Consent by interacting directly and informally with each of the potentially affected interests.
 - ☐ Make every effort to accommodate the needs and concerns of each of the interests -- and make sure each one of them is fully aware of your efforts.
 - ☐ Then, and only then -- i.e., when you have done everything possible to get the support of each interest -- should you go to a public hearing. A formal public hearing anytime before this time is premature.

With this approach, the Public Hearing -- ideally -- holds no surprises for anyone; it is simply the formal ratification of the agreement (or disagreement) that you and all of the potentially affected interests have worked out informally. All of the interests should know precisely what you will be presenting, and you should know precisely what they will be presenting. Whether you have reached complete agreement with a given interest or not, both of you will know that each of you has made all of the concessions that you can make and that, whatever disagreement remains cannot be resolved by further negotiation. If you have arrived at this point with each interest, you will know that each of you has made all of the concessions that can be made and that, whatever disagreement remains cannot be resolved by further negotiation. If you have arrived at this point with all the interests, you will know precisely what their presentations will be -- in fact, you may want to provide technical assistance so help them make their points (i.e., the ones you cannot resolve) cogently.

The public hearing has two main purposes. First, it is the minimal legal requirement for citizen participation. Although it is not recommended that this be the only time for citizens to make their views known; it is at least a safeguard that prevents an agency from making decisions in secrecy without giving the public the opportunity for comment.

Second, an official, permanent record is established at the public hearing. The proceedings of the hearing consist of three major parts.

1. A summary of the main points of the project or problem is presented.
2. The range of solutions including the recommended solution -- provided there is one -- are outlined.

-
3. This last part of the hearing consists of the interests' reactions to the proposed course of action. All proceedings become part of the public record.

Some agencies have found it useful to assist not only those interests in making the strongest possible presentation with whom they can identify, but also with those with whom there is disagreement. The benefit of helping even those who oppose the project tends to prevent tempers from rising and keeps the discussion at a level of objectivity that is otherwise difficult to maintain.

Note that, just because you cannot resolve every point does not mean the interests will not join in Informed Consent. What is crucial in this situation is that they consider you -- in spite of the fact that they do not really like what you are proposing -- to be operating utterly legitimately and responsibly.

Variations of this CP Technique

Some agencies that have completely instituted this approach to Public Hearings -- i.e., to use them only to formally ratify the agreement that has been worked out informally with all of the potentially affected interests -- have also instituted an informal "Pre-Hearing." They invite a representative of each of the potentially affected interests and they go essentially through a dry run of the public hearing. If they learn of any new concern of any significance that some interest has, and that they have not yet done their best to resolve, they postpone the Public Hearing and get to work on that issue.

CP Technique No. 1F: Open House

The "Open House" provides each PAI the opportunity to ask questions, express concerns, react to what is being proposed and even make suggestions to the technical experts who are responsible for developing a plan or program. The open house is an informal setting which allows for one-to-one exchanges, usually extending over several evenings and part of a weekend, between any concerned and/or interested person and the public officials and professionals. While the PAIs have the opportunity to mill around going back and forth between the displays and familiarizing themselves with the various facets of the proposed plan or plans, the Open House is also productive in getting the PAIs' viewpoints and perceptions communicated to the professionals.

Find a public building, if possible one that most people are familiar with, for holding the open house. It is important that the open house be held at a time when most people are off work, i.e., evenings as well as weekends. Advertise it through the various available media channels. Since one of the purposes of the Open House is to give the PAIs an opportunity to react to what is being proposed, it is necessary that the professionals have done their homework, and are ready to display all of the various options that can lead to a solution. It is essential that the project manager, as well as key specialists be present. It has to be expected that someone will ask a highly technical question that only the specialist is prepared to answer; if at all possible, an Open House provides answers on the spot.

Care should be taken to have the displays presented in a way that they are readily understandable to the lay person. We recommend that hand-outs of the displays be prepared for people to take home for further examination. Before leaving, have the PAIs give written comments and suggestions and have them further identify the preferred alternative with reasons given for their first choice.

Caution must be taken not to mislead the public into thinking that the most popular alternative will be chosen. The Open House is not a popularity poll; it's an opportunity to have questions answered and to communicate ideas to the experts. The decision-makers have the responsibility for choosing an alternative after taking the PAIs' input and reactions into consideration.

Anything that may contribute to making the open house an informal event that furthers two-way communication, such as refreshments, should be incorporated in its design.

CP Technique No. 1G: Town Meeting

In recent years we have seen, on occasion, a so-called town-meeting on the evening network news. Congressmen and senators returning to their home states for a sojourn are making use of this CP Technique. Former President Carter initiated some of the most widely seen Town Meetings during his term in of-

Kathy Despiegelaere
Ramsey County Regional
Railroad Authority
Documentation

file

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, OCTOBER 26, 1993

9:00 AM - LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of Ramsey County Regional Authority Board Meeting of October 12, 1993.
2. Update on Central Corridor.
3. * Approve amended joint powers agreement for light rail transit joint powers board; authorize chair to execute amended agreement.
4. Ratify quarterly report of payments for RCRRA July 1, 1993 through September 30, 1993

* Action is requested.



MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 12, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, October 12, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 10:40 AM.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Warren Schaber
Commissioner Brenda Thomas
Commissioner Dick Wedell
Commissioner Ruby Hunt

MEMBERS ABSENT: Commissioner Hal Norgard
Commissioner Diane Ahrens

Also Present: Karen Tero, Ed Glaubitz, Terry Lindeke, Terry Schutten, Jill Goski, Jim Van Houdt, David MacMillan, Kathryn DeSpiegelaere, and Bette Kurysh

1. Minutes of the Ramsey County Regional Railroad Authority Board Meetings of September 14, 1993: A. Ramsey County Regional Railroad Authority Board Taxation Levy and B. Ramsey County Regional Railroad Authority Board Regular Meeting.

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

The Ramsey County Regional Railroad Authority approves the minutes of the special meeting and regular meeting of the Ramsey County Regional Railroad Authority Board Meetings of September 14, 1993, as written.

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

2. Update on Central Corridor

Ms. DeSpiegelaere discussed the summary of the three forums. Her observations included that each of the St. Paul forums had 40 people in attendance and the Minneapolis forum had approximately 150 to 200 people. Ms. DeSpiegelaere said that the Minneapolis forum dealt primarily with the tunnel issue. Rather than the usual forum format of questions and answers, it appeared that many of the people had their minds made up. Some of the people indicated they were out of patience, they didn't want anymore studies. Some of the people gave complimentary information about the cities they lived in that had LRT. A few of the comments had to do with the priority of the Central Corridor.

Ramsey County Regional Railroad Authority
October 12, 1993

Ms. DeSpiegelaere commented that the people who had previously worked on LRT advisory committees are very helpful in easing tensions and lessening the antagonism in the audience. Ms. DeSpiegelaere further commented that she and Jill Goski had attended a training session sponsored by Minnesota Department of Transportation (Mn/DOT) on Systematic Development of Informed Consent.

Commissioner Hunt asked her to define informed consent.

Ms. DeSpiegelaere said that rather than expecting people to agree or develop consensus, that if you work collaboratively with the citizens, it is possible to get grudging consent to move ahead. It's consent to go forward.

Ms. DeSpiegelaere said that during the course, they learned different techniques for public involvement. She distributed hand-outs from the seminar.

Ms. DeSpiegelaere said that there have been some revisions in state and federal laws about the way hearings must be conducted. She said that public hearings are the setting for confrontation and conflict. Ms. DeSpiegelaere indicated that lay people are overwhelmed by the presentations, they may feel inadequate to respond intelligently, and people can be intimidated by public hearings. Therefore, Ms. DeSpiegelaere proposed holding public meetings for the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement using a different format. She indicated that instead of people standing at the microphone before the entire audience, written information would be sent to people, presentation boards would be at the meeting, and a large number of staff would be available to answer questions at the meetings. There would also be people available, perhaps a court reporter, to take testimony one-on-one. Another option would be for people to leave written comment cards or phone in comments.

Ms. DeSpiegelaere said that one reason for proposing this non-traditional format is because people came up to her after the forums and indicated they were reluctant to speak. The new format will allow the public a better opportunity to exchange information and ask questions.

Chairman Finley referred to an incident which took place at Concordia College where it was necessary for one member of the audience to tell another to allow others to speak because she was rude, speaking out of turn, and interrupting people when they were asking legitimate questions.

Commissioner Wedell commented that you have a miniscule part of the total population in a place where confrontational type of activity takes place with regularity. The key is control of the meeting. Perhaps three minutes could be given to each side. Many times antagonists feel that success is the length of time they can hold the mike on their case and intimidate everyone else. With some of the federal requirements, you have to go through a process to make sure that it's heard, but it isn't an enlightening situation. It's antagonists coming to a common battlefield.

Ms. DeSpiegelaere responded that's her point too. With the proposed way, the requirements would be met, and it would provide more useful information than a confrontational setting. It would benefit the public.

Ramsey County Regional Railroad Authority
October 12, 1993

Chairman Finley said he didn't understand how this technique would provide meaningful public input.

Individuals make comments and a record of public comments is assembled for review by decision makers. Ms. DeSpiegelaere said that Mn/DOT has used this technique quite effectively and that this method does have merit.

Chairman Finley asked how do you handle the antagonists? They'll tie you up the whole time.

Ms. DeSpiegelaere responded that any number of court reporters could be used at the public forum or hearing to take testimony from various people.

Commissioner Schaber said that whoever is chairing the meeting should set the rules and parameters up front, lay out the problem, and limit the statements. If you recognize the problem immediately from the onset, explain it, it may help eliminate intimidation. Commissioner Schaber also indicated that six court reporters taking personal testimony from individuals does not meet the requirements of a public hearing.

Commissioner Thomas agreed that this format would not pass as a public hearing.

Ms. DeSpiegelaere said that although she feels it could work, it appears that it's something the Board is not receptive to for this project at this time.

Commissioner Thomas said that she completely supports Commissioner Schaber's suggestion and scenario of setting a time limit. Commissioner Thomas also expressed concern about interviewing six people simultaneously and having it suffice as a public hearing. She suggested that the hearings should be cable cast because there is no broad public consensus.

Commissioner Thomas said she is also concerned about the contradiction between Minneapolis and St. Paul regarding the underground issue of LRT. How many fundamental basics have been established by the joint LRT board?

Chairman Finley explained that the tunnel was in the original plan in downtown Minneapolis. That's what Hennepin County, City of Minneapolis, and the Regional Transit Board wanted when the plan went to the Legislature. The legislators said no tunnels would be constructed. The legislators would not even consider funding a tunnel. Chairman Finley explained that the LRT plan came back, and LRT had to be planned on the surface if the Legislature was to respond positively to light rail transit.

Chairman Finley further explained that every year the Legislature changes its mind and the rules on light rail transit. The structure of the RTB had been changed four times in the last five years. The plan had been changed from the total system to two lines with the idea that the first line would be built without the tunnel, but if additional lines were needed, the tunnel would be funded. Everybody voted in favor of the tunnel at the beginning.

Ramsey County Regional Railroad Authority
October 12, 1993

Commissioner Thomas asked if there are still members of the Minneapolis City Council who are insisting on exploring the tunnel issue further?

Chairman Finley responded yes because the residents are putting on pressure to go back to the tunnel. They don't understand that the legislators are the problem. It was the legislators who were in powerful positions outstate who insisted on no tunnel. The tunnel itself was a \$200 million project, or 25% to 30% difference of the total project. This made the Central Corridor look ridiculous in price because the tunnel, which was going to benefit six lines, is loaded in to one line, in addition to 50% of the system-wide cost already in that line. The legislators decided it was politically unpalatable to consider the tunnel.

Commissioner Thomas asked if there aren't any advocates who can bring pressure to the legislators to change the plan? Why is there discussion of it if it's already been decided? Do they think that it will be revised by the Legislature?

Chairman Finley said that it's the legislators who are putting the pressure on the Minneapolis City Council. The Regional Transit Board has received a massive amount of letters from the residents who are in favor of the tunnel because the RTB is the one that revised the original plan to fit with what they felt the Legislature would accept.

Commissioner Wedell commented that one neighborhood is trying to affect the whole project and it has the Legislature in a state of concern.

Commissioner Thomas said that she doesn't understand if there is complicity on the part of the Minneapolis Councilmembers. For example, Pat Scott is alleging that two other corridors would have a higher ridership than the Central Corridor. Are the Minneapolis City Councilmembers on board here?

Chairman Finley responded that the Minneapolis City Council is on board and has approved the Central Corridor as is. Chairman Finley also commented that studies were done as to ridership and that the Central Corridor would have the highest ridership.

Commissioner Wedell said that many people think light rail transit is coming soon because it's been talked about for 20 years. It's hard to convince people that it's not in the very near future. Commissioner Wedell said one of his main concerns is that there is no closure on the matter about when decisions will be made and who will make them.

Chairman Finley said that the timetable on I-35W is at best 12 years beyond the timetable of I-94.

Commissioner Thomas asked if there is a time limit on how long you have to get the grant?

Ramsey County Regional Railroad Authority
October 12, 1993

Ms. DeSpiegelaere said that the decisions that are needed to be made now are driven by the federal process. At this time, comments are being awaited from the Federal Transit Administration on draft material they were to review by the end of August. Ms. DeSpiegelaere further stated that she will be going to meet with the FTA in Washington, D.C. to facilitate their prompt review.

Chairman Finley spoke about a positive LRT article in the Minneapolis Tribune by Laurie Blake.

Ms. DeSpiegelaere commented that the tunnel issue is a focal point of many discussions. She said that if the people are so polarized and antagonized by the alignment on Second and Marquette, the Metropolitan Council staff have said one possibility is to consider another surface alignment, that they don't have to necessarily go to the tunnel as the solution to their issues.

Chairman Finley said that the Metropolitan Council had made the suggestion that possibly the tunnel should be eliminated when the RTB had it included.

Regarding the hearing process, Chairman Finley said that we would be better off to have a set of rules rather than deviate and try a new technique on something as important as this. Perhaps the new technique should be tried on an informational type of meeting where you don't have to include the cost of court reporting. For example, where people are asking technical and design questions.

Ms. DeSpiegelaere indicated that they will proceed with the traditional format.

Commissioner Wedell commented that we need to make sure that people who have legitimate questions are taken care of.

Commissioner Thomas asked how is LRT going to be funded after it's approved by all the players? We still don't know the numbers. What is our share of it, not to mention the ongoing operation?

Ms. DeSpiegelaere said that the timeframe and funding issues were addressed at the first forum, but at the second forum, the presentation deteriorated when people began talking amongst themselves. Commissioner Ahrens brought them back to the issue very skillfully.

Chairman Finley said that the plan for funding is 50% from the state and 50% from the federal government.

Ms. DeSpiegelaere further added that the seminar she and Jill Goski attended was billed as a different way of doing things, that it would be very innovative, and that we would be left with something that would "blow our minds away." The centerpiece or cornerstone of this is something that we already do, and that's meeting individually with many of the stakeholders. Jill Goski, from the RRA staff, has had station work groups, and she's talked to property owners individually who would be affected.

Ramsey County Regional Railroad Authority
October 12, 1993

Commissioner Wedell said that we need to get out in the community and invite people to ask questions and state their specific concerns.

3. Ratify Partial Payment No. 23 to BRW, Inc., in the amount of \$212,017.46 for the Midway Corridor Phase II Preliminary Engineering.

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

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 July 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. 68690, Partial Payment No. 23, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through July 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$212,017.46 for Ramsey County Regional Railroad Authority's share of services rendered through July 31, 1993, is hereby ratified.

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

R91-36

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

R. Spiegelbauer 10/19/93
Authorized Signature Date

Board Action Requested

Update on Central Corridor.

DISCUSSION ONLY

Request Justification

A discussion of Central Corridor events will occur at the meeting.

Budgeting and Accounting

Ed Blauitz 10/19/93

County Attorney

Michelle L. Linn 10/20/93

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

Board Date

Signature

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Approve first amended Metropolitan LRT Joint Powers agreement; authorizes its Chair to execute the amendment; and approves the addition of Carver County to the Metropolitan LRT Joint Powers Board.
Authorized Signature	Date	
<i>Lathypus</i>	<i>10/19/93</i>	
		ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Agreement

Budgeting and Accounting <i>Ed Blawie</i> <i>10/19/93</i>		Date / Time Received By
County Attorney <i>Michelle L. Linder</i> <i>10/20/93</i>		
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The 1993 Legislature amended Minnesota Statute Section 473.3998, changing the mission of the Metropolitan Light Rail Transit Joint Powers Board and requiring the seven metropolitan county Regional Railroad Authorities to form a joint powers board to review and approve LRT system standards and community involvement program and to advise the joint lead agencies on the development of LRT;

WHEREAS, The Regional Railroad Authorities are committed to coordinating the development of policy relating to LRT; and

WHEREAS, The Regional Railroad Authorities agree that it is essential that these efforts be directed and coordinated by a single organization with the power to make and implement all decisions to fulfill its purpose; Now, Therefore, Be It

RESOLVED, Ramsey County Regional Railroad Authority hereby resolves to approve the first amended joint powers agreement and authorizes its chair to execute such amendment; Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority approves the addition of Carver County Regional Railroad Authority as a member of the Metropolitan LRT Joint Powers Board.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

JOINT POWERS AGREEMENT

This agreement is entered into by and between the Anoka County Regional Railroad Authority (ANOKA), the Carver County Regional Railroad Authority (CARVER), the Dakota County Regional Railroad Authority (DAKOTA), the Hennepin County Regional Railroad Authority (HENNEPIN), the Ramsey County Regional Railroad Authority (RAMSEY), the Scott County Regional Railroad Authority (SCOTT), the Washington County Regional Railroad Authority (WASHINGTON), and the Metropolitan Transit Commission (MTC), pursuant to the provisions of Minnesota Statutes Chapters 398A, 471.59, and 473.3998 on this ____ day of _____, 19____.

WITNESSETH:

WHEREAS, Minnesota Statutes Section 473.3998 requires the seven metropolitan regional railroad authorities to form a joint powers board to review and approve the LRT system standards and community involvement program and to advise the Joint Lead Agencies on the development of LRT:

WHEREAS, the parties are committed to coordinating the development of policy relating to LRT; and

WHEREAS, the parties agree that it is essential that these efforts be directed and coordinated by a single organization with power to make and implement all decisions to fulfill its purpose.

NOW, THEREFORE, THE PARTIES HEREBY AGREE as follows:

SECTION 1. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

1. Administrative Costs shall include but not be limited to salaries and fringe benefits, rent, utilities, transportation, travel, telephone, office supplies, insurance, accounting and legal fees not relating to a specific corridor, and membership fees and dues incurred by the Board.
2. Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.
3. Authorities shall collectively refer to the Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington County Regional Rail Authorities.
4. Board shall mean the Joint Powers Board herein established.
5. Commissioner shall mean the Commissioner of Transportation.
6. Corridor Management Committee shall be as defined in Minn. Stat. § 473.3994, subd.10.
7. Implementation shall mean the process of final design, construction, and testing of the LRT system or an LRT line.
8. Joint Lead Agencies shall mean MnDOT and the RRA's in which the LRT will be constructed.
9. LRT shall mean Light Rail Transit.
10. RRA shall mean Regional Railroad Authority.

SECTION 2. TERM

This agreement shall be effective pursuant to Section 16 hereof and shall continue in full force and effect until terminated by the parties pursuant to the provisions of Section 19 of this agreement.

SECTION 3. JOINT POWERS BOARD

There is hereby created a Joint Powers Board as a public entity, to be known as the Metropolitan Light Rail Transit Joint Powers Board. The Board shall be an entity separate from its member bodies and shall not be deemed an agent or partner of the member bodies, and the member bodies shall not be liable for the actions of the Board.

SECTION 4. PURPOSE

This agreement has been entered into by the parties for the purpose of coordinating member bodies in LRT related policy development, planning, and legislative activities, and for meeting the requirements of Minn. Stat. § 473.3998. These requirements include, without limitation, reviewing and approving Light Rail Transit system standards; reviewing and approving the community involvement plan and marketing program; advising the Corridor Management Committee and the Commissioner on implementation methods; and participating on the Corridor Management Committee. This Agreement determines the structure and procedures of the Board, and describes the relationship between the Board and its member bodies.

SECTION 5. MEMBERSHIP

- A. Each Regional Railroad Authority shall appoint one (1) of its members and one (1) alternate.
- B. The Metropolitan Transit Commission shall appoint one (1) member and one (1) alternate.

Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. Each member and alternate must be a member of the Body making the appointment and must remain so during the term of her or his appointment. If a Board member ceases to be a member of the body he or she represents his or her membership on the Board shall immediately terminate and the member body shall appoint a new member.

Each member of the Board shall have one (1) vote.

SECTION 6. POWERS OF JOINT POWERS BOARD

The Board is hereby authorized to exercise such authority as is necessary and proper to make all decisions to carry out its purpose as described in Section 4 and to fulfill its obligations under Minn. Stat. Section 473.3998, and as it may be amended. Such powers shall be subject to the provisions of Minn. Stat. Section 471.59, as it may be amended from time to time, and will include but not be limited to any or all of the following to the extent provided by law or not otherwise limited by the agreement:

- A. Adopt an annual budget, together with a statement of the sources of funding and an estimate of the proportion of such amounts required of each county.

- B. Enter into transactions, including contracts or leases, required in furtherance of this agreement and statutory mandate; and enforce such transactions to the extent available in equity or at law. The contracting and purchasing requirements of one member body designed by the Board shall apply hereto. The Board may approve any contract relating to this agreement up to the amount approved in the annual budget, and may authorize the Chair of the Board to execute those contracts.
- C. Adopt by-laws or rules and regulations consistent with this agreement required for the exercise of the powers of the Board or accomplishment of its purposes.
- D. Apply for an accept gifts, grants, loans of money, other property or assistance on behalf of the contracting counties from the United States Government, the State of Minnesota, or any person, association or agency for any of its purposes, including any grant which may be available; enter into any agreement in connection therewith; and hold, use and dispose of such money, other property and assistance in accordance with the terms of the gift, grant or loan relating thereto.
- E. Hold such property as may be required to accomplish the purposes of this agreement and upon termination of this agreement, make distribution of such property as is provided for in this agreement.
- F. To employ agents and employees, and to fix the compensation and all other terms and conditions of employment thereof.
- G. To incur debts, liabilities, or obligations which do not constitute a debt of any of the parties. The Joint Powers Board does not have authority to incur debts, liabilities, or obligations which constitute a debt of any of the parties.
- H. To sue and be sued in its own name.

All powers granted herein shall be exercised by the Board in accordance with the legal requirements applicable to the RRA's.

SECTION 7. OFFICERS, EMPLOYEES, AND SERVICES

- A. The Board shall elect a chairperson and vice chairperson from among its members, each to serve a term of one year. The Board shall also appoint a secretary who may, but need not be, a member of the Board. If the secretary is not a member of the Board, he or she shall have no voting rights.

- B. The Board may contract with any of its member bodies or any of the Metropolitan counties to provide financial and accounting services, including disbursement of funds or any other services. The chief financial officer of the body so selected shall act as controller of the Board and shall draw warrants to pay demands against the Board when the demands have been approved by the Board pursuant to authorization of the Board. The member bodies shall retain their authority to request reports pertaining to any and all such services. All interest earned from established board funds shall be credited back to that same fund.

SECTION 8. FINANCING

- A. Administrative Costs. Not later than June 1 of each year the Board shall establish and approve a budget for the administration following fiscal year which shall be January 1, through December 31. Each member body shall be assessed for its share of the administrative costs according to the following schedule:

1. Ten percent (10%) to a maximum of \$28,000 of the budget shall be allocated to Washington, Carver, and Scott counties' RRAs. This portion shall be allocated to the respective RRA on a per capita basis with a maximum contribution in any one fiscal year to be \$18,000 for the Washington County RRA, \$4,000 for the Carver County RRA, and \$6,000 for the Scott County RRA.
2. Each Metro/State agency shall pay five percent (5%) of the administrative budget.
3. The remaining seventy percent (70%) of the budget shall be allocated between Hennepin, Ramsey, Dakota, and Anoka RRA according to the following percentages:

a)	Hennepin	22.5%
b)	Ramsey	22.5%
c)	Dakota	10.0%
d)	Anoka	15.0%

- B. If any prospective member body fails to join the Joint Powers Board, or withdraw from the Board, or by law cannot contribute to the Board's administrative costs, the assessment allocable to said member or members shall be reallocated to all other members in the proportion the assessments under Section 12(A) hereof bear to each other. If the percentage assessment allocable to the RRA's under

Section 12(A)(1) hereof exceeds the individual RRA cap limitation of said section, such excess shall also be reallocated to all other member bodies in the proportion the assessments under Section 12(a)(2) or (3) hereof bear to each other.

SECTION 9. WITHDRAWAL/TERMINATION

Any party may withdraw from this agreement upon 90 days prior written notice to the Board. In the event of withdrawal by any member body, this agreement shall remain in full force and effect as to all remaining member bodies.

SECTION 10. EFFECT OF WITHDRAWAL, DISPOSITION OF PROPERTY, FUNDS, AND OBLIGATIONS

A party withdrawing from this agreement shall, prior to such withdrawal, pay the full amount of any unpaid assessments for administrative costs of the Board, as defined in Section 12A. A party withdrawing from this agreement shall not receive a distribution of property or funds until such time as this agreement is terminated by all parties pursuant to Section 19 hereof. Such disposition of property shall be in accordance with the provisions of section 16 hereof.

Any member withdrawing shall be liable for any assessment for administration costs in the fiscal year in which the withdrawal becomes final only for the period in such fiscal year that the member remains a member. The members assessment shall not exceed the sum of one-twelfth (1/12th) the full assessment multiplied by the number of months in the fiscal year during which the member remains a member.

SECTION 11. DISPOSITION OF PROPERTY AND FUNDS

At such time as this agreement is terminated, any property interest remaining in the Board, following discharge of all obligations owed by the Board, shall be disposed of and the proceeds of the property shall be returned to the member bodies in proportion to their contribution.

SECTION 12. AMENDMENTS

This agreement may be amended at any time by agreement of all the

parties. Such amendment shall be approved by all parties and shall be in writing.

SECTION 13. RECORDS, ACCOUNTS AND REPORTS

The Board shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Board shall be subject to the provisions of Minn. Stat. § 13 (1990), the Government Data Practices Act, and Minn. Stat. § 16B.06, subd. 4. The Board, within 120 days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

SECTION 14. TERMINATION

- A. Events of Termination. This agreement shall terminate upon the occurrence of any one of the following events:
1. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction; or
 2. By a majority consent of all parties.
- B. Effect of Termination. Termination shall not discharge any liability incurred by the Board or by the member bodies during the term of this agreement. Each member shall be liable for its own acts to the extent provided for by law. The Board shall continue to operate after the date of termination only for the purpose of winding up its business and for aiding in the prosecution and defense of claims. The Board shall approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

SECTION 15. COUNTERPARTS

This agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

SECTION 16. EFFECTIVE DATE

This agreement shall be effective when adopted by any three Regional Railroad Authorities.

SECTION 17. SEVERABILITY

The provisions of this agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this agreement.

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

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Chairman, Ramsey County
Its: Regional Railroad Authority
Dated: _____

By: *Thelma Spiegelaere*
Director of LRT Planning,
Its: Ramsey County Regional Railroad Authority
Dated: 10/14/93

By: _____
Its: _____
Dated: _____

By: *Carl Macmillan*
Its: _____
Dated: _____

*Subject to approval of 1994 Budget.
Ed Klaritz Budgeting & Accounting
10/11/93*

*Georgian Schulte
Risk Management 10/13/93*

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

REGIONAL RAILROAD AUTHORITY

Originating Department

[Signature]
Authorized Signature

10/19/93
Date

Board Action Requested

Quarterly report of payments for RCRRA.

July, 1993 through September, 1993

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated October 6, 1993

Budgeting and Accounting

Ed Blauitz 10/19/93

County Attorney

Michelle L. Linn 10/20/93

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

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1993, through September 30, 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.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Office of
BUDGETING AND ACCOUNTING

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

M E M O R A N D U M

TERRY SCHUTTEN
County Manager

JAMES H. VAN HOUDT
Director • Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

TO: Terry Schutten, County Manager
FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: July-September, 1993
DATE: October 6, 1993

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period are:

59101	Regional Railroad Authority Administration	\$ 81,006.53
59105	Phase II PE-Midway Corridor	503,099.15
59106	Right-of-Way Acquisition	700.09
59109	Northeast Corridor Maintenance	21,164.68
59110	Central Corridor AA/DEIS	<u>5,927.30</u>
Total		\$611,897.75

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period July through September, 1993 and a copy of the Budget Condition Report as of September 28, 1993.

JVH:EG:dmh/gcl
Attachments

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

LANSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

LANSEY COUNTY REGIONAL RAILROAD AUTH

59101 - ADMINISTRATION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	VAR DATE	VAR NBR	VAR AMT	VENDOR NAME			
			COUNTY ATTORNEY SERVICES								
	59101	020174	IC	45794	080693	00079682	636.93	IC TRNSF PHT 400 40601	300908	M00287	01
			IC	45795	080693	00079682	545.94	IC TRNSF PHT 400 40601	300908	M00277	01
			IC	45862	080693	00079682	363.96	IC TRNSF PHT 400 40601	300908	M00299	01
			IC	45863	080693	00079682	227.48	IC TRNSF PHT 400 40601	300908	M00296	01
							1,774.31				
			020174 BUDGETING AND ACCOUNTING SERVICES								
	59101	020179	IC	45178	071693	00067035	574.28	IC TRNSF PHT 400 40303	300908	A00608	01
			IC	46466	092493	00105238	520.73	IC TRNSF PHT 400 40303	300908	A00630	01
			IC	46467	092493	00105238	430.82	IC TRNSF PHT 400 40303	300908	A00623	01
							1,533.83				
			020179 DATA PROCESSING SERVICES - MTCE								
	59101	020185	IC	46269	090393	00094259	163.10	IC TRNSF PHT 574 57401	301385	C03867	01
							163.10				
			020185 COUNTY PROJECT MANAGEMENT SERVICES								
	59101	020193	IC	45451	070993	00063398	3,421.71	IC TRNSF PHT 400 47102	300434	B02271	01
			IC	45452	070993	00063398	1,231.81	IC TRNSF PHT 400 47102	300434	B02271	02
			IC	45452A	070993	00063398	1,300.24	IC TRNSF PHT 400 47101	300166	B02271	03
			IC	45503	071693	00067035	4,357.60	IC TRNSF PHT 400 40301	300908	A00607	01
			IC	45875	080693	00079682	3,239.88	IC TRNSF PHT 400 47102	300434	B02326	01
			IC	45876	080693	00079682	1,166.36	IC TRNSF PHT 400 47102	300434	B02326	02
			IC	45876A	080693	00079682	1,231.15	IC TRNSF PHT 400 47101	300166	B02326	03
			IC	46247	090393	00094259	3,801.90	IC TRNSF PHT 400 47102	300434	B02369	01
			IC	46248	090393	00094259	1,368.68	IC TRNSF PHT 400 47102	300434	B02369	02
			IC	46248A	090393	00094259	1,444.72	IC TRNSF PHT 400 47101	300166	B02369	03
			IC	46468	092493	00105238	3,532.14	IC TRNSF PHT 400 40301	300908	A00621	01
			IC	46469	092493	00105238	1,530.26	IC TRNSF PHT 400 40301	300908	A00622	01
			IC	46470	092493	00105238	1,212.17	IC TRNSF PHT 400 40301	300908	A00629	01
			IC	46471	092493	00105238	1,282.88	IC TRNSF PHT 400 40301	300908	A00629	02
			IC	46472	092493	00105238	262.04	IC TRNSF PHT 400 40301	300908	A00629	03
							30,583.54				
			020193 POSTAGE								
	59101	020202	IC	45796	080693	00079682	3.76	IC TRNSF PHT 521 52104	350323	H01967	01
			IC	45796A	080693	00079682	47.71	IC TRNSF PHT 521 52104	350323	H01967	02
			IC	46249	090393	00094259	5.12	IC TRNSF PHT 521 52104	350323	H02000	01
			IC	46250	090393	00094259	89.79	IC TRNSF PHT 521 52104	350323	H02000	02
							146.38				
			020202 TELEPHONE LONG DISTANCE CHARGES								
	59101	020207	IC	45649	072393	00072117	10.97	IC TRNSF PHT 578 57801	301601	Y00321	02
			IC	45650	072393	00072117	4.75	IC TRNSF PHT 578 57801	301601	Y00321	03
			IC	45690B	080693	00079682	2.10	IC TRNSF PHT 578 57801	301601	Y00254	02
			IC	45691	080693	00079682	4.04	IC TRNSF PHT 578 57801	301601	Y00254	03
			IC	46336	091093	00097433	0.50	IC TRNSF PHT 578 57801	301602	Y00358	02

RAMSLEY COUNTY BUDGET ACCOUNTING

PAGE 2
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

RAMSLEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM HBR	WAC DATE	WAC HBR	WAC AMT	VENDOR NAME	
		620207					22.36		
		TELEPHONE - LOCAL SERVICE							
59101		020208	IC	45648	072393	00072117	145.56	IC TRNSF PHT 578 57801	301602 Y00321 01
			IC	46338A	091093	00097433	145.56	IC TRNSF PHT 578 57801	301601 Y00358 01
		020208					291.12		
		MESSENGER SERVICE							
59101		020305	CA	24599	071393	00064988	8.80	ROADRUNNER TRANSPORTATION INC	
			CA	26236	072393	00072223	21.35	ROADRUNNER TRANSPORTATION INC	
			CA	28216	081393	00082892	12.50	ROADRUNNER TRANSPORTATION INC	
			CA	31948	091493	00099778	56.75	FEDERAL EXPRESS CORP	
			CA	33302	092193	00103422	10.40	ROADRUNNER TRANSPORTATION INC	
			CA	34228A	092093	00107536	16.95	ROADRUNNER TRANSPORTATION INC	
		020305					126.75		
		PRINTING & STATIONERY							
59101		020501	CA	24600	071393	00065496	98.89	COPY DUPLICATING-PRODUCTS INC	
			IC	45584	071693	00067035	104.42	IC TRNSF PHT 400 41202	300404 H03071 01
			IC	45651	072393	00072117	354.82	IC TRNSF PHT 400 41202	300404 H03119 01
			IC	46339	091093	00097433	79.92	IC TRNSF PHT 400 41202	300404 H03178 01
		020501					638.05		
		EQUIPMENT & MACHINERY REPAIRS							
59101		020603	CA	28217	081393	00083400	98.89	COPY DUPLICATING-PRODUCTS INC	
			CA	33503	092193	00103427	98.89	COPY DUPLICATING-PRODUCTS INC	
		020603					197.78		
		BUILDING & OFFICE SPACE RENTAL							
59101		020906	IC	45585	071693	00067035	1,073.58	IC TRNSF PHT 576 57601	360513 Y00247 01
			IC	45893	080693	00079682	1,073.58	IC TRNSF PHT 576 57601	360513 Y00248 01
			IC	46340	091093	00097433	1,073.58	IC TRNSF PHT 576 57601	360513 Y00265 01
		020906					3,220.74		
		PARKING SPACE							
59101		020909	CA	25869	072393	00072116	110.00	ZEHRING & ANGLESON	
			CA	34123	092093	00107537	72.00	ZEHRING & ANGLESON	
		020909					182.00		
		BOOKS, PERIODICALS, SUBSCRIPTIONS							
59101		021101	CA	30733	083193	00092663	50.00	CITIZENS LEAGUE	
			CA	32736	091793	00102125	12.00	CHTP	
		021101					62.00		
		MEMBERSHIP & DUES							
59101		021401	CA	26883	073093	00076504	145.00	AMERICAN PLANNING ASSOCIATION	
		021401					145.00		

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 3
DATE 10/04/93

REGIONAL RAILROAD QIRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	C.LIN HDR	DATE	WAB HDR	WAB AMT	VENDOR NAME	
		CONFERENCE & SEMINARY EXPENSES							
	59101	021403	CA	24206	072393	00065497	783.00	CARLSON TRAVEL NETWORK	
			CA	31949	091093	00097851	235.00	HITPAW'93	
			CA	32737	091793	00102126	90.00	MM/DUT	
			CA	33969	092493	00106068	99.00	PRYOR RESOURCES INC	
			CA	34235	092893	00107538	30.00	GUSKI	JILL
		021403					1,237.00		
		CED MEETING EXPENSES ACCOUNT							
	59101	021409	CA	30007	082493	00089108	53.99	CEDAR STREET CAFE	
			CA	30530	082793	00091354	23.71	DESPIEGELAERE	KATHRYN
			CA	34224	092893	00107539	120.00	DESPIEGELAERE	KATHRYN
		021409					197.70		
		OFFICE SUPPLIES							
	59101	030101	PV	194516	072393	00072190	185.31	THOELE PRINTING	
			CA	25639	072093	00070910	8.82	GENERAL OFFICE PROD CO	
			CA	26261	072393	00072208	129.18	ST PAUL CITY OF FINANCE/MGMT	
			CA	31910	091093	00097448	39.95	ST PAUL CITY OF FINANCE/MGMT	
			CA	31950	091093	00097852	33.74	GENERAL OFFICE PROD CO	
			CA	34225	092893	00107540	25.03	GENERAL OFFICE PROD CO	
		030101					422.03		
		COMPUTER OPERATING SUPPLIES							
	59101	030201	CA	30734	083193	00092664	62.84	SILHOUETTE IMAGING	
		030201					62.84		
		OTHER GOVERNMENTAL UNITS							
	59101	090306	CA	26766	073093	00076505	40,000.00	REGIONAL TRANSIT BOARD	
		090306					40,000.00		

RAMSEY COUNTY REGIONAL RAILROAD AUTH - 59101: 31,006.53

HANSEY COUNTY BUDGET ACCOUNTING

PAGE 4
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

59105 PHASE II PE-MIDWAY CORRIDOR

RFC	DEPT	OBJECT	CLAIM ID	CLAIM HDR	WAR DATE	WAR LBR	WAR AMT	VENDOR NAME
	59105	CONSULTING SERVICES	020102	CA	PA170	071393	00065498	91,744.28
				CA	PA270	090393	00094952	-197,358.98
				CA	PA270	091793	00102127	212,017.46
			020102					501,120.72
	59105	BUDGETING AND ACCOUNTING SERVICES	020179	IC	45652	072393	00072117	37.05
				IC	46467A	092493	00105238	39.16
			020179					76.21
	59105	DATA PROCESSING SERVICES-MTCE	020185	IC	46269A	090393	00094259	0.35
			020185					0.35
	59105	COUNTY PROJECT MANAGEMENT SERVICES	020193	IC	45677	080693	00079682	429.78
				IC	45878	080693	00079682	154.72
				IC	45878A	080693	00079682	163.32
				IC	46251	090393	00094259	396.72
				IC	46252	090393	00094259	142.82
				IC	46252A	090393	00094259	150.75
				IC	46468A	092493	00105238	455.76
			020193					1,893.87

PHASE II PE-MIDWAY CORRIDOR 59105: 103,099.15

RAMSEY COUNTY BUDGET ACCOUNTING

PAGE 5
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

59106: RIGHT-OF-WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM HLR	VAR DATE	VAR HSR	VAR AMT	VENDOR NAME	
	59106	COUNTY ATTORNEY SERVICES							
		020174	IC	45862A	080693	00079682	45.50	IC TRNSF PHT 400 40601	300908 M00299 02
		020174					45.50		
	59106	COUNTY MANAGER SERVICES							
		020176	IC	45586	071693	00067035	303.84	IC TRNSF PHT 400 40301	300908 A00603 01
			IC	45590	071693	00067035	151.92	IC TRNSF PHT 400 40301	300908 A00602 01
		020176					455.76		
	59106	DATA PROCESSING SERVICES - MTCE							
		020185	IC	46169B	090393	00094259	7.83	IC TRNSF PHT 574 57401	301385 C03867 01
		020185					7.83		
	59106	COUNTY PROJECT MANAGEMENT SERVICES							
		020193	IC	45453	070993	00063398	115.04	IC TRNSF PHT 400 47102	300434 B02273 01
			IC	45583A	071693	00067035	75.96	IC TRNSF PHT 400 40301	300908 A00607 02
		020193					191.00		

RIGHT-OF-WAY ACQUISITION 59106: 700.09

RANDOLPH COUNTY BUDGET ACCOUNTING

PAGE 6
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

59109: NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM HDR	MAP DATE	MAP HDR	MAP AMT	VENDOR NAME	
		COUNTY PROJECT MANAGEMENT SERVICES							
	59109	020193	IC	45453A	070993	00063398	83.32	IC TRNSF PMT 400 47102	300434 802273 01
			IC	45454	070993	00063398	71.40	IC TRNSF PMT 400 47102	300434 802273 02
			IC	45454A	070993	00063398	75.36	IC TRNSF PMT 400 47101	300166 802273 03
			IC	45583B	071693	00067135	170.91	IC TRNSF PMT 400 40301	300908 A00607 03
			IC	45879	080693	00079682	1,900.95	IC TRNSF PMT 400 47102	300434 802325 01
			IC	45880	080693	00079682	684.34	IC TRNSF PMT 400 47102	300434 802325 02
			IC	45880A	080693	00079682	722.36	IC TRNSF PMT 400 47101	300166 802325 03
							3,708.64		
		020193							
		59109							
		020804	IC	45587	071693	00067035	684.70	IC TRNSF PMT 400 47106	300407 802289 01
			IC	45797	080693	00079682	1,716.24	IC TRNSF PMT 400 47106	300407 802294 01
			IC	45797A	080693	00079682	891.24	IC TRNSF PMT 400 47101	300166 802294 02
			IC	45797B	080693	00079682	2,064.80	IC TRNSF PMT 400 47105	360202 802294 03
			IC	45864	080693	00079682	21,703.89	IC TRNSF PMT 400 44212	300407
			IC	46253	090393	00094259	395.17	IC TRNSF PMT 400 47106	300407 802352 01
							17,456.04		
		020804							

NORTHEAST CORRIDOR MAINT 59109: 21,164.60

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 7
DATE 10/04/93

REGIONAL RAILROAD QTRLY REPORT
PERIOD JUL 1, 1993 THRU SEP 30, 1993.

59110: CENTRAL CORRIDOR AA/DEIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	JAR NBR	JAR AMT	VENDOR NAME	
	59110	BUDGETING AND ACCOUNTING SERVICES	IC	46467C	092493	00105238	70.33	IC TRNSF PHT 400 40303	300908 A00623 01
		020179					70.33		
		DATA PROCESSING SERVICES - MTCE							
	59110	020185	IC	46269D	090393	00094259	87.94	IC TRNSF PHT 574 57401	301385 C03867 01
		020185					87.94		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59110	020193	IC	45865	080693	00079682	727.32	IC TRNSF PHT 400 47102	300424 B02274 01
			IC	45865A	080693	00079682	261.83	IC TRNSF PHT 400 47102	300434 B02274 02
			IC	45865B	080693	00079682	276.38	IC TRNSF PHT 400 47101	300166 B02274 03
			IC	45866	080693	00079682	968.49	IC TRNSF PHT 400 40301	300908 A00607 01
			IC	46254	090393	00094259	826.50	IC TRNSF PHT 400 47102	300434 B02368 01
			IC	46255	090393	00094259	297.54	IC TRNSF PHT 400 47102	300434 B02368 02
			IC	46255A	090393	00094259	314.07	IC TRNSF PHT 400 47101	300166 B02368 03
			IC	46468B	092493	00105238	2,088.90	IC TRNSF PHT 400 40301	300908 A00621 03
		020193					5,761.03		

CENTRAL CORRIDOR AA/DEIS 59110: 5,927.30

THIRD-QUARTER-1993-EXPENDITURES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY FUND 591 611,897.75

BA113 BUD CONDITION REPORT
RFBA113 09 27 93

RAMSEY COUNTY
ACCOUNTING DEPT
09 28 93

PAGE 1081
PCT OF YEAR ELAPSED = 74.25

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

CONSULTING SERVICES

020102	92,300.00	0.00	0.00	92,300.00	92,300.00	0.00	61,200.00	
--------	-----------	------	------	-----------	-----------	------	-----------	--

STATE AUDITOR

020122	3,100.00	1,015.50	0.00	2,084.50	2,084.50	0.00	0.00	32.76
--------	----------	----------	------	----------	----------	------	------	-------

LEGISLATIVE REPRESENTATIVE

020154	25,000.00	12,000.00	0.00	13,000.00	13,000.00	0.00	0.00	48.00
--------	-----------	-----------	------	-----------	-----------	------	------	-------

COUNTY ATTORNEY SERVICES

020174	36,348.00	2,343.00	0.00	34,005.00	34,005.00	0.00	0.00	6.45
--------	-----------	----------	------	-----------	-----------	------	------	------

COUNTY MANAGER-SERVICES

020176	38,000.00	12,430.45	0.00	25,561.55	25,561.55	0.00	30,000.00	32.73
--------	-----------	-----------	------	-----------	-----------	------	-----------	-------

BUDGETING AND ACCOUNTING SERVICES

020179	20,000.00	6,165.09	0.00	13,834.91	13,834.91	0.00	0.00	30.83
--------	-----------	----------	------	-----------	-----------	------	------	-------

DATA PROCESSING SERVICES-MTCE

020185	6,000.00	952.96	0.00	5,047.04	5,047.04	0.00	0.00	15.88
--------	----------	--------	------	----------	----------	------	------	-------

COUNTY PROJECT MANAGEMENT SERVICES

020193	94,200.00	70,252.83	0.00	23,947.17	23,947.17	0.00	30,000.00	74.58
--------	-----------	-----------	------	-----------	-----------	------	-----------	-------

PUBLIC INFORMATION SERVICES

020194	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
--------	-----------	------	------	-----------	-----------	------	------	--

POSTAGE

020202	5,800.00	827.94	0.00	4,972.06	4,972.06	0.00	0.00	14.27
--------	----------	--------	------	----------	----------	------	------	-------

TELEPHONE LONG DISTANCE CHARGES

020207	380.00	54.89	0.00	325.11	325.11	0.00	0.00	14.44
--------	--------	-------	------	--------	--------	------	------	-------

TELEPHONE-LOCAL SERVICE

020208	1,500.00	1,285.78	0.00	214.22	214.22	0.00	0.00	85.72
--------	----------	----------	------	--------	--------	------	------	-------

TELEPHONE-EQUIPMENT RENTAL

020209	100.00	92.66	0.00	7.34	7.34	0.00	0.00	92.66
--------	--------	-------	------	------	------	------	------	-------

TRANSPORTATION ALLOWANCE

020301	700.00	20.95	0.00	679.05	679.05	0.00	0.00	2.99
--------	--------	-------	------	--------	--------	------	------	------

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY * CONTINUED *

MESSENGER SERVICE

020305	800.00	459.25	0.00	340.75	340.75	0.00	0.00	57.41
--------	--------	--------	------	--------	--------	------	------	-------

PUBLISHING MINUTES & NOTICES

020401	8,560.00	0.00	0.00	8,560.00	8,560.00	0.00	0.00	
--------	----------	------	------	----------	----------	------	------	--

PRINTING & STATIONERY

020501	20,800.00	2,852.91	0.00	17,947.09	17,947.09	0.00	0.00	13.72
--------	-----------	----------	------	-----------	-----------	------	------	-------

LIABILITY & PROPERTY DAMAGE

020611	500.00	652.18	0.00	152.18CR	152.18CR	0.00	0.00	130.44
--------	--------	--------	------	----------	----------	------	------	--------

EQUIPMENT & MACHINERY REPAIRS

020803	1,200.00	818.04	0.00	381.96	381.96	1,200.00	0.00	68.17
--------	----------	--------	------	--------	--------	----------	------	-------

BUILDINGS & OFFICE SPACE

020906	12,883.00	9,754.24	0.00	3,128.76	3,128.76	0.00	0.00	75.71
--------	-----------	----------	------	----------	----------	------	------	-------

PARKING SPACE

020909	1,440.00	842.00	0.00	598.00	598.00	0.00	0.00	58.47
--------	----------	--------	------	--------	--------	------	------	-------

BOOKS, PERIODICALS, SUBSCRIPTIONS

021101	250.00	84.90	0.00	165.10	165.10	0.00	0.00	33.96
--------	--------	-------	------	--------	--------	------	------	-------

TUITION

021134	750.00	0.00	0.00	750.00	750.00	0.00	0.00	
--------	--------	------	------	--------	--------	------	------	--

INTEREST

021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
--------	------	------	------	------	------	------	------	--

COMMITTEE COMPENSATION

021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
--------	----------	------	------	----------	----------	------	------	--

MEMBERSHIP & DUES

021401	500.00	145.00	0.00	355.00	355.00	0.00	0.00	29.00
--------	--------	--------	------	--------	--------	------	------	-------

CONFERENCE & SEMINAR EXPENSES

021403	6,000.00	2,606.37	0.00	3,393.63	3,393.63	0.00	0.00	43.44
--------	----------	----------	------	----------	----------	------	------	-------

OTHER TRAVEL

021407	20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00	
--------	-----------	------	------	-----------	-----------	------	------	--

10

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	3,000.00	0.00	3,000.00	3,000.00	0.00	0.00	
021409	CEC MEETING EXPENSES ACCOUNT	5,500.00	545.01	0.00	4,954.99	4,954.99	0.00	0.00 9.91
022213	TRANSIT JOINT POWERS	34,000.00	0.00	0.00	34,000.00	34,000.00	0.00	0.00
TOTL 02		472,611.00	126,209.95	0.00	346,401.05	346,401.05	1,200.00	121,200.00 26.70
030101	OFFICE SUPPLIES	2,000.00	1,462.92	0.00	537.08	537.08	0.00	0.00 73.15
030201	COMPUTER OPERATING SUPPLIES	0.00	62.84	0.00	62.84CR	62.84CR	0.00	0.00
TOTL 03		2,000.00	1,525.76	0.00	474.24	474.24	0.00	0.00 76.29
040300	EQUIPMENT	400.00	0.00	0.00	400.00	400.00	0.00	0.00
061001	CONTINGENT APPROPRIATIONS	168,322.00	0.00	0.00	168,322.00	168,322.00	0.00	0.00
090306	OTHER GOVERNMENTAL UNITS	40,000.00	40,000.00	0.00	0.00	0.00	40,000.00	0.00 100.00
CURR DRG-TOT		683,333.00	167,735.71	0.00	515,597.29	515,597.29	41,200.00	121,200.00 24.55

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID LIUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXP YTD
R92 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	314,183.17	20,422.17	0.00	293,761.00	293,761.00	0.00	0.00	6.50	
ORG-TOT	997,516.17	188,157.88	0.00	809,358.29	809,358.29	41,200.00	121,200.00	18.86	

12

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES	83,501.64	7,063.96	0.00	75,637.68	75,637.68	0.00	0.00 9.42
020174	COUNTY ATTORNEY SERVICES	4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00
020176	COUNTY MANAGER-SERVICES	1,286.06	151.92	0.00	1,134.14	1,134.14	0.00	0.00 11.81
020179	BUDGETING AND ACCOUNTING SERVICES	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	90.48	11.56	0.00	78.92	78.92	0.00	0.00 12.78
020193	COUNTY PROJECT MANAGEMENT SERVICES	17,900.47	676.77	0.00	17,223.70	17,223.70	0.00	0.00 3.78
020194	PUBLIC INFORMATION SERVICES	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00
020202	POSTAGE	10.98	0.00	0.00	10.98	10.98	0.00	0.00
020305	MESSENGER SERVICE	49.05	0.00	0.00	49.05	49.05	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	179.90	0.00	0.00	179.90	179.90	0.00	0.00
020501	PRINTING & STATIONERY	12.11	0.00	0.00	12.11	12.11	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
021226	COMMITTEE COMPENSATION	100.00	0.00	0.00	100.00	100.00	0.00	0.00
021407	OTHER TRAVEL	0.36	0.00	0.00	0.36	0.36	0.00	0.00

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
--								
TOTL 02	109,663.23	8,704.21	0.00	100,959.02	100,959.02	0.00	0.00	7.94
ORG-TOT	109,663.23	8,704.21	0.00	100,959.02	100,959.02	0.00	0.00	7.94

* CONTINUED *

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 1,731,720.17	881,886.07	554,034.10	849,834.10	295,800.00	0.00	0.00	50.93
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 7,208.89	3,835.98	0.00	3,372.91	3,372.91	0.00	0.00	53.21
020179	BUDGETING AND ACCOUNTING SERVICES 10,000.00	76.21	0.00	9,923.79	9,923.79	0.00	0.00	.76
020185	DATA PROCESSING SERVICES-MTCE 781.04	185.77	0.00	595.27	595.27	0.00	0.00	23.78
020193	COUNTY PROJECT MANAGEMENT SERVICES 232,395.96	7,714.42	0.00	224,681.54	224,681.54	0.00	0.00	3.32
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	2,058,790.09	893,698.45	554,034.10	1,165,091.64	611,057.54	0.00	0.00	43.41
ORG-TOT	2,058,790.09	893,698.45	554,034.10	1,165,091.64	611,057.54	0.00	0.00	43.41

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES	4,910.70	3,580.22	0.00	1,330.48	1,330.48	0.00	0.00 72.91
020176	COUNTY MANAGER-SERVICES	1,800.00	455.76	0.00	1,344.24	1,344.24	1,800.00	0.00 25.32
020179	BUDGETING AND ACCOUNTING SERVICES	163.92	0.00	0.00	163.92	163.92	0.00	1,800.00
020185	DATA PROCESSING SERVICES-MTCE	376.99	42.69	0.00	334.30	334.30	0.00	0.00 11.32
020192	SURVEYING SERVICE	5,603.00	5,939.50	0.00	336.50CR	336.50CR	1,324.82	0.00 106.01
020193	COUNTY PROJECT MANAGEMENT SERVICES	5,617.06	2,008.75	0.00	3,608.31	3,608.31	0.00	1,324.82 35.76
020202	POSTAGE	296.05	0.00	0.00	296.05	296.05	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	500.00	0.00	0.00	500.00	500.00	0.00	0.00
020501	PRINTING & STATIONERY	500.00	0.00	0.00	500.00	500.00	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTL 02		19,767.72	12,026.92	0.00	7,740.80	7,740.80	3,124.82	3,124.82 60.84
ORG-TOT		19,767.72	12,026.92	0.00	7,740.80	7,740.80	3,124.82	3,124.82 60.84

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT. EXPD. YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	0.00	0.00	
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	0.00	0.00	
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021192	INTEREST 0.00	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
TOTL 02	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

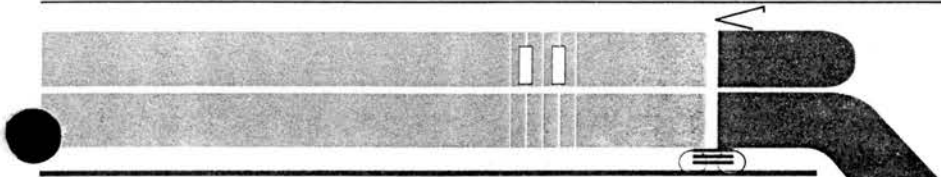
APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
020102	CONSULTING SERVICES	3,500.00	0.00	3,500.00	0.00	3,500.00	0.00		
020185	DATA PROCESSING SERVICES-HITCE	100.00	0.00	100.00	100.00	100.00	0.00		
020193	COUNTY PROJECT MANAGEMENT SERVICES	20,000.00	3,708.64	0.00	16,291.36	16,291.36	20,000.00	0.00	18.54
020618	PUBLIC LIABILITY INSURANCE	4,000.00	47.00	0.00	3,953.00	3,953.00	0.00	0.00	1.18
020804	GROUNDS-REPAIRS	35,900.00	18,283.04	0.00	17,616.96	17,616.96	0.00	100.00	50.93
021131	ASSESSMENTS	15,990.96	7,995.48	0.00	7,995.48	7,995.48	15,990.96	0.00	50.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
030507	SIGNS & SIGN REPAIRS	10,509.04	0.00	0.00	10,509.04	10,509.04	0.00	19,490.96	
ORG-TOT		90,000.00	30,034.16	3,500.00	59,965.84	56,465.84	39,590.96	19,590.96	33.37

18

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NJ.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59110	CENTRAL CORRIDOR AA/DEIS							
020102	CONSULTING SERVICES	0.00	0.00	0.00	0.00	0.00	20,000.00	
020174	COUNTY ATTORNEY SERVICES	1,401.44	0.00	1,401.44	1,401.44	0.00	0.00	
020176	COUNTY MANAGER-SERVICES	26,981.36	9,646.92	17,334.44	17,334.44	25,000.00	0.00	35.75
020179	BUDGETING AND ACCOUNTING SERVICES	3,000.00	78.33	2,921.67	2,921.67	0.00	0.00	2.61
020185	DATA PROCESSING SERVICES-MTCE	5,488.50	633.46	4,855.04	4,855.04	5,000.00	0.00	11.54
020193	COUNTY PROJECT MANAGEMENT SERVICES	50,000.00	25,432.30	24,567.70	24,567.70	50,000.00	0.00	50.86
020202	POSTAGE	500.00	0.00	500.00	500.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES	300.00	0.00	300.00	300.00	0.00	0.00	
020501	PRINTING & STATIONERY	500.00	0.00	500.00	500.00	0.00	0.00	
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	
021226	COMMITTEE COMPENSATION	1,000.00	0.00	1,000.00	1,000.00	0.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES	140.91	42.00	98.91	98.91	0.00	0.00	29.81
021407	OTHER TRAVEL	2,000.00	1,222.45	777.55	777.55	0.00	0.00	61.12
TOTL 02		91,312.21	37,055.46	54,256.75	54,256.75	80,000.00	20,000.00	40.58
ORG-TOT		91,312.21	37,055.46	54,256.75	54,256.75	80,000.00	20,000.00	40.58
ACT-TOT		3,369,429.49	1,169,677.08	557,534.10	2,199,752.41	1,642,218.31	163,915.78	34.71
FC		3,369,429.49	1,169,677.08	557,534.10	2,199,752.41	1,642,218.31	163,915.78	34.71
FUND CURR TOT		3,055,246.32	1,149,254.91	557,534.10	1,905,991.41	1,340,457.31	163,915.78	37.62
FUND R92 TOT		314,183.17	20,422.17	293,761.00	293,761.00	0.00	0.00	6.50
				557,534.10	2,199,752.41	1,642,218.31	163,915.78	34.71



Ramsey County Regional Railroad Authority

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

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, NOVEMBER 9, 1993

9:00 AM - LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of Ramsey County Regional Authority Board Meeting of October 26, 1993.
2. Report on light rail transit in San Jose and Portland.
3. Joint Powers Board update.
4. * Ratify Partial Payment No. 24 to BRW, Inc. in the amount of \$82,970.79 for the Midway Corridor Phase II Preliminary Engineering.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 26, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, October 26, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 9:10 AM.

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

MEMBERS ABSENT: Commissioner Dick Wedell

Also Present: Karen Tero, Ed Glaubitz, Terry Schutten, Toni Baker, Jill Goski, Jim Van Houdt, David MacMillan, Kathryn DeSpiegelaere, and Bette Kurysh

CHAIRMAN'S COMMENTS

Chairman Finley said that Ed Glaubitz, Budget Analyst for the Regional Railroad Authority, is retiring October 29, 1993. On behalf of the Rail Authority, Chairman Finley thanked Mr. Glaubitz for his excellent work on the budget and expenditures and congratulated him on his retirement.

Chairman Finley commented on Frances Glendenning's health.

Chairman Finley commented on an article in the Pioneer Press that Congress passed \$2.8 million in federal funding for the Central Corridor, which will cover the engineering process for 1994. Chairman Finley said that we now have the federal and state money and the two counties' money set aside to complete the \$4 million engineering project.

Chairman Finley said that Ms. DeSpiegelaere and Bob Winter, Mn/DOT, were in Washington, D.C. to meet with the Federal Transit Administration staff to discuss the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

Ms. DeSpiegelaere said that the Alternatives Analysis/Draft Environmental Impact Statement is almost complete and FTA's comments were quite favorable. Some suggestions were made. FTA wants to see another draft before they authorize its release, but in general, FTA's comments were favorable especially about the financing section. FTA said that this area has a realistic approach to funding in that the financing package will help determine the alternative.

One of the changes made in the federal process could impact this project and that is that it is now permissible for the agency to recommend in the draft EIS which alternative it is leaning toward.

The Joint Lead Agencies, which are Hennepin, Ramsey, and Mn/DOT need to consider if a recommendation on the preferred alternative (no-build, TSM, busway, or light rail transit) should be made in the draft report. Chairman Finley will meet with Commissioner Denn and others to talk about that. There may be a reluctance on the part of Mn/DOT to do that. The benefits of doing it would be that there would be a recommendation before the 1994 legislative session and that would prepare us better for the congressional session in 1994. The time frame for this has slipped because of the lengthy review period by FTA so now the hearings won't be until 1994.

Chairman Finley said that this board would probably prefer the light rail alternative.

Commissioner Warren Schaber asked if there is a downside to making a recommendation now. Are we opening ourselves up to anything by doing this as opposed to leaving it an open issue?

Chairman Finley responded that the only thing he could think of was the choice of consultants. If anything, the consultant has gone overboard the other way in providing a more favorable light to the other alternatives than to light rail. Chairman Finley said he can't think of anything else that would be a problem. If we are going to do anything in 1994, we won't get anywhere without the alternative selected.

Commissioner Diane Ahrens agreed and said that there has to be agreement among the three bodies. There's no way that you can do anything unilaterally.

Chairman Finley said he was uncertain as to the voting of the preferred alternative - whether he votes or the entire board votes.

Ms. DeSpiegelaere said that it is open to discussion and said that it is her assumption that the Ramsey and Hennepin Boards will vote. Mn/DOT does not have the same decision-making process. Commissioner Denn has proposed assembling a blue ribbon panel for a day long session to advise him.

Ms. DeSpiegelaere said that the Corridor Management Committee could make a recommendation at its next meeting.

Commissioner Ruby Hunt said that this Board should authorize the chair to vote in support of light rail as the preferred alternative but dependent upon the strategy that is best for the timing.

Commissioner Diane Ahrens said she seconds it if this is a motion.

Chairman Finley said this could be a motion and left it open for further discussion.

Ramsey County Regional Railroad Authority
October 26, 1993

Commissioner Ahrens said she understands there is some confusion across the river at this point. Would it help if we had some sort of joint meeting with Hennepin County to discuss this? It seems that Hennepin County could vote against doing anything.

Chairman Finley said that Commissioner Peter McLaughlin has assured him that there are four votes.

Commissioner Finley said that they should continue with the Chairman's Comments and that there is a motion on the floor and will keep it there until they have additional discussion.

Chairman Finley said that at the last joint powers board meeting, there was a discussion regarding hiring a public relations firm for over \$100,000 to promote light rail. There were some concerns about doing that. There are some problems this Board may have in contracting to promote light rail. The Board's position is to provide information, not to promote it with government funds.

Chairman Finley said Commissioner McLaughlin has concerns about going to his Board to ask for more money for any type of a contract.

Chairman Finley said that Commissioner Opat is vehement against spending money for joint ventures, which includes light rail and the Solid Waste Management Coordination Board. He also said that Hennepin County feels they are paying the "lion's share," and they don't think that's fair.

Chairman Finley said that Commissioner Sandra Hilary is getting anxious to do something and that delays are a problem for her. Chairman Finley said he felt that Commissioner Hilary will support action as long as it is moving forward.

Chairman Finley said that Anoka County Commissioner Paul McCarron, who is in favor of promoting light rail, said he was upset when concerns arose at the Joint Powers Board meeting about the public relations contract. Anoka County has always been very much in favor of light rail.

Chairman Finley spoke about the newly formed committee of business and labor with representatives from each of the seven counties, the LRT Advocacy Group. The first meeting is scheduled for October 29. Ramsey County's representatives are Tim Rogers, Interim Director of the St. Paul Area Chamber of Commerce, Paul Sands, Lou Greengard from the Labor and Trades Assembly, Dick Anfgang from the Building Trades.

Commissioner Ruby Hunt said that spending funds for public relations could cause a backlash.

Chairman Finley made further comments about the new LRT Advocacy Group. He said that as things come up with the Legislature or Congress, a representative of the group would be contacted.

Chairman Finley said that he is going to talk to Commissioner McCarron about his letter regarding pulling out of light rail.

Ms. DeSpiegelaere said that there is a Joint Powers Board meeting after the advocacy group so the issue could be brought up then. Secondly, Anoka County Rail staff said that the resolution was tabled, but each of the commissioners, who spoke in turn, were favorable about light rail. Ms. DeSpiegelaere said that Anoka County is very complimentary about Chairman Finley and his role in light rail transit. She felt Anoka County is not targeting this Board.

Chairman Finley said the public relations issue is on the Joint Powers Board agenda for discussion.

Chairman Finley said that Scott and Washington Counties have approved the new Joint Powers Agreement that's on the agenda at this meeting. Scott and Washington Counties want to go forward, and Carver County, who just joined, is very enthusiastic.

Commissioner Warren Schaber asked how Dakota County is doing.

Chairman Finley said that in Dakota County the issues get very volatile. Part of the problem is that the board has been split on other issues, such as the garbage issue. Chairman Finley said that Commissioner Turner feels that the timing is poor to ask for anything now, but Commissioner Turner is still in support of light rail. The other problem is the lawsuit that the City of Minneapolis has brought against Burnsville regarding 35W. Dakota County has been spending a lot of money defending this lawsuit.

Commissioner Ahrens said that something needs to be done to settle things down. The Anoka Board needs to understand where Ramsey County is coming from. It would be counterproductive to do it this way. It should be done, but in another way. This needs to be communicated in a timely fashion before they vote up or down this resolution.

Chairman Finley suggested that perhaps there should be a motion in support of light rail, that Ramsey County is still committed to light rail, and committed to continuing to work with the other counties, metropolitan agencies, and Mn/DOT in accomplishing the light rail system with the first corridor being the Central Corridor.

Chairman Finley said that Commissioner McCarron feels that there is too much focus on the Central Corridor at the Metro LRT Joint Powers Board meeting. Commissioner McCarron looks at that as a forum for the system. Commissioner McCarron said that when the seven counties are meeting, the talk should not be about the Central Corridor, but about the vision for the whole system.

Commissioner Thomas said that we are already seeing examples of system failures, such as metro mobility. Commissioner Thomas said that a "professional message maker" is needed for light rail.

Commissioner Thomas also said that she is concerned about spending \$474 million for LRT as opposed to highways and that eventually it will be the people and newspapers who decide. She also expressed concern that there is so much disarray.

Ramsey County Regional Railroad Authority
October 26, 1993

Chairman Finley said that the disarray is because of the change in elected officials, especially in Hennepin County, who may have different views from previous incumbents. This has created havoc because it came at a time when money was needed. The 35W issue and the disagreement between Minneapolis and Burnsville is what's causing the concern. The Central Corridor is moving ahead on time except for the glitches that occur as a result of peripheral things.

Commissioner Schaber said that the Advocacy Group should make a recommendation regarding hiring a public relations firm rather than the recommendation coming from this Board.

Chairman Finley said that that is an excellent idea.

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

WHEREAS, Ramsey County Regional Railroad Authority is one of three joint lead agencies preparing the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS); and

WHEREAS, It will be necessary for the joint lead agencies of the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority and Ramsey County Regional Railroad Authority to select a "locally preferred alternative" after the closing of the public comment period, anticipated to be early 1994; and

WHEREAS, It is encouraged by the Federal Transit Administration that if one alternative is emerging as the alternative of greatest interest to the joint lead agencies, that alternative may be indicated to the general public in the public hearing and comment process; and

WHEREAS, The Chair of Ramsey County Regional Railroad Authority will represent the organization in meetings of the joint lead agencies at which the recommended alternative may be discussed; and

WHEREAS, Ramsey County Regional Railroad Authority has considered the four alternatives in the AA/DEIS: No Build, Transportation System Management, LRT, and Busway in relation to its goals for transit and transportation established for the Central Corridor project, which include:

1. Improve mobility and access;
2. Foster positive environmental impacts with transit improvements;
3. Support revitalization of the center cities with transit improvements;
4. Optimize the public investment in the Central Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority has concluded that:

1. The Twin Cities can't build its way out of congestion. Major improvements in transit facilities will help break the historical cycle of congestion/highway expansion/congestion. Congestion is expected to increase 35% in the Twin Cities between 1990 and 2000.
2. The cost of doing nothing, while inexpensive in the short run, has major long-term costs. Highway expansion to meet travel needs has severe environmental, economic and social consequences. The cost of autos, parking, and public services needed for auto use are seldom factored into the cost/benefit equation. The increased cost of greater travel time affects employees, employers and consumers. The initial cost of light rail transit includes many elements with a useful life of 20 or more years, in contrast to the initial cost of the do nothing alternative.
3. The Central Corridor connects the three major transit generators in the region: the two downtowns and the University of Minnesota. It is the spine of the regional transportation system. Additional LRT corridors, if LRT is constructed, will connect to this corridor.
4. The core areas of the Twin Cities are at a critical point. Investment in transit helps the region, not just the core areas. An investment in light rail transit means better transit service throughout the region, including better bus service. An investment in light rail transit helps focus development and can reduce urban sprawl. An investment in better transit service means an improvement in the quality of life and a better balance in the transportation system in the region.
5. The past pattern of the Twin Cities in infrastructure development, including highways, airports and stadiums, has slowed. The next generation of investment should include rail transit to help support the region's role in the global economy.
6. I-94, the proposed location for a major transit investment, is programmed for reconstruction. It makes sense to complete its rehabilitation at one time with a facility that serves more than one mode, both autos and transit, and which can be accomplished without taking additional right of way for the freeway.
7. Light rail transit has reserve capacity to meet future needs.
8. Transportation accounts for 39% of the state's energy use. Light rail transit uses energy more efficiently than private autos. Light rail transit can attract people from their cars.
9. The Central Corridor has a very high percentage of people who rely on transit for their transportation needs. These patrons would be well served with light rail transit.
10. The light rail transit alternative reduces the number of buses on the streets in congested areas at peak hours.
11. The permanency of light rail transit is likely to result in economic development at station areas, when it is accompanied by city planning and zoning incentives.

Ramsey County Regional Railroad Authority
October 26, 1993

12. The initial capital costs of the light rail system include many elements which would serve additional lines. Maintenance facilities, vehicles and downtown distribution systems for light rail transit would be used for future additional lines; Now, Therefore, Be It

RESOLVED, That the preference of Ramsey County Regional Railroad Authority at this time, subject to comments received on the Alternatives Analysis/Draft Environmental Impact Statement during its public review period, is for the light rail transit alternative for the Central Corridor; and Be it Further

RESOLVED, That its Chair is authorized to vote in accordance with this preference at joint lead agency meetings and Central Corridor Management Committee meetings.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Diane Ahrens	x		
John T. Finley	x		
Ruby Hunt	x		
Hal Norgard	x		
Warren W. Schaber	x		
Brenda Thomas	x		
Dick Wedell			<u>Absent</u>

R93-37

Motion adopted.

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

WHEREAS, Ramsey County Regional Railroad Authority was formed in 1987 with its purpose to work toward the provision of better transit service, including light rail transit, in the region; and

WHEREAS, Ramsey County Regional Railroad Authority participates with the other regional railroad authorities, the Metro LRT Joint Powers Board, the Minnesota Department of Transportation (Mn/DOT), Metropolitan Transit Commission, Metropolitan Council, Regional Transit Board, and cities in coordinating the planning and engineering work for light rail transit in the metro area; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority reaffirms its commitment to light rail transit as a means to address some of the pressing transportation problems faced by our region; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority is committed to continuing work with other counties, the Metro LRT Joint Powers Board, Mn/DOT, and metro agencies on light rail transit; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority supports a regional view of transit, including light rail transit, with the Central Corridor as the spine of a regional light rail transit system; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority supports the formation of the Business Leader LRT Advocacy Group/Industry Roundtable by the Metro LRT Joint Powers Board and recommends that the Business Leader Advocacy Group/Industry Roundtable's assistance be sought in developing an expanded base of public support for light rail transit.

Ahrens	x	_____	_____
John T. Finley	x	_____	_____
Ruby Hunt	x	_____	_____
Hal Norgard	x	_____	_____
Warren W. Schaber	x	_____	_____
Brenda Thomas	x	_____	_____
Dick Wedell	_____	_____	<u>Absent</u>

Motion adopted. *R93-38*

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 26, 1993.

12
Commissioner Hunt 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 Meeting of October 26, 1993.

ayes: 6 nays: 0

2. Update on Central Corridor
3. Approve amended joint powers agreement for light rail transit joint powers board; authorize chair to execute amended agreement.

Commissioner Brenda Thomas asked if the operating funding will be levied on a metropolitan basis.

Chairman Finley said that the Metropolitan Transit Commission would be paying the operating expenses. It would not be in Ramsey County's budget.

Commissioner Thomas said that until a spine is built, we do not know the direct interest of other counties.

Chairman Finley said that's why Ramsey County supports a system-wide system for light rail.

Commissioner Thomas said although she supports the resolution at this time, she reserves the right to review her position on light rail because she is not certain if this type of transit system is suitable region-wide.

Ramsey County Regional Railroad Authority
October 26, 1993

Ms. DeSpiegelaere asked if Commissioner Schaber's suggestion should be part of the motion that the advocacy group should include comments on how to move light rail transit ahead.

Chairman Finley said yes. It should include a recommendation to seek assistance from the Advocacy Group on how to expand the base of public support.

Commissioner Ruby Hunt moved the subject to approval, seconded by Commissioner Diane Ahrens.

WHEREAS, The 1993 Legislature amended Minnesota Statute Section 473.3998, changing the mission of the Metropolitan Light Rail Transit Joint Powers Board and requiring the seven metropolitan county Regional Railroad Authorities to form a joint powers board to review and approve LRT system standards and community involvement program and to advise the joint lead agencies on the development of LRT;

WHEREAS, The Regional Railroad Authorities are committed to coordinating the development of policy relating to LRT; and

WHEREAS, The Regional Railroad Authorities agree that it is essential that these efforts be directed and coordinated by a single organization with the power to make and implement all decisions to fulfill its purpose; Now, Therefore, Be It

RESOLVED, Ramsey County Regional Railroad Authority hereby resolves to approve the first amended joint powers agreement and authorizes its chair to execute such amendment; Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority approves the addition of Carver County Regional Railroad Authority as a member of the Metropolitan LRT Joint Powers Board.

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

R93-39

4. Ratify quarterly report of payments for RCRRA July 1, 1993 through September 30, 1993.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period July 1, 1993, through September 30, 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.

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

R93-40

Minutes

Ramsey County Regional Railroad Authority
October 26, 1993

Page 10

Chairman Finley made a final comment that on November 3 he is testifying as Chair of the Metropolitan Joint Powers Board before the State Advisory Council on Metropolitan Governance on light rail transit.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY		Board Action Requested
Originating Department		Report on light rail transit in San Jose and Portland
<u>[Signature]</u>	<u>10/29/93</u>	
Authorized Signature	Date	
		<u>DISCUSSION ONLY</u>

Request Justification

A verbal report will be given at the meeting.

Budgeting and Accounting <u>[Signature]</u> <u>11/2/93</u>		Date / Time
County Attorney <u>[Signature]</u>		Received By
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
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

Z. C. Spiegden 10/29/93
Authorized Signature Date

Board Action Requested

Update on Metro LRT Joint Powers Board.

DISCUSSION ONLY

Request Justification

- See attached: 1) Legislative positions adopted by Metro LRT Joint Powers Board
2) Membership of the Business Leader LRT Advocacy Group/Industry Roundtable

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

Board Date

Signature

Date

LRT JOINT POWERS BOARD LEGISLATIVE STRATEGY
Adopted October 29, 1993

I. LRT Joint Powers Board's Purpose

- A. Coordinate member bodies in LRT-related policy development, planning, and legislative activities.
- B. Meet statutory requirements of Minn. Stat. 473.3998, including: reviewing and approving LRT system standards; reviewing and approving the community involvement plan and marketing program; advising the Corridor Management Committee and the Commissioner of Mn/DOT on implementation methods; and participating on the Corridor Management Committee.

II. Legislative Positions

A. Background

In order to implement LRT, the only remaining State legislative action necessary is to provide a funding source. In 1993, the Legislature adopted a governance structure clarifying the roles and responsibilities of all of the agencies involved in LRT development and building on their strengths.

Once governance was established, the joint lead agencies (Mn/DOT, RCRRA, and HCRRA) moved forward in the federal funding and environmental review process for the Central Corridor. The Central Corridor will be the spine of the regional transit system. The recommendation is that the federal government provide 50% funding or \$237 million to build the Central Corridor, and the State must dedicate a funding source to provide the local match of \$237 million.

B. Legislative Positions

The LRT Joint Powers Board supports legislation that would:

- 1) authorize state bonding for one-half of the capital costs of the Central Corridor;
- 2) increase taxes to fund a comprehensive transportation package, including full funding of LRT and other existing transit services for FY 95 and beyond;
- 3) dedicate existing transit funding and new sources of transit funding; and

The LRT Joint Powers Board continues to support the governance structure established in 1993 for the development and construction of LRT.

III. Legislative Strategy

- A. The Board will take a leadership role in seeking legislation for LRT funding.
- B. The Board will present its positions in 1994.
- C. Lobbying will be provided by county lobbyists and coordinated by a lead commissioner.
- D. The Board will direct staff to develop a work plan identifying the necessary tools to achieve successful passage of funding legislation. The plan should include but not be limited to:
 - 1) building a coalition with interested parties and agencies;
 - 2) working with the Metropolitan Transit Education Committee to ensure that messages regarding support for LRT are incorporated in its work throughout the next year;
 - 3) working with the LRT Advocacy Group/Industry Roundtable to identify additional tools; and
 - 4) building additional support for LRT through a public relations effort.

Light Rail Transit (LRT) Advocacy Group

10/28/93

Anoka County

Arlen Wittrock
Public Affairs Director
FMC Corp.
4800 East River Road
Fridley, MN 55421
612-572-6503

Dakota County

Diane Johnson
Minnesota Jaycees
2101 West Highway 13
Burnsville, MN 55337
612-890-8000

Hennepin County

Pam Nardaune
Program Director
Kid's for Saving the Earth
520 Mendelssohn
Golden Valley, MN 55427
525-0002

Michael Paul Weber
2120 Xerxes Avenue North
Minneapolis, MN 55411
522-5609

Tony Hofstede
710 Ramsey St. NE
Minneapolis, MN 55413
(h) 331-6042 (w) 781-1502

Arnie Entzel
Transit Workers Union
312 Central Avenue SE
Minneapolis, MN 55414
379-2914

Richard Allendorf
Director of Real Estate
Development
Opus Corporation
9900 Bren Road East
#800
Hopkins, MN 55343
936-4444

Hennepin County (con't)

Glen Olson
1422 West Lake Street
Suite 220
Minneapolis, MN 55408
338- 3807 or 823-0102

Scott County

Walt Wittmer
Vice President/General Mgr
ValleyFair Amusement Park
1 ValleyFair Drive
Shakopee, MN 55379
612-445-7600

Ramsey County

Tim Rogers
Interim Director
St. Paul Chamber of Commerce
55 East 5th Street
101 Norwest Center
St. Paul, MN 55101
223-5000

Dick Anfang
Executive Secretary
St. Paul Building Trades
411 Main Street Room 206
St. Paul, MN 55102
224-9445

Lou Greengard
Business Representative
Trades and Labor Assembly
411 Main Street Room 103
St. Paul, MN 55102
222-3787

Paul Sands, Board Chair
Children's Hospital
Larson, Allen, Weishair & Co.
800 Minnesota World Trade Center (till Oct)
St. Paul, MN 55101
228-6304

Washington County

David Schwartz
NSP
1700 East County Road E
White Bear Lake, MN 55110
779-3100

Washington County (con't)

Craig Wasko
Fullerton Lumber Company
2535 Cochrane Drive
Woodbury, MN 55125
339-9611

Metropolitan Transit Commission

Angie Woodhouse
Chair of the Board
Children's Museum
2625 North Shore Drive
Wayzata, MN 55391
475-1307

Bob Connor
BOMA
Equal Lab
370 Wabasha
St. Paul, MN 55102
293-2141

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

Z. J. Sprigle 10/29/93
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 24 to BRW, Inc. in the amount of \$82,970.79 for the Midway Corridor Phase II Preliminary Engineering.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of service and terms of payment. Payment in the total amount of \$82,970.79 for the period ending August 31, 1993, has been issued in accordance with contract provisions and Rail Authority Resolution 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 24
 - 3) BRW, Inc. Invoice No. 68780 and attachments

Budgeting and Accounting *Ken W. Klagge* 11/2/93
County Attorney *Ken W. Klagge*
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

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 August 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. 68780, Partial Payment No. 24, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$82,970.79 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 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 Railroad Authority Date: Oct. 18, 1993

2 APPROPRIATION ITEM: Consulting Service 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	\$ 82,970.79
				\$
				\$
				\$
				\$

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

4 PAY TO: 02207 \$ 82,970.79
 8 First Name & Initial (NO PUNCTUATION) 9-22
BRW
 Last Name or Company Name 23-52
 (Name-Continued) 53-76
 3 Address 9-32
 8
 City State 33-54 Zip Code 55-59 Soc Sec No _____
 or
 Fed Tax ID _____ 60-71

5 ON CHECK STUB PUT: Inv. No. 68780; Partial Payment #24; Midway Phase II PE
 8 9-60
Agreement PA270; Acct. 59105-020102; August 31, 1993
 8 9-60

For Risk Management Use Only			
Claim #	Name	Type	

6 9-24

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

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

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

TE: 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.24 (FINAL)

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: OCT 18 93

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
SUITE 665 RCGC WEST
ST. PAUL, MN 55102

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

ACCOUNT NUMBER 59105-020102
TOTAL VALUE OF WORK CERTIFIED - 31 AUGUST 93
LESS RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED 86.3%
\$2,537,617.54
\$124,855.44
\$2,412,762.10
\$2,320,302.01

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$92,460.09

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.

10/19/93 *[Signature]*
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

10.19.93 *[Signature]*
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$6,574.77	\$837.38	\$7,412.15
PARTIAL PAYMENT NO. 2	\$79,502.55	\$9,652.13	\$89,154.68
PARTIAL PAYMENT NO. 3	\$55,446.25	\$7,034.53	\$62,480.78
PARTIAL PAYMENT NO. 4	\$104,832.96	\$12,889.89	\$117,722.85
PARTIAL PAYMENT NO. 5	\$157,659.91	\$19,533.38	\$177,193.29
PARTIAL PAYMENT NO. 6	\$116,868.07	\$14,573.17	\$131,441.24
PARTIAL PAYMENT NO. 7	\$119,916.64	\$15,519.39	\$135,436.03
PARTIAL PAYMENT NO. 8	\$131,336.17	\$15,238.93	\$146,575.10
PARTIAL PAYMENT NO. 9	\$119,722.35	\$15,202.83	\$134,925.18
PARTIAL PAYMENT NO.10	\$112,625.52	\$14,178.51	\$126,804.03
PARTIAL PAYMENT NO.11	\$60,970.33	\$8,047.19	\$69,017.52
PARTIAL PAYMENT NO.12	\$69,121.38	\$9,537.67	\$78,659.05
PARTIAL PAYMENT NO.13	\$73,702.93	\$9,921.20	\$83,624.13
PARTIAL PAYMENT NO.14	\$46,917.85	\$4,829.83	\$51,747.68
PARTIAL PAYMENT NO.15	\$40,383.28	\$6,905.51	\$47,288.79
PARTIAL PAYMENT 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 NO.21	\$91,744.28	\$9,757.82	\$101,502.10
PARTIAL PAYMENT NO.22	\$197,358.98	\$19,569.68	\$216,928.66
PARTIAL PAYMENT NO.23	\$212,017.46	\$23,401.25	\$235,418.71
PARTIAL PAYMENT NO.24	\$82,970.79	\$9,489.30	\$92,460.09
PARTIAL PAYMENT TOTAL:	\$2,173,136.69	\$239,625.41	\$2,412,762.10

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$2,940,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$2,412,762.10
AMOUNT REMAINING ON AGREEMENT \$527,237.90



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

68780

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

Mr. Warren Porter
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: August 31, 1993

JOB NO: 1362

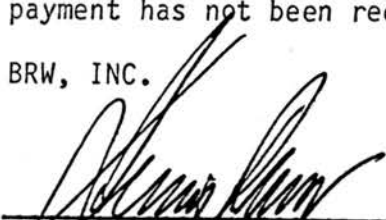
INVOICE PERIOD: August 1993
FEDERAL TAX ID NUMBER: 41-1625272

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.

VOICE CALCULATIONS	BILLED THIS INVOICE	PREVIOUSLY BILLED	TOTAL BILLING TO DATE
RCRRA	\$ 87,337.68	\$ 2,198,255.80	\$ 2,285,593.48
LESS RETAINAGE	\$ <u>4,366.88</u> ⁹	\$ <u>108,089.90</u>	\$ <u>112,456.78</u> ⁹
RCRRA DUE THIS BILLING	\$ 82,970.79	\$ 2,090,165.90	\$ 2,173,136.69
HCRRRA	\$ 9,988.74	\$ 242,035.32	\$ 252,024.06
LESS RETAINAGE	\$ <u>499.44</u>	\$ <u>11,899.21</u>	\$ <u>12,398.65</u>
HCRRRA DUE THIS BILLING	\$ 9,489.30	\$ 230,136.11	\$ 239,625.41

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

BRW, INC.


Richard P. Wolsfeld
Principal

for PAW

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA/HCRRA 91-001
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRA
 INVIOCE PERIOD : AUGUST 1993
 FILENAME: 89003_1
 last update : 09/17/93

1

WORK TASK	LABOR *	DIRECT EXPENSES **	TOTAL	%	RCRRRA ALLOCATION AMOUNT	%	HCRRA ALLOCATION AMOUNT
1.0 PROJECT MANAGEMENT	\$6,391.80	\$429.93	\$6,821.73	85%	\$5,798.47	15%	\$1,023.26
2.0 OPERATIONS PLAN	\$0.00	\$12,853.50	\$12,853.50	85%	\$10,925.48	15%	\$1,928.02
3.0 SYSTEMS ENGINEERING DESIGN	\$0.00	\$736.46	\$736.46	90%	\$662.81	10%	\$73.65
4.0 CIVIL ENGINEERING DESIGN	\$0.00	\$0.00	\$0.00	89%	\$0.00	11%	\$0.00
NEW DISTRIBUTION	\$507.50	\$51,060.67	\$51,568.17	92%	\$47,442.72	8%	\$4,125.45
ADD'L SERVICES (RCRRRA CONTINGENCY)	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
5.0 FACILITY DESIGN	\$0.00	\$15,507.50	\$15,507.50	90%	\$13,956.75	10%	\$1,550.75
6.0 VALUE ENGINEERING	\$0.00	\$0.00	\$0.00	80%	\$0.00	20%	\$0.00
7.0 SYSTEM COST ESTIMATES	\$0.00	\$8,584.06	\$8,584.06	85%	\$7,296.45	15%	\$1,287.61
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	\$1,255.00	\$0.00	\$1,255.00	100%	\$1,255.00	0%	\$0.00
HCRRA COMMUNITY PARTICIPATION	\$0.00	\$0.00	\$0.00	0%	\$0.00	100%	\$0.00
TOTAL	\$8,154.30	\$89,172.12	\$97,326.42		\$87,337.68		\$9,988.74

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91001
 COST DETERMINATION WORK TASK FOR RCRRA AND HCRRA
 INVOICE PERIOD : AUG 93
 FILENAME: 89003_1
 last update : 09/17/93

JOB NUMBER	LABOR	DIRECT EXPENSES	SUB- CONSULTANT RETAINAGE	TRANSFER	TOTAL	LESS RETAINAGE	TOTAL SALES	%	RCRRA	%	HCRRA
1362-A-01					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-05					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-A-39					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-A-40		1,593.70			1,593.70	79.69	1,514.01	92%	1,392.89	8%	121.12
1362-A-41					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-42		5,161.50	271.66		5,433.16	271.66	5,161.50	92%	4,748.58	8%	412.92
1362-A-43		7,233.55	380.44		7,613.99	380.70	7,233.29	92%	6,654.63	8%	578.66
1362-A-44		2,487.46	130.92		2,618.38	130.92	2,487.46	92%	2,288.46	8%	199.00
1362-A-45		10,630.68	559.51		11,190.19	559.51	10,630.68	92%	9,780.23	8%	850.45
1362-A-46					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-47					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-48					0.00	0.00	0.00	92%	0.00	8%	0.00
1362-A-49	507.50	7,636.77			8,144.27	407.21	7,737.06	92%	7,118.10	8%	618.96
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	1,255.00				1,255.00	62.75	1,192.25	100%	1,192.25	0%	0.00
1362-B-08					0.00	0.00	0.00	0%	0.00	100%	0.00
1362-B-10	6,391.80	429.93			6,821.73	341.09	6,480.64	85%	5,508.54	15%	972.10
1362-B-20		12,210.82	642.68		12,853.50	642.68	12,210.82	85%	10,379.20	15%	1,831.62
1362-B-21					0.00	0.00	0.00	85%	0.00	15%	0.00
1362-B-30		699.64	36.82		736.46	36.82	699.64	90%	629.67	10%	69.97
1362-B-47		14,225.76	748.72		14,974.48	748.72	14,225.76	92%	13,087.70	8%	1,138.06
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		14,732.12	775.38		15,507.50	775.38	14,732.12	90%	13,258.91	10%	1,473.21
1362-B-53					0.00	0.00	0.00	90%	0.00	10%	0.00
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		8,154.86	429.20		8,584.06	429.20	8,154.86	85%	6,931.63	15%	1,223.23
1362-B-80					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-81					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-83					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-84					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-85					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-B-86					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-B-87					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-01					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-05					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-07					0.00	0.00	0.00	100%	0.00	0%	0.00
1362-C-08					0.00	0.00	0.00	0%	0.00	100%	0.00
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					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-53					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-54					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-55					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-56					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-57					0.00	0.00	0.00	90%	0.00	10%	0.00
1362-C-58					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	8,154.30	85,196.79	3,975.33	0.00	97,326.42	4,866.33	92,460.09		82,970.79		9,489.30
ADDITION CHECKS					>>> ----->		92,460.09				
TOTAL EXPENSE							92,460.09	<-----<<<<			

97

BRW, INC.
700 THIRD ST SOUTH
MPLS, MN 55415

<AUGUST 31, 1993 >
INVOICE NO.<DRAFT>
PROJECT NO. 1362B.01

MIDWAY PE PLAN ASSEMBLY

PROJECT NO. 1362A.49

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.5	145.00	507.50
		TOTAL LABOR	507.50

		TOTAL THIS PROJECT	\$ 507.50
			=====

11.0 RCRRR COMM/PARTICPA

PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1993

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
VICE PRESIDENT PROBST, DENNIS	8.0	95.00	760.00
SR. CONSULTANT RUSCO, BRENT	2.5	67.50	168.75
SUTHERLAND, JOSEPH	4.0	67.50	270.00
SUBTOTALS	6.5		438.75
STAFF LEVEL III JOHNSRUD, LARRY	1.5	37.50	56.25
TOTALS	16.0		1,255.00

TOTAL LABOR 1,255.00

TOTAL THIS PROJECT \$ 1,255.00
=====

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING AUGUST 31, 1993

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	3.0	145.00	435.00
VICE PRESIDENT PROBST, DENNIS	16.0	95.00	1,520.00
SR. CONSULTANT SUTHERLAND, JOSEPH	16.0	67.50	1,080.00
CONSULTANT I COLBURN, ELIZABETH	0.5	47.50	23.75
STUBBS, ROBERT	18.8	47.50	893.00
THATCHER, JENNIE	13.9	47.50	660.25
SUBTOTALS	33.2		1,577.00

BRW, INC.

INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

STAFF LEVEL V			
BARTEL, DAVID	0.5	55.00	27.50
BLANKENSHIP, TIMOTHY	5.5	55.00	302.50
SUBTOTALS	6.0		330.00
STAFF LEVEL III			
BEYER, GINA	1.8	37.50	67.50
BUCKLEY, SUSAN	6.5	37.50	243.75
CREGER, NANCY	0.6	37.50	22.50
ELLINGSON, RITCH	0.2	37.50	7.50
HENDERSON, JANE	0.5	37.50	18.75
JOHNSRUD, LARRY	13.0	37.50	487.50
RONHOVDE, NANCY	0.3	37.50	11.25
WICKLUND, DAVID	8.5	37.50	318.75
SUBTOTALS	31.4		1,177.50
STAFF LEVEL II			
HAWKINSON, TOM	4.0	35.00	140.00
STAFF LEVEL I			
SCHAFER, KIM	4.9	27.00	132.30
TOTALS	114.5		6,391.80
		TOTAL LABOR	6,391.80

		TOTAL THIS PROJECT	\$ 6,391.80
			=====

INVOICE SUMMARY

TOTAL LABOR	8,154.30

TOTAL THIS INVOICE	8,154.30
	=====

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRRA-91001

INVOICE PERIOD : AUGUST 1993

FILENAME: MIDWAYII_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION	\$36.25
TRAVEL/AUTO/MILEAGE	10.10
FREIGHT/DELIVERY	74.50
OUTSIDE REPRODUCTION/PHOTO	7,950.95
TEMP. HELP	0.00

TOTAL	\$8,071.80
-------	------------

SUBCONTRACTORS

BRW ARCHITECTS, INC.	\$15,507.50
BECHTEL	\$23,162.41
LTK ENGINEERING	\$28,564.44
TKDA	\$12,272.27
AM. ENGINEERING TESTING	\$1,593.70

TOTAL	\$81,100.32
-------	-------------

TOTAL EXPENSES	\$89,172.12
----------------	-------------

Kathy DeSpiegelaere
Ramsey County Regional
Railroad Authority
Documentation

file
T. Finley, Chairman

g Ahrens, Vice Chairman

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

*30th Nov 3:00
21st 3:00*

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, NOVEMBER 23, 1993

9:00 AM - LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of Ramsey County Regional Railroad Authority Board Meeting of November 9, 1993.
2. * Adopt Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement for purposes of public review.
3. Discussion of LRT-related issues.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 9, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, November 9, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 9:15 AM.

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

MEMBERS

ABSENT: Commissioner Warren Schaber

Also Present: Karen Tero, Terry Schutten, Sandra DeLaForest, Jill Goski, David Sipila, Jim Van Houdt, David MacMillan, Hugh Faville, Kathryn DeSpiegelaere, and Bette Kurysh

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of October 26, 1993.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meeting of October 26, 1993, as written.

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

2. Report on light rail transit in San Jose and Portland.

Ms. Kathryn DeSpiegelaere reported on the light rail transit trip to Portland and San Jose. She said that last week Commissioners Brenda Thomas and Dick Wedell, Terry Lindeke, and herself traveled to Portland and San Jose to view light rail transit. Ms. DeSpiegelaere said that it was a very positive experience, a learning experience. They met with 18 people while on the trip and also received information from people riding the system. She felt that they came back with a lot of good information and suggestions.

Ramsey County Regional Railroad Authority
November 9, 1993

Commissioner Brenda Thomas said that the first stop was Portland. She said that Portland is a close parallel to Saint Paul. It allowed her to envision what light rail would be like coming into the city from the outskirts.

Commissioner Thomas indicated that during mid-week, between 10 and 11 PM, the city is humming with activity. That was very interesting because it is an old city with many of the same characteristics as Saint Paul. New construction is nicely integrated into the city of Portland along with the old.

Commissioner Thomas also said that of the three cities they visited, the light rail system in Portland and the cable car in San Francisco, have a presence in the landscape of the city. The presence of the trains is very alive in these two cities. She said she didn't know if the trains were the cause of the activity in San Francisco and Portland, but it certainly has not been a detraction. In both of these cities, it is easy to get on and off the trains and is not expensive to ride. Commissioner Thomas said that she is definitely persuaded.

Commissioner Thomas said that the landscape in San Jose is quite bleak and that visually it is not a pretty city. She also said that San Jose is the home of Silicon Valley and that there is a huge high tech presence in that city. There is no zoning and great swatches of undeveloped land. Light rail in San Jose is not quite as successful because the people are very disburshed. The population, however, is doubling in size. Downtown San Jose, which is the oldest part of the city, has not come around. The merchants' association troubleshooter would have had a lot to say about how they came in with light rail and instead of doing it block by block, they came into the downtown and destroyed many of the businesses and made enemies.

Commissioner Thomas said that she would like to drive the Central Corridor alignment.

Chairman Finley said that a bus tour was taken by some of the legislators when the Federal Transit Administration Administrator was here.

Commissioner Thomas said that they asked for videos from Portland and San Jose.

Chairman Finley spoke about the Central Corridor LRT alignment. He said that San Jose has a line going out into the Silicon Valley which reminds him of what it would be like if you are on University Avenue, stopping every block.

Commissioner Thomas said that once she actually rode the light rail system, she realized that it's very appropriate to locate it in the freeway.

Chairman Finley said that's what convinced him that the street is not the place for LRT. He said that with the frontage road, there would be the same type of problem that you would have on a street, the tremendous cross-traffic, causing long delays.

Commissioner Thomas said they spent most of their time with the staff riding the transit systems and various modes of transportation. You don't see a lot of people in the stations out along the highway or in the remote areas in San Jose. Also, in San Jose an ongoing concern is security. Graffiti is everywhere.

Ramsey County Regional Railroad Authority
November 9, 1993

Chairman Finley said that when the high tech industry started in the Silicon Valley, it took everything out of the City of San Jose. That's one of the reasons why they ran a line out there from downtown to Silicon Valley. There are two reasons why you needed to see San Jose: 1) LRT is in the highway and 2) you can see that a system is needed to make it work.

Commissioner Dick Wedell said that they had no strong core in San Jose.

Chairman Finley said that the idea is to have a core in San Jose and the Silicon Valley. They need to get the people from their homes to the work place. That's why they need the system. That's where there's the similarity of San Jose - the need for the system.

Commissioner Dick Wedell said that he would like to thank the staff for all the preparation that went into the planning of the trip. Portland is clearly more similar to the Twin Cities, but the Twin Cities has an advantage and that is that with the first segment there are the two downtowns. Portland is more like downtown Saint Paul. It had gone through an economic decline. LRT was designed to complement the downtown which made it really come alive. The City of Saint Paul is going to have to do something to bring the downtown area to life. Portland has demonstrated success. It has allowed them to think differently about their city. They were confined to the west bank and once they got LRT, they started to look across the Willamette River as a development area. They quoted and listed the developments of \$1 billion in new projects since 1987. Some of the naysayers, the City of Gresham as an example, are now trying to get them to reconsider and get them to come around to swing through their downtown area. No one wants to admit they made a mistake by opposing LRT initially.

Commissioner Wedell said that downtown Portland is the single center of activity. San Jose is much different. It would resemble suburbia here because there was little activity downtown. Those cities were driven to LRT by the environmental issues. They are both enclosed in valleys and pollution became very significant to them. San Jose would be even worse without their present system.

Commissioner Wedell said that both he and Commissioner Thomas learned in San Jose that LRT stations in the center of freeways do work.

The cities have integrated bus and LRT. They did a nice job in providing more than just a bench at stations. Some stations have put in concessions.

Commissioner Thomas said the concessions are owned by the transit authorities.

Commissioner Wedell said it was very interesting to see how the two cities developed their two county authorities. Portland officials commented they would probably put in more parking if they had to do it again. They had six or eight buses available when the train came in. Portland said that if the Twin Cities want to be successful, our thinking would have to change. They made sure that everyone would get service.

They received local support by putting up some of their own money. Feds - 50%, state - 25%, local - 25%. That was the first hurdle with the feds. Ultimately, in the State of Minnesota, we are all going to pay for it. The problem we have when we deal with Anoka County or Washington County is that there is nothing in this century for them. They want us to get the money from the state. We will fail with the feds when we do it that way.

Commissioner Wedell said that his suggestion is that Ramsey County talk with Hennepin County, the City of Minneapolis, and the City of Saint Paul. We've got the biggest stake in LRT. If we can get the first component, the other counties will be making a bid to be the second portion. Otherwise, we're going to have them always asking to take highway monies and re-dedicate gas tax in some other fashion. Portland said that the key element is to put up local money. They had some interesting approaches. One was a quarter per cent sales tax on everything. In Portland, most of the sales were occurring within the area that would benefit from light rail. That was a referendum which passed. The other other was a wage tax in which the employer paid a quarter or a half per cent on all salaries. The argument was that since rush hour was created by business, then business had to be part of the solution.

In San Jose, there was a private initiative made up of business people in Silicon Valley.

Commissioner Wedell said we should reconsider our strategy.

Chairman Finley said that the original plan was for a half cent sales tax because that's what California had done. We then went to the Legislature with the plan for light rail in the seven county area. We needed to get the business community within the cores of Saint Paul and Minneapolis to support the sales tax. It was needed in the seven county area to be effective. All seven counties voted on it and approved it. The Legislature imposed the half cent, but it went to the municipalities in the seven county area, who used it for their own operating budget.

Commissioner Wedell said that dollars are clearly spent in Ramsey and Hennepin Counties and that the sales tax was put in for ten years to get the system started.

Chairman Finley said that's when we went to the gas tax because the municipalities already used up the half cent for local government aid.

Commissioner Thomas said that we may not get anywhere - the more people who have the decision-making authority, the more opportunity there is for somebody to veto it. One thought would be to impose a sales tax just in Ramsey and Hennepin Counties because they will be the chief beneficiaries of light rail and there won't be a lot of resistance from the other suburban communities.

Commissioner Wedell said that if you look at a base of \$1.2 million in Portland and the larger size between Hennepin and Ramsey Counties, we would be pretty excited if we got the same amount of growth in economic development as Portland. They can relate it to jobs. Portland isn't doing badly, but Silicon Valley has a 10.8% unemployment rate.

Ramsey County Regional Railroad Authority
November 9, 1993

Commissioner Thomas said that tremendous growth is expected in San Jose with a projection of a half million additional people by the year 2000.

Commissioner Wedell said he came away with the realization that the LRT concept is a major change in infrastructure, and that major employers will look at the system with the idea that LRT is a piece of what they are doing. The employers are getting tired of providing parking lots.

Chairman Finley said that he's very pleased that Commissioners Thomas and Wedell took the trip to view light rail transit, because there is a totally different perspective when you actually see it and talk to the people who have been involved in it.

Commissioner Wedell said they did some non-scientific polling. One of the questions asked was, "What do you think of LRT?" The responses were positive and very complimentary. One cab driver said, "It's the best thing that's ever happened here."

Commissioner Wedell also said that they learned a lot about the mistakes that were made: the correct type of vehicle and park and ride. Portland was more attractive in landscaping and the lighting.

Commissioner Hunt asked if Portland has decided which vehicle they will have on their new line?

Commissioner Wedell said they are having a car built by Siemens Duwaag in Germany, which is a low platform-type. Commissioner Wedell also said that the system they now have is unacceptable to the handicapped community.

Commissioner Thomas said that the situation is worse for the handicapped access to LRT in San Jose.

Commissioner Wedell said that to operate the lift in San Jose, the attendant has to physically leave the car to assist the handicapped passenger who is boarding the vehicle.

Commissioner Hunt asked if with the low level car, is that level boarding?

Commissioner Wedell said it isn't level with the ground, it's level with some sort of step.

Commissioner Ahrens commented that the most impressive LRT system is in Calgary. She said she feels that it is very important for those involved here to see Calgary, especially in February. You see the system in winter, and part of it is located on the freeway. It very much resembles what LRT would be like here.

Ms. DeSpiegelaere said that Calgary has a ridership of 100,000 per day.

Chairman Finley said that Calgary built their LRT system because of the Olympics, and at that time, they were doing 250,000 per day.

Commissioner Thomas said that if we are going to be successful in introducing light rail here, we need to establish communication with the Hennepin County Board. We need to know if Hennepin County, the City of Minneapolis, and the City of Saint Paul are interested in financing some share of it. This might be exactly the right time to establish communications with the new mayors. It's either now or never, especially the economic development possibilities for the City of Saint Paul. If we are all one voice, that would be the thing to sell.

Commissioner Wedell said we need to get some business people to see the LRT systems. Unless you see how the system works in its totality with the community, it doesn't have the same impact as when you're going through it.

Chairman Finley said that Ramsey County took some Legislators and business people to Calgary, Portland, and Sacramento to view their LRT system.

Commissioner Wedell said that with the newly elected officials on the Minneapolis City Council and some of the people who haven't been immersed in LRT issues, it would be good for them to go to Calgary. Commissioner Wedell said the issue is how to get people to the same level of understanding quickly.

Chairman Finley said that last week, he appeared before the Legislature at a hearing on governance. He explained to them one of the problems that we have in the light rail planning is that there is too much turf grabbing, too many people involved. Now, with the last session of the Legislature, the agency roles are all laid out. The one thing that can't happen now is to start changing the governance part.

Commissioner Thomas said that if light rail transit does not get off the ground it will be because of the governance issue. She said that in the case of San Jose and the Tri Met area in Portland, from the very beginning, light rail was under county authority. The county in Portland appoints and runs the transit agency. It was always under the umbrella of the county government and their various appointments. That's why they are as far along as they are. The same is true in San Jose. It will be interesting to see how the human dynamics unfold. There are a lot of people out there who have made a living by light rail not being put in place.

Chairman Finley said that the governance structure has changed. The law was that the counties had the authority to acquire land to plan and develop light rail transit. As soon as the county started doing it, the Metropolitan Council and the Regional Transit Board said it was a regional system and that they should be doing it. The Legislature listened to them and passed a law to stop the counties from doing anything further. They kept that in place until all the other counties caught up with their comprehensive plans. What they were doing is stopping Hennepin County. Then they said they were going to revamp the RTB. They took all the comprehensive plans and put them together and then decided they didn't want all the comprehensive plans. The resulting system was too big. The decision was made to deal with only two lines. In the meantime, the plan called for a 2-1/2-cent sales tax. Then that was abolished. Out of necessity, an agreement was put together saying they couldn't change it every year and put different people in charge. The agreement passed in 1992. The Governor vetoed it. It was passed again in 1993 and the Governor signed it. The problem was that the structure kept changing.

Ramsey County Regional Railroad Authority
November 9, 1993

Chairman Finley said that in the 20-year plan, the first line will be completed and operating before the end of the century. This will happen if the funds are available. We are approaching 30% engineering on the project. We are within a year of the start of construction if the money is in place. The money part keeps changing because of the change of presidents, change of regulations, and change in Federal Transit Administration. At the beginning, it looked as though funding would be 80%, now 50% is the maximum to be expected.

Commissioner Wedell said that we need to get the new Minneapolis and Saint Paul City Councils up to speed so that they understand what the issues are. With Hennepin and Ramsey Counties, a substantial impact can be made on the Legislature. Commissioner Wedell said he didn't think much would be coming out of the RTB on legislation. There is enough planning done - the framework - that will protect the other counties. A financing proposal needs to be developed for obtaining federal funding.

Commissioner Ahrens said that some good issues have been raised and her concern is the lack of interest on the part of the Saint Paul City Council. Commissioner Ahrens suggested that we look at February and try to interest the three new City Council Members in getting to Calgary. They are absolutely critical to turning Saint Paul around on this issue, including the mayor. We need to begin right now and address it.

Chairman Finley said he agrees. Chairman Finley said he has spent time with the new mayor and gone over the plans with him.

Commissioner Ahrens said that Ramsey County should give the green light to arrange a light rail trip as soon as possible for the Saint Paul City Councilmembers.

Commissioner Hunt said perhaps the person to be appointed to direct St. Paul Planning and Economic Development (PED) would be helpful to go on this trip.

Chairman Finley said there is going to be a special committee for that appointment, and he may possibly serve on that committee.

Commissioner Hunt said that that would be the key because there is no voice from PED.

Commissioner Thomas said that someone from the Chamber or a member of the business community should be added.

Chairman Finley said that Ramsey County took the head of the Chamber of Commerce to Calgary and Portland.

Commissioner Thomas said she is talking of a person who is actually in business. For example, one person who is actually meeting a payroll and paying rent and taxes. If they are sold on light rail, they will come back and tell everybody else.

Commissioner Ahrens said she felt that it's the Midway Chamber that needs it, not the Downtown Chamber.

Commissioner Thomas said that in the City of Portland, they have done many things to beautify the city: pots of flowers, landscaping, water fountains, and street lights. They built a whole square of bricks, Pioneer Square, from the sale of individual bricks. Each person who purchased a brick had his name printed on it. Thousands of bricks were sold. The leaders of the City of Saint Paul would be inspired to see this.

Commissioner Wedell said that this is sort of a Renaissance for a city.

Ms. DeSpiegelaere personally thanked Commissioners Thomas and Wedell for their enthusiasm and the countless hours spent on light rail. She asked if at future Rail Authority meetings if they would like an agenda item about strategy with the kinds of things being talked about today.

Ms. DeSpiegelaere also mentioned that there is a bonding bill coming up in the next session.

3. Joint Powers Board update.

Chairman Finley said that the documentation includes a list of members of the new LRT Advocacy Group that has been put together by the seven counties. The first meeting was last week. Dick Allendorf, Opus Corporation, was appointed chair of the group. The Ramsey County members of the group are Tim Rogers, Dick Anfang, Lou Greengard, and Paul Sands.

Chairman Finley said that Mr. Allendorf has talked about adding more business people from St. Paul and Minneapolis to the group.

Chairman Finley also said that this group is a very impressive and enthusiastic group of people who want to work towards getting light rail developed in the Twin Cities. The direction being taken is to look for a bond because the bonding bill is up in the even years and the potential of the bond being issued as a part of the overall bonding bill would be better. We're going to go for the whole bond. Senator Roger Moe pointed out that \$20 million in a billion dollar general revenue budget is not significant, and that's what it will cost to service the \$237 million bond: \$20 million.

Commissioner Ahrens asked if that will all come out of income tax revenue?

Chairman Finley said yes, the general revenue source. The \$237 million, which is the local share, was suggested by Senator Moe in his conversation with Representative Sabo.

Commissioner Ahrens asked if there will be business people there to talk to the Governor?

Chairman Finley said that was discussed at the Business Advocacy Group. Their help is needed in dealing with the bipartisan approach.

Commissioner Ahrens asked if that group will develop a strategy?

Chairman Finley said that will be the next thing they discuss on December 1. They agreed that it would be best not to have an elected official chairing that group. They requested that the seven county commissioners who sit on it be members of the group because the commissioners are a source of information. They do not want to redo what's already been done in the last five years.

Commissioner Dick Wedell said that their concern was that the process takes too long and that presidents and CEO's of corporations are not used to a long process. They make decisions and move on.

Ms. DeSpiegelaere said that she met with Dick Allendorf and indicated that he wants to take a strong leadership role rather than have staff dictate the agenda. He was very helpful in suggesting additional members to be on the committee. He wants to help move LRT forward. He said this is a partnership to get this accomplished.

Commissioner Thomas said that she likes that idea and that Commissioner Ahrens is right. One way or the other we need to quickly get the stakeholders on the site to see it - a picture is worth 1,000 words. Maybe we need to bring pressure on the metropolitan legislators.

Commissioner Hunt said that in the process we have to be careful that we don't alienate the rural elements because their votes will be needed for an override if it comes to that.

Commissioner Thomas said that by not being locally invested others will say that we are not willing to take the risk. In other words, the outstate taxpayers will not want to support a metropolitan transit system.

Commissioner Thomas said that in San Jose there is one county to deal with and that is Santa Clara. In Portland, there are seven plus other agencies and players.

4. Ratify Partial Payment No. 24 to BRW, Inc. in the amount of \$82,970.79 for the Midway Corridor Phase II Preliminary Engineering.

Commissioner Ruby Hunt moved the following recommendation, seconded by Commissioner Thomas.

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through August 31, 1993; and

Ramsey County Regional Railroad Authority
November 9, 1993

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. 68780, Partial Payment No. 24, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through August 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$82,970.79 for Ramsey County Regional Railroad Authority's share of services rendered through August 31, 1993, is hereby ratified.

Roll Call: Ayes - 6, Nays - 0
Motion adopted. *R93-41*

Jill Goski introduced David Sipila and said that he will be joining the Regional Railroad Authority staff as a Right of Way Specialist and will also be working with Parks and Recreation. Ms. Goski said that Mr. Sipila previously worked at the University of Minnesota in the Real Estate Division.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Originating Department

Authorized Signature

Date

Board Action Requested

Adopt Central Corridor Alternatives Analysis/
Draft Environmental Impact Statement for
purposes of public review.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Draft AA/DEIS

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

November 23, 1993

Board Date

Signature

11/15/93

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

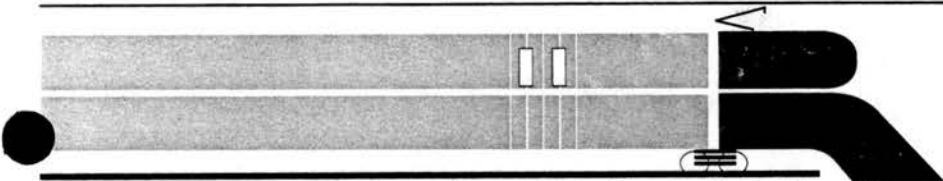
No. _____

WHEREAS, Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority, and the Minnesota Department of Transportation, joint lead agencies with the Federal Transit Administration, have completed information for the preparation of the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement; Now, Therefore, Be It

RESOLVED, That the Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement is adopted for the purposes of public review and comment.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning

SUBJECT: Approval of Central Corridor Transit Alternatives
Analysis/Draft Environmental Impact Statement for Public
Review

DATE: November 9, 1993

The Central Corridor Transit Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) has been completed. A copy is attached for your consideration and approval for purposes of public review.

The plan includes an analysis of four alternatives: No Build, Transportation System Management, Busway, and Light Rail Transit. A summary of the document is included in the front of the report.

Ramsey County Regional Railroad Authority has previously indicated its preference for the light rail transit alternative for this corridor (Attachment 1).

The AA/DEIS will be circulated for public review. Three public forums have been held on the project within the last two months. Two public hearings will be scheduled when the Federal Transit Administration (FTA) approves the document. The FTA has indicated that approval for purposes of public review by Ramsey County Regional Railroad Authority concurrently with FTA's final review of the document before its release is appropriate. There may be minor modifications to the document following FTA's review.

Approximately 175 copies of the AA/DEIS will be circulated for public review. It will also be made available in public libraries within the corridor.

Comments made on the document in writing and at public hearings and meetings will be analyzed and discussed with you at subsequent meetings.

A final environmental impact statement will follow the AA/DEIS.

Recommendation:

A resolution has been prepared for your consideration.

KD/blk



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: October 26, 1993

No. R93A-101

Page 1 of 4

WHEREAS, Ramsey County Regional Railroad Authority is one of three joint lead agencies preparing the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS); and

WHEREAS, It will be necessary for the joint lead agencies of the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority and Ramsey County Regional Railroad Authority to select a "locally preferred alternative" after the closing of the public comment period, anticipated to be early 1994; and

WHEREAS, It is encouraged by the Federal Transit Administration that if one alternative is emerging as the alternative of greatest interest to the joint lead agencies, that alternative may be indicated to the general public in the public hearing and comment process; and

WHEREAS, The Chair of Ramsey County Regional Railroad Authority will represent the organization in meetings of the joint lead agencies at which the recommended alternative may be discussed; and

WHEREAS, Ramsey County Regional Railroad Authority has considered the four alternatives in the AA/DEIS: No Build, Transportation System Management, LRT, and Busway in relation to its goals for transit and transportation established for the Central Corridor project, which include:

1. Improve mobility and access;
2. Foster positive environmental impacts with transit improvements;
3. Support revitalization of the center cities with transit improvements;
4. Optimize the public investment in the Central Corridor; and

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: October 26, 1993

No. R93A-101

Page 2 of 4

WHEREAS, Ramsey County Regional Railroad Authority has concluded that:

1. The Twin Cities can't build its way out of congestion. Major improvements in transit facilities will help break the historical cycle of congestion/highway expansion/congestion. Congestion is expected to increase 35% in the Twin Cities between 1990 and 2000.
2. The cost of doing nothing, while inexpensive in the short run, has major long-term costs. Highway expansion to meet travel needs has severe environmental, economic and social consequences. The cost of autos, parking, and public services needed for auto use are seldom factored into the cost/benefit equation. The increased cost of greater travel time affects employees, employers and consumers. The initial cost of light rail transit includes many elements with a useful life of 20 or more years, in contrast to the initial cost of the do nothing alternative.
3. The Central Corridor connects the three major transit generators in the region: the two downtowns and the University of Minnesota. It is the spine of the regional transportation system. Additional LRT corridors, if LRT is constructed, will connect to this corridor.
4. The core areas of the Twin Cities are at a critical point. Investment in transit helps the region, not just the core areas. An investment in light rail transit means better transit service throughout the region, including better bus service. An investment in light rail transit helps focus development and can reduce urban sprawl. An investment in better transit service means an improvement in the quality of life and a better balance in the transportation system in the region.
5. The past pattern of the Twin Cities in infrastructure development, including highways, airports and stadiums, has slowed. The next generation of investment should include rail transit to help support the region's role in the global economy.

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary

4



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: October 26, 1993

Page 3 of 4

No. R93A-101

6. I-94, the proposed location for a major transit investment, is programmed for reconstruction. It makes sense to complete its rehabilitation at one time with a facility that serves more than one mode, both autos and transit, and which can be accomplished without taking additional right of way for the freeway.
7. Light rail transit has reserve capacity to meet future needs.
8. Transportation accounts for 39% of the state's energy use. Light rail transit uses energy more efficiently than private autos. Light rail transit can attract people from their cars.
9. The Central Corridor has a very high percentage of people who rely on transit for their transportation needs. These patrons would be well served with light rail transit.
10. The light rail transit alternative reduces the number of buses on the streets in congested areas at peak hours.
11. The permanency of light rail transit is likely to result in economic development at station areas, when it is accompanied by city planning and zoning incentives.
12. The initial capital costs of the light rail system include many elements which would serve additional lines. Maintenance facilities, vehicles and downtown distribution systems for light rail transit would be used for future additional lines; Now, Therefore, Be It

RESOLVED, That the preference of Ramsey County Regional Railroad Authority at this time, subject to comments received on the Alternatives Analysis/Draft Environmental Impact Statement during its public review period, is for the light rail transit alternative for the Central Corridor; and Be it Further

RESOLVED, That its Chair is authorized to vote in accordance with this preference at joint lead agency meetings and Central Corridor Management Committee meetings.

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: October 26, 1993

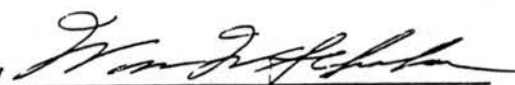
Page 4 of 4

No. R93A-101

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Diane Ahrens	<u>x</u>	<u> </u>	<u> </u>
John T. Finley	<u>x</u>	<u> </u>	<u> </u>
Ruby Hunt	<u>x</u>	<u> </u>	<u> </u>
Hal Norgard	<u>x</u>	<u> </u>	<u> </u>
Warren W. Schaber	<u>x</u>	<u> </u>	<u> </u>
Brenda Thomas	<u>x</u>	<u> </u>	<u> </u>
Dick Wedell	<u> </u>	<u> </u>	<u>Absent</u>

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 11/4/93
Authorized Signature Date

Board Action Requested

Discussion of LRT-related issues.

DISCUSSION ONLY

Request Justification

See attached information from K. DeSpiegelaere.

Budgeting and Accounting [Signature] 11/4/93
County Attorney [Signature]
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

November 23, 1993

Board Date

Signature

11/15/93

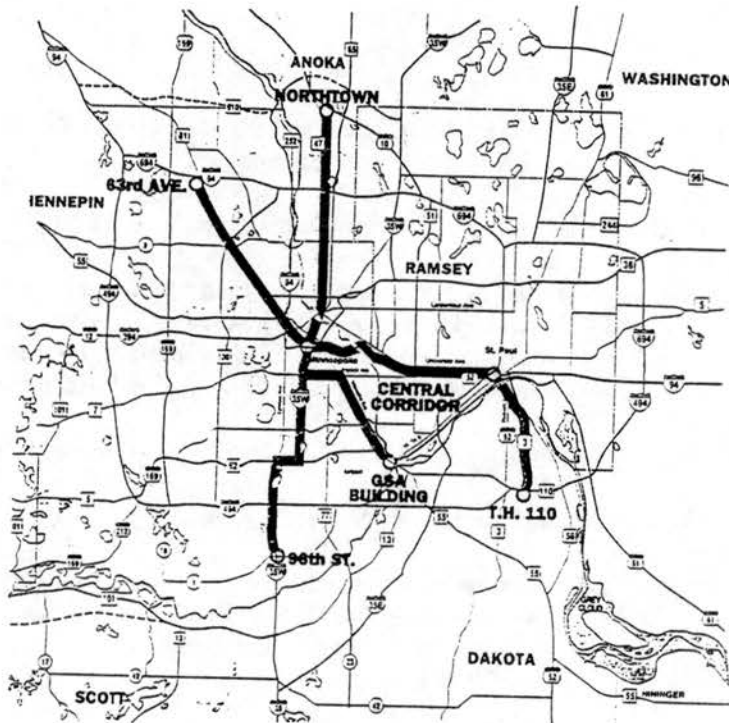
Date

History of LRT in the Region

- 1967: Metropolitan (Met) Council and the Metropolitan Transit Commission (MTC) conduct analysis of alternative transit technologies.
- 1975: Minnesota Legislature prohibits rail transit planning.
- 1980: Minnesota Legislature lifts prohibition of rail transit planning.
LRT is selected as preferred alternative in Hiawatha Avenue Environmental Impact Statement (EIS).
State legislation enables counties to establish regional railroad authorities.
Hennepin County establishes first regional railroad authority.
- 1981: "Light Rail Transit Feasibility Study" (Met Council, Mn/DOT and MTC).
- 1984: Minnesota Legislature creates Regional Transit Board (RTB).
- 1985: "University/Southwest Alternatives Analysis" (Met Council).
Minnesota Legislature prohibits expenditures of public funds on LRT.
- 1986: "A Study of Potential Transit Capital Investments in Twin Cities Corridors -- Long Range Transit Analysis" (Met Council).
- 1987: Minnesota Legislature removes 1985 prohibition, gives regional railroad authorities ability to conduct rail transit planning, and sets maximum levy limit for railroad authorities.
- 1988: Comprehensive LRT System Plan for HCRRA.
Light Rail Transit Planning Analysis for the Midway Corridor (RTB and Ramsey County Regional Railroad Authority (RCRRA).
Legislature appropriates funds for railroad authorities for engineering design and construction of LRT.
- 1989: Comprehensive LRT Plan for Anoka County Regional Railroad Authority (ACRRA) and for RCRRA.
Minnesota Legislature clarifies roles of RTB, Met Council and regional railroad authorities concerning planning, implementation and financing of LRT.
- 1990: Comprehensive LRT Plan for Dakota County Regional Railroad Authority (DCRRA) and Washington County Regional Railroad Authority (WCRRA).
Preliminary Design and EIS for LRT in HCRRA.
Preliminary Engineering and EIS for LRT in Midway Corridor (RCRRA and HCRRA).
Regional LRT Development and Financial Plan (RTB).
- 1991: Regional LRT Coordination Plan (RTB).
Preliminary Design and Final Environmental Impact Statement for Northeast Corridor (ACRRA and HCRRA).
- 1992: Regional Transit Facilities Plan (Met Council).
I-35W Draft Environmental Impact Statement (Mn/DOT and Met Council).
Metropolitan LRT Joint Powers Board formed.
HCRRA, RCRRA and Mn/DOT begin Federal Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) on Central Corridor.
- 1993: I-35W DEIS: Mn/DOT selects LRT as part of preferred alternative.

The Regional LRT System

THE LONG RANGE PLAN



PRIORITY CORRIDORS

- **Central Corridor** Includes two downtown distribution systems and a central operations and maintenance facility. Will provide transit service to the University of Minnesota, the State Capitol area, the Metrodome, the Westgate commercial area and the two metropolitan centers. 11 miles long. Estimated 33,700 daily riders.
- **I-35W** Extends southwest of Minneapolis along or near I-35W to about 96th Street in Bloomington, 8.8 miles. Estimated 31,000 daily riders. This corridor would eventually be extended across the Mississippi River to Burnsville in Dakota County.

ADDITIONAL CORRIDORS

- **Northeast Corridor** Extends north out of Minneapolis along University Avenue in Anoka County, to the Northtown Shopping Center in Blaine. 10.7 miles long. Estimated 18,300 riders.
- **Northwest Corridor** Extends northwest along Highway 55 and the Burlington Northern railroad to 63rd Avenue in Brooklyn Park. 10.2 miles long. Estimated 21,900 riders.
- **Hiawatha Corridor** Extends southeast out of Minneapolis to the General Services Administration building. 7.4 miles long. Estimated 17,500 riders. This corridor would eventually be extended to the Twin Cities International Airport and to the Mall of America in Bloomington.
- **St. Paul South Corridor** Extends south along Highway 110 from St. Paul to Eagan in Dakota County. 6.7 miles long. Estimated 11,300 riders.

Additional corridors have been evaluated for their long-range potential.

Light Rail Transit Development Process

<u>Task</u>	<u>Responsible Agency*</u>	<u>Estimated Time to Complete**</u>
1. Set priorities for corridor implementation	Metropolitan Council	
2. Prepare Alternatives Analysis/Draft Environmental Impact Statement, preliminary design plans	Joint - Mn/DOT and affected regional railroad authorities (RRA's)	1 year
3. Prepare preliminary engineering plans and Final Environmental Impact Statement	Joint - Mn/DOT and affected RRA's	1 year
4. Prepare final design plans	Mn/DOT	1-2 years
5. Construct LRT	Mn/DOT	3 years
6. Operate LRT	Metropolitan Transit Commission	

* The roles and responsibilities for LRT are prescribed in Minn. Stat. Section 473.3993 et seq. (1993).

** Time may vary depending on local conditions, funding and approvals.

**LRT
Management Structure**

JOINT POWERS BOARD

*Approves Systems Standards
&
Community Involvement Program*

JOINT LEAD AGENCIES

MINNESOTA DEPARTMENT OF
TRANSPORTATION

COUNTY REGIONAL RAILROAD
AUTHORITY

**CORRIDOR
MANAGEMENT
COMMITTEE**

**REGIONAL
LRT BUSINESS
PARTNERSHIP**

**CORRIDOR
TECHNICAL COMMITTEE**

**PROJECT
MANAGEMENT STAFF**
MnDOT/RRA's
(Joint Lead Agencies)

Status of Light Rail Transit in the Central Corridor

PROJECT STATUS

Region's first priority corridor for LRT; in the federally sponsored Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) process; preferred transit alternative to be selected in early 1994.

ROUTE

Eleven mile route running from Union Depot, 4th and Sibley in downtown St. Paul to Convention Center, 12th Street between 2nd and Marquette in downtown Minneapolis. Located in the median of I-94 between Western and Fairview, along Soo Line tracks to TH 280, and along the University of Minnesota transitway. (See map on reverse)

ACCESS

Stations

20 stations serving the following general destinations: Downtown St. Paul, State Capitol, Minnesota History Center, St. Paul TVI, Westgate, University of Minnesota, Metrodome, Downtown Minneapolis.

Ridership

33,700 per day in year 2010.

Parking

No park/ride facilities. Patrons will arrive by walking, by transfer from buses, or by being dropped off.

Bus Service Modifications

LRT will replace existing express bus service in the corridor and will be integrated with improved bus service.

Fare Collection

Ticket vending machines at station areas; roving fare inspectors on vehicles.

Bicycles

Accommodated on vehicles, off-peak hours. Racks and/or lockers at stations.

Persons with Disabilities

Direct access to vehicles by level boarding; elevators at two-level stations.

OPERATING PLAN

Number of Vehicles

23.

Vehicle Capacity

75 seats, 90 standees, up to 3 vehicles per train.

Fare

Consistent with bus fares.

Travel Time

Downtown to downtown 29 minutes; downtown Minneapolis to University of Minnesota 8 minutes; downtown St. Paul to University of Minnesota 21.5 minutes.

Maximum Speed

55 miles per hour.

Frequency

7 minutes peak and midday; 15 minutes at night. 20 hours per day operation, 365 days a year in all weather conditions.

Power Source

Electric overhead wire.

Construction Agency

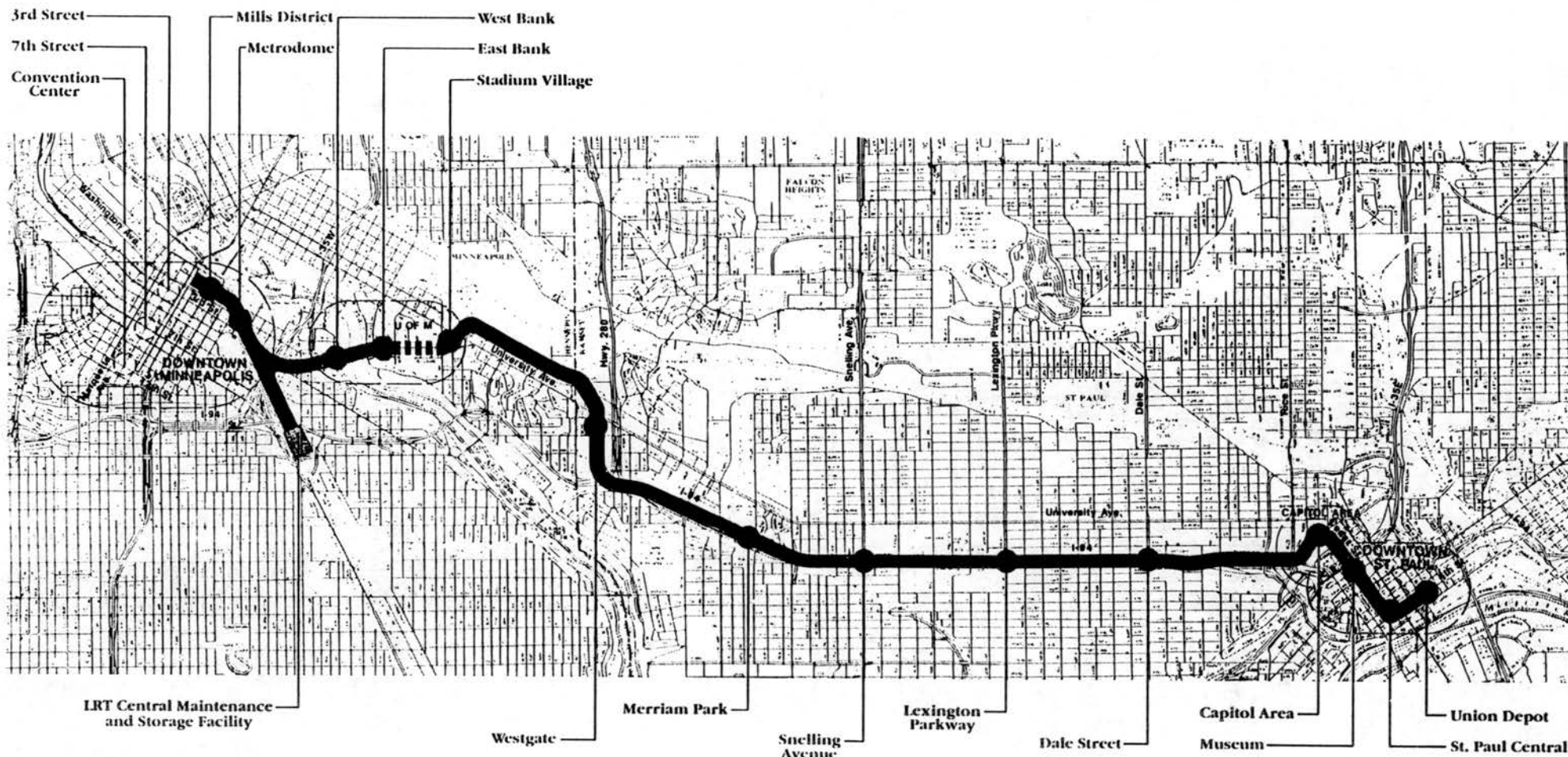
Minnesota Department of Transportation.

Operating Agency

Metropolitan Transit Commission.

Opening Date

Depending on funding, construction could begin in 1996, with opening in 1999.



CENTRAL CORRIDOR TRANSIT ALIGNMENT

Legend:

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

10/5/92

11500 10000



BRW

Funding for Light Rail Transit

APPROACH IN OTHER CITIES FOR FUNDING CAPITAL COSTS OF LRT:
Combination of federal, state and local funds.

PROPOSED APPROACH IN TWIN CITIES FOR LRT CAPITAL COSTS:

- Federal funding for 50 to 80 percent of total capital costs (\$474 million) for the Central Corridor.
- Local match options include:
 - Sales tax on gasoline
 - Gas tax
 - Sales tax on auto repair (labor)
 - Motor vehicle excise tax
 - Bonding
- Examples of fiscal impact of funding Central Corridor:
 - Bonding - \$21 million per year for 20 years.
 - Gas Tax - One cent tax increase, assuming 50% federal share.

PROPOSED APPROACH FOR OPERATING COSTS:

- Currently transit costs are funded by mix of property taxes, state funds and farebox collections.
- Additional funds will be needed for improved transit service and for LRT.

LRT in North America

- Cities throughout North America have recently constructed light rail transit. The list includes:

Baltimore, Maryland	Portland, Oregon
Buffalo, New York	Sacramento, California
Calgary, Alberta, Canada	St. Louis, Missouri
Edmonton, Alberta, Canada	San Diego, California
Los Angeles, California	San Jose, California
- Every city that has light rail transit is planning for additions.
- Many other cities are in planning, engineering or construction phases of LRT, including: Dallas, Seattle, Salt Lake City, Columbus (Ohio), Milwaukee, Kansas City, and St. Paul-Minneapolis.

A few excerpts from cities' own publications:

Portland, Oregon

The 15 mile MAX (LRT) line is a major part of a regional strategy to balance the Portland area's transportation system, reduce air pollution and relieve traffic congestion.

MAX will be the strong backbone of eastside transit services well into the 21st century. Along the line, some \$800 million in development has occurred since the decision to build it. Another \$400 million is under construction or on the drawing boards.

The Portland area has a strong tradition of using transportation investments to meet larger community goals for clean air and a healthy economy that respects the region's famous quality of life.

San Jose, Santa Clara County, California

The development of an interconnected local and regional rail transit system has been a great asset to the community; not only has the rail system been well used but it has helped to focus growth and maintain the economic vitality of the County.

Older activity centers have become revitalized urban centers; designed for the pedestrian, served by rail transit, and containing homes, businesses and shops, these centers now distinguish the character of Santa Clara County and are critical to the County's further growth and vitality.

Kathy DeSpiegelaere
Ramsey County Regional
Railroad Authority
Documentation

file

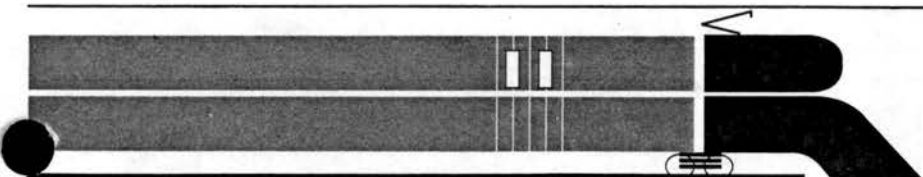
Warren W. Schaber, Secretary
District 6

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

A G E N D A

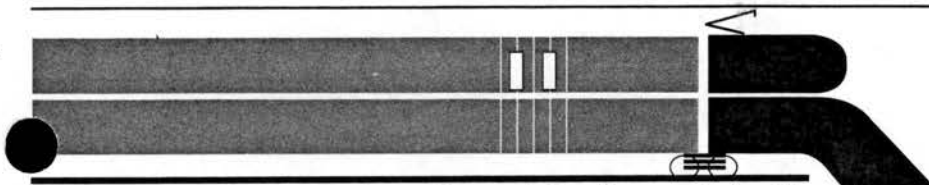
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET COMMITTEE OF THE WHOLE

TUESDAY, NOVEMBER 30, 1993

3:00 P.M. OR AFTER COUNTY BOARD MEETING - 220 COURTHOUSE

1. Review the Ramsey County Regional Railroad Authority's proposed 1994 budget and tax levy for possible reduction prior to the Truth in Taxation hearing. Action on the formal budget and tax levy will be requested on December 21.



Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman
District 3

Diane Ahrens, Vice Chairman
District 4

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Hal Norgard
District 7

Brenda C. Thomas
District 2

Dick Wedell
District 1

MEMORANDUM

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

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

SUBJECT: Budget hearing agenda -- November 30, 1993

Attached are items that you may wish to review prior to the November 30, 1993 Ramsey County Regional Railroad Authority budget hearing to be held at 3:00 PM or after the Board meeting, 220 Courthouse.

1. Memorandum from K. DeSpiegelaere
2. Mission statement of Regional Railroad Authority
3. 1994 Budget Summary
4. 1994 Budget Detail



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, Director of Light Rail Transit Planning *KG*

SUBJECT: 1994 Regional Railroad Authority Budget

DATE: November 24, 1993

Ramsey County Regional Railroad Authority certified a proposed net tax levy, as required by law, on September 14, 1993. The proposed certified levy was \$504,520, a 10% increase over the net 1993 tax levy of \$458,655.

Ramsey County is required to include the Regional Railroad Authority's levy as part of the County's levy and discuss it at the Truth in Taxation hearing to be held on December 14, 1993. The new law also indicates that local governments cannot approve their budgets and tax levies prior to the Truth in Taxation hearing. A Regional Railroad Authority meeting will be scheduled for December 21 to approve the final tax levy for the Regional Railroad Authority for 1994.

Commissioner John T. Finley, Chair of the Ramsey County Regional Railroad Authority, has recommended that Ramsey County Regional Railroad Authority reduce its levy to the same level as for 1993, a zero percent increase from 1993 to 1994.

The proposed budget includes consulting services of \$98,317 for 1994. It is my recommendation that you consider reducing the consulting services amount (page 9 of documentation) by \$44,966. With allowances for the uncollectible taxes, this reduction would result in a net tax levy for 1994 of \$458,655, the same net tax levy as for 1993.

With this action, Ramsey County would show a zero percent increase for the Regional Railroad Authority's levy from 1993 to 1994 at the Truth in Taxation hearing.

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority

LOCATION: 665 RCGC West **PHONE:** 266-2762

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	Recommended 1994 Proposed	1994 Approved
Regional Railroad Administration	239,936	515,607	763,333	599,547	554,581	
Northeast Corridor Maintenance			70,000	162,100	162,100	
Central Corridor Preliminary Engr				121,150	121,150	
Total Expenditure/Appropriation	239,936	515,607	833,333	882,797	837,831	

REVENUE/ESTIMATED REVENUE SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
Regional Railroad Administration	438,275	400,502				
Northeast Corridor Maintenance						
Central Corridor PE						
Total Revenue/Estimated Revenue	438,275	400,502				

Tax Levy	1,875,930	1,047,496	833,333	882,797	837,831	
Allowance for Uncollectible Tax-2%	37,519	20,950	16,667	17,656	16,757	
Total Tax Levy	1,913,449	1,068,446	850,000	900,453	854,588	
Less HACA	(343,145)	(374,726)	(391,345)	(395,933)	(395,933)	
Net Tax Levy	1,570,304	693,720	458,655	504,520	458,655	

Inc/(Dec) From Previous Year				45,865	(0)	
% Inc/(Dec) From Previous Year				10.00%	-0.00%	

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
Regional Railroad Administration	239,936	515,607	763,333	599,547		
Northeast Corridor Maintenance			70,000	162,100		
Central Corridor Preliminary Engr				121,150		
Total Expenditure/Appropriation	239,936	515,607	833,333	882,797		

REVENUE/ESTIMATED REVENUE SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
Regional Railroad Administration	438,275	400,502				
Northeast Corridor Maintenance						
Central Corridor PE						
Total Revenue/Estimated Revenue	438,275	400,502				

Tax Levy	1,875,930	1,047,496	833,333	882,797		
Allowance for Uncollectible Tax-2%	37,519	20,950	16,667	17,656		
Total Tax Levy	1,913,449	1,068,446	850,000	900,453		
Less HACA	(343,145)	(374,726)	(391,345)	(395,933)		
Net Tax Levy	1,570,304	693,720	458,655	504,520		

Inc/(Dec) From Previous Year				45,865		
% Inc/(Dec) From Previous Year				10.00%		

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services		145,306	153,500	98,317		
020122	State Auditor	2,446	3,000	3,100	2,900		
020154	Legislative Representative	10,000	25,000	25,000	25,000		
020174	County Attorney Services	10,746	35,000	36,348	26,586		
020176	County Manager Services	54,151	60,588	68,000	70,000		
020179	Budgeting & Accounting Services	8,248	18,859	20,000	20,000		
020185	Data Processing Services-MTCE	4,085	6,032	6,000	4,211		
020193	County Project Management Services	107,185	100,036	124,200	150,200		
020194	Public Information Services	3,290	20,000	30,000	30,000		
020202	Postage	2,313	3,876	5,800	5,800		
020207	Telephone Long Dist Charges	187	383	380	380		
020208	Telephone-Local Service	1,572	1,746	1,500	2,040		
020209	Telephone-Equipment Rental	31	90	100	100		
020301	Transportation Allowance	647	700	700	700		
020305	Messenger Service	1,109	894	800	800		
020401	Printing Minutes & Notices		5,000	8,560	8,560		
020501	Printing & Stationery	9,145	14,663	20,800	20,800		
020611	Liability & Property Damage-Ins	250	585	500	700		
020803	Equipment & Machinery Repairs	45	644		2,000		
020903	Equipment & Machinery-Rental	90	500				
020906	Building & Office Space		6,346	12,883	12,883		
020909	Parking Space	2,160	2,077	1,440	1,440		
021101	Books, Periodicals, Subscriptions	93	260	250	280		
021134	Tuition			750	750		
021172	Moving Expense		3,488				
021192	Interest Expense	1	139				
021226	Committee Compensation		1,000	3,000	3,000		
021401	Membership & Dues	175	200	500	500		
021403	Conference & Seminar Expenses	1,993	5,584	6,000	6,000		
021407	Other Travel	2,954	12,527	20,000	20,000		
021408	Volunteer/Committee Meeting Expense	478	752	3,000	3,000		
021409	Meeting Expense Account	1,004	3,188	5,500	5,500		
022213	Transit Joint Powers		33,660	34,000	34,000		
Total 02s		224,398	512,123	592,611	556,447		

EXPENDITURE AND REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101—ADMINISTRATION

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
030000	SUPPLIES						
030101	Office Supplies	1,282	2,360	2,000	2,700		

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
040000	OPERATING CAPITAL OUTLAY						
040300	Equipment	14,256	1,124	400	400		

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
060000	CONTINGENT ACCOUNT						
061001	Contingent Appropriations			168,322			

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
090000	INTER-GOVERNMENTAL PAYMENTS						
090306	Other Governmental Units				40,000		

Total

239,936	515,607	763,333	599,547
---------	---------	---------	---------

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59109-NORTHEAST CORRIDOR MAINTENANCE

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
020000	OTHER SERVICES AND CHARGES						
020193	County Project Management				79,000		
020618	Public Liability Insurance			4,000	100		
020804	Grounds-Repairs			36,000	36,000		
021131	Special Assessments				17,000		
	Total 02s			40,000	132,100		

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
030000	SUPPLIES						
030507	Signs and Repairs			30,000	30,000		
	Total			70,000	162,100		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59111-CENTRAL CORRIDOR PRELIMINARY ENGINEERING

Code	Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
020000	OTHER SERVICES AND CHARGES						
020102	Consulting Services				12,000		
020193	County Project Management Services				95,000		
020194	Public Information Services				10,000		
020305	Messenger Service				150		
021407	Travel				4,000		
	Total				121,150		
	Total RCRA	1,063,800	4,880,730	3,055,066	882,797		

8

BUDGET EXPLANATION FORM

Page No. 1

BUDGET YEAR 1994

59101 Ramsey County Regional Railroad Authority
 020102 - Consulting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>- 0 -</u>	<u>153,500</u>	<u>98,317</u>		<u>98,317</u>	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1994 may include specialized engineering, analysis of federal funding options, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>1,809</u>	<u>3,100</u>	<u>2,900</u>		<u>2,900</u>	

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1994 are \$2,900.

020154 - Legislative Representative

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>5,000</u>	<u>25,000</u>	<u>25,000</u>		<u>25,000</u>	

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

Page No. 2
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>17,064</u>	<u>36,348</u>	<u>26,586</u>		<u>26,586</u>	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - County Manager - Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>40,588</u>	<u>68,000</u>	<u>70,000</u>		<u>70,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by County Manager's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$ 1,190
Clerical	35,330
Director of Information Services	9,270
Administrative Support Services	26,210
	<u>\$70,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Executive Director services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3

BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>8,859</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff for basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc. Grant monitoring and accounting will also be undertaken.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,032</u>	<u>6,000</u>	<u>4,211</u>		<u>4,211</u>	

EXPLANATION:

This account provides funds for office automation. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$4,211.

//

BUDGET EXPLANATION FORM

Page No. 4
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>112,700</u>	<u>124,200</u>	<u>150,200</u>		<u>150,200</u>	

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, Parks and Recreation, and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAM

	Estimated Cost
<u>Existing Staff</u>	
Dir. of LRT Planning (a)	\$ 57,100
Community Participation Coordinator (b)	38,500
Administrative Secretary (b)	34,600
Right of Way Specialist (b)	<u>20,000</u>
Total	\$150,200

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>30,000</u>		<u>30,000</u>	

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,876</u>	<u>5,800</u>	<u>5,800</u>		<u>5,800</u>	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters are mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff require postage.

020207 - Telephone - Long Distance Charges

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>212</u>	<u>380</u>	<u>380</u>		<u>380</u>	

EXPLANATION:

This account provides funding for long distance telephone calls for the Regional Railroad Authority.

020208 - Telephone - Local Service

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,446</u>	<u>1,500</u>	<u>2,040</u>		<u>2,040</u>	

EXPLANATION:

This account provides funding for local telephone service at 665 RCGC-West for the Regional Railroad Authority.

020209 - Telephone - Equipment Rental

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>90</u>	<u>100</u>	<u>100</u>		<u>100</u>	

EXPLANATION:

This account provides funds for rental of a pager for the Director.

BUDGET EXPLANATION FORM

Page No. 6
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020301 - Transportation Allowance

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	700	700		700	

EXPLANATION:

This account provides for reimbursement to the Community Participation Coordinator for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	694	800	800		800	

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required.

020401 - Publishing Minutes and Notices

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	8,560	8,560		8,560	

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	4,663	20,800	20,800		20,800	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Regional Railroad Authority meetings. Reports and newsletters will be prepared.

14

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020611 - Liability and Property Damage

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>585</u>	<u>500</u>	<u>700</u>		<u>700</u>	

EXPLANATION:

The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Accordingly, a package insurance policy is being purchased at an annual cost of \$700.

020803 - Equipment/Machine Repairs

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>2,000</u>		<u>2,000</u>	

EXPLANATION:

This account covers repair costs for copying and data processing equipment.

020906 - Office Rental

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>6,346</u>	<u>12,883</u>	<u>12,883</u>		<u>12,883</u>	

EXPLANATION:

This account covers rent for Regional Rail staff offices at Ramsey County Government Center - West.

020909 - Parking Space

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,577</u>	<u>1,440</u>	<u>1,440</u>		<u>1,440</u>	

EXPLANATION:

Monthly parking spaces at Ramsey County Government Center-West for the Director of LRT Planning and the Community Participation Coordinator.

2 x 12 x 60

\$1,440

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021101 - Books, Periodicals, Subscriptions

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>260</u>	<u>250</u>	<u>280</u>		<u>280</u>	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021134 - Tuition Reimbursement

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>750</u>	<u>750</u>		<u>750</u>	

EXPLANATION:

The account will provide tuition reimbursement for work-related courses taken by RCRRA staff.

021226 - Committee Compensation

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1994.

021401 - Membership and Dues

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>500</u>	<u>500</u>		<u>500</u>	

EXPLANATION:

Membership fees will be funded for professional transit associations.

BUDGET EXPLANATION FORM

Page No. 9

BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021403 - Conference and Seminar Expenses

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>2,584</u>	<u>6,000</u>	<u>6,000</u>		<u>6,000</u>	

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board - LRT Conference	3,050
University of Minnesota - Technical Seminars	750
	<u>\$6,000</u>

021407 - Travel

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>2,527</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, Edmonton, etc.) or are constructing them (St. Louis) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>252</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

BUDGET EXPLANATION FORM

Page No. 10

BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>2,188</u>	<u>5,500</u>	<u>5,500</u>		<u>5,500</u>	

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

022213 - Transit Joint Powers

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>33,660</u>	<u>34,000</u>	<u>34,000</u>		<u>34,000</u>	

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Metro LRT Joint Powers Board formed pursuant to state legislation.

030101 - Office Supplies

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>2,310</u>	<u>2,000</u>	<u>2,700</u>		<u>2,700</u>	

EXPLANATION:

This account provides office supplies for the Railroad Authority staff.

040300 - Equipment

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>324</u>	<u>400</u>	<u>400</u>		<u>400</u>	

EXPLANATION:

An overhead projector is needed to support staff operations and presentations.

18

BUDGET EXPLANATION FORM

Page No. 11
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority61001 - Contingent Appropriations

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	168,322	- 0 -		- 0 -	

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

090306 - Other Governmental Units

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	40,000		40,000	

EXPLANATION:

The transit Education Program is funded by metropolitan and state agencies and regional railroad authorities. RCRRA's expected contribution for 1994 is \$40,000, payable to the Regional Transit Board.

BUDGET EXPLANATION FORM

59109

Page No. 12
BUDGET YEAR 1994Ramsey County Regional Railroad Authority020193 - County Project Management

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	79,000		79,000	

EXPLANATION:

County Project Management

Dir. of LRT Planning	20,000
Community Participation Coordinator	10,000
Administrative Secretary	9,000
Right of Way Specialist	40,000

TOTAL	\$ 79,000
-------	-----------

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Northeast Corridor right of way. This account provides a specific identifier to reimburse Ramsey County for these services.

020618 - Public liability insurance

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	4,000		100	100	

EXPLANATION:

Insurance has been purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020804 - Grounds - repair

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	36,000	36,000		36,000	

EXPLANATION:

Maintenance of the Burlington Northern right of way, including mowing once or twice yearly, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

BUDGET EXPLANATION FORM

59109

Page No. 13

BUDGET YEAR 1994Ramsey County Regional Railroad Authority021131 - Special Assessments

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>17,000</u>		<u>17,000</u>	

EXPLANATION:

Special assessments levied against the right of way owned by RCRRA are an obligation of the Authority.

030507 - Signs and repairs

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>30,000</u>		<u>30,000</u>	

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

BUDGET EXPLANATION FORM

59111

Page No. 14
BUDGET YEAR 1994Ramsey County Regional Railroad Authority020102 - Consulting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	12,000		12,000	

EXPLANATION:

Consulting services for work specific to the Central Corridor may be needed. Examples of work may be financial analysis, patronage peer review, or systems standards advice.

020193 - County Project Management Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	95,000		95,000	

EXPLANATION:

County Project Management

Director of LRT Planning	40,000
Community Participation Coordinator	30,000
Administrative Secretary	25,000

Total	<u>\$95,000</u>
-------	-----------------

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services.

020194 - Public Information Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	10,000		10,000	

EXPLANATION:

Dissemination of information to the public about the Central Corridor project may include fliers, ads in community newspapers, or displays.

22

BUDGET EXPLANATION FORM

59111

Page No. 15
BUDGET YEAR 1994Ramsey County Regional Railroad Authority020305 - Messenger

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>150</u>		<u>150</u>	

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

021407 - Travel

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing						
Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>4,000</u>		<u>4,000</u>	

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

Page No. 16
BUDGET YEAR 1994

Conference/Seminar Name and Location: >American Public Transit
Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit
systems, developments and operations. If this is not funded,
current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit
Association, Location is Unknown.

Justification for Attendance: >Information on state and national
transit issues will be acquired. If this is not funded,
information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research
Board - Washington, D.C.

Justification for Attendance: >This conference will occur in
Washington, D.C. will include technical sessions on LRT systems.
If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
=====

Conference/Seminar Name and Location: >University of Minnesota -
Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to
rail authority work, such as community participation and media
relations will be attended. If this is not funded, the current
information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$4,750 \$0
=====

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET HEARING

November 30, 1993

A Budget Hearing of the Ramsey County Regional Railroad Authority was held on Tuesday, November 30, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 3:15 PM.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens
Commissioner Hal Norgard
Commissioner Dick Wedell

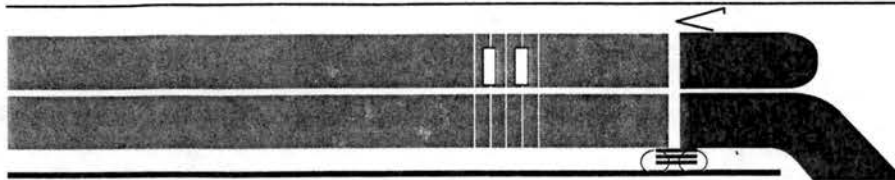
MEMBERS ABSENT: Commissioner Ruby Hunt
Commissioner Warren Schaber
Commissioner Brenda Thomas

Also Present: Terry Schutten, Karen Tero, Sigitas Siupsiuskas, Jim Van Houdt, Terry Lindeke, Kathryn DeSpiegelaere, and Bette Kurysh

1. Review the Ramsey County Regional Railroad Authority's proposed 1994 budget and tax levy for possible reduction prior to the Truth in Taxation hearing. Action on the formal budget and tax levy will be requested on December 21.

Commissioner Hal Norgard moved to reduce the Rail Authority's budget by \$44,966 which would be 0% levy increase. Commissioner Dick Wedell seconded the motion.

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



Ramsey County Regional Railroad Authority

665 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 *KD*

SUBJECT: Request for Information

DATE: November 23, 1993

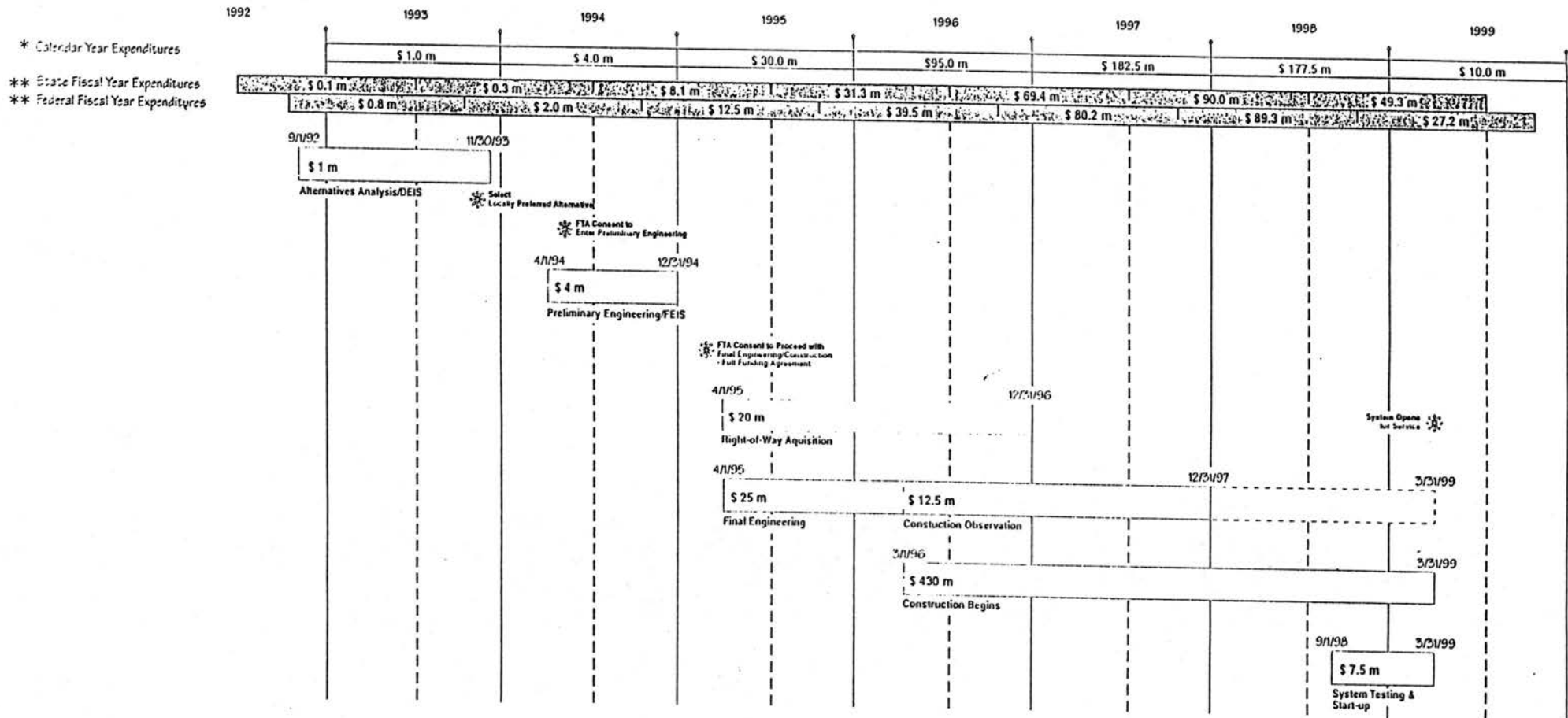
Commissioner Finley requested at today's Regional Railroad Authority meeting that you each receive copies of the information attached.

Attachment 1 is a schedule for the Central Corridor illustrating funding needs. This schedule is revised frequently as we develop the project.

Attachment 2 is information developed by Sen. Sandy Pappas for the 1993 legislative session. It illustrates transit funding needs and amounts raised with sources of funding.



CENTRAL CORRIDOR LRT ALTERNATIVE IMPLEMENTATION SCHEDULE



* Cost Allocation Shown Assumes:

- \$500 Million Total Capital Cost in 1992 Dollars
- Right-of-Way Cost Included
- Engineering Services Included

** State/Federal Expenditures Assume 80% Federal Share Through Preliminary Engineering and 50% there after.

Joint Lead Agencies
 Mn/DOT • RCRRA • HCRRA

att. 1

att. 2

Yearly Transit Needs

(in millions)

\$ TO BE USED FOR:	CURRENT (General Fund & Gas Tax)	TRANSPORTA- TION INVESTMENT	TOTAL
RTB	\$27.0 (18% of total budget)	\$37.0	\$64.0 (31% of total budget)
Rural Transit	\$8.0 (40% of total budget)	\$11.0	\$19.0 (53% of total budget)
Light Rail ^①	\$0	\$20.1	\$20.1
Surface Transportation Fund (highways and other transportation needs)	\$0 ^②	\$93 (Investment Preservation)	\$93.0
			<u>\$196.1</u>
NOTE: ① Assumes \$470 million total, 50% Federal participation (we are eligible for up to 70%); 20 year bonds. ② \$1.5 billion is current biennial highway user fund revenue for state roadways			
\$196.1 Total Needs - 93.0 Surface Transportation - 20.1 Light rail debt service <u>\$83.0 Transit needs</u> - 35.0 Current General Fund <u>\$48.0 New Transit Needs</u>			

Sales Tax on Gasoline

ADVANTAGES

- Recommended by RTB, MTC & MTLG
- Easy to implement
- Clear link to transportation
- High level of revenue generated
- Potential to relieve the general fund
- If the LGTF distribution is not made, revenues are available for surface transportation

DISADVANTAGES

- Could be viewed as a tax on a tax
- Could be challenged constitutionally
- May be a regressive tax
- If a distribution is made to the LGTF, funds are not available for surface transportation needs
- Irritation factor for consumers if tax is not built into pump price

Sales Tax on Gasoline

OPTION #1

- Full 6 1/2 % Tax on Gasoline Sales
- No Distribution to the Local Government Trust Fund (LGTF).
- Continue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % tax	\$180.0	
General Fund	+ \$35.0	
	\$215.0	Available for Distribution to Transportation

- Meets full transit, LRT and highway needs.
Generates excess of approximately \$18.9 million.

Sales Tax on Gasoline

OPTION #2

- Full 6 1/2% Tax on Gasoline Sales
- No Distribution to LGTF
- Discontinue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % tax	\$180.0
-------------	---------

- Nearly meets full transit, LRT and highway needs. Short an estimated \$16.1 million.

Sales Tax on Gasoline

OPTION #3

- Full 6 1/2 % Tax on Gasoline Sales
- 2% distributed to LGTF^①
- Continue current \$35 million Appropriation to Transit from the General Fund

REVENUES GENERATED (in millions)

4 1/2 % tax	\$125.0	
General Fund	+ \$35.0	
	\$160.0	Available for Distribution to Transportation

- Short \$36.1 million for full transit, LRT and highway funding needs.

① Could direct that the 2% distribution to the LGTF be used towards property tax relief of transit levies.

Sales Tax on Gasoline

OPTION #4

- Full 6 1/2 % Tax on Gasoline Sales
- 2% Distribution to LGTF^①
- Discontinue current \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

4 1/2 % tax	\$125.0
-------------	---------

- Does not meet full transit, LRT and highway needs. Approximately \$71.1 million short for full transit, LRT and highway funding needs.

① Could direct that the 2% distribution to the LGTF be used towards property tax relief of transit levies.

Sales Tax on Vehicle Repairs

OPTION #5

- Tax on all vehicle repairs
- Continue \$35 million Transit Appropriation from the General Fund

REVENUES GENERATED (in millions)

6 1/2 % Repairs Tax	\$ 64.0
General Fund	+ \$ 35.0
	\$ 99.0

ADVANTAGES

- Can fund full \$83 million transit needs
- Consumers believe repair tax is already in place
- Easy to implement
- Four neighboring states have implemented

DISADVANTAGES

- Perceived as most regressive
- Service tax
- Need additional revenue to fund LRT and surface transportation needs.

Sales Tax on Vehicle Repairs Plus Tax on Motor Oil

OPTION #6

- Tax on auto body work only
- Tax of 10 cents per quart of oil
- Continue Transit Appropriation from the General Fund.

REVENUES GENERATED (in millions)

6 1/2 % tax on auto body repairs	\$ 16.0
10 cent tax on oil	\$ 10.0
General Fund	+ \$ 35.0
	\$ 61.0

ADVANTAGES

- Short \$22 million for transit needs, but could use this as a phase-in option for the '94 -95 biennium only.
- Limited funds may be acceptable since time is needed to implement the Vision for Transit.

DISADVANTAGES

- Does not fund LRT and Surface Transportation needs.
- Does not provide an adequate funding mechanism after the '94 - 95 biennium.

Raising Excise Tax on Purchase of New and Used Vehicles

OPTION #7

- Raises MVET from 6.5% to 7.5%
- Dedicates 1% to Transit Assistance Fund
- Continues \$35 million Transit Appropriation from General Fund

REVENUES GENERATED (in millions)

1% Tax		\$ 49.0
General Fund	+	\$ 35.0
		\$ 84.0

ADVANTAGES

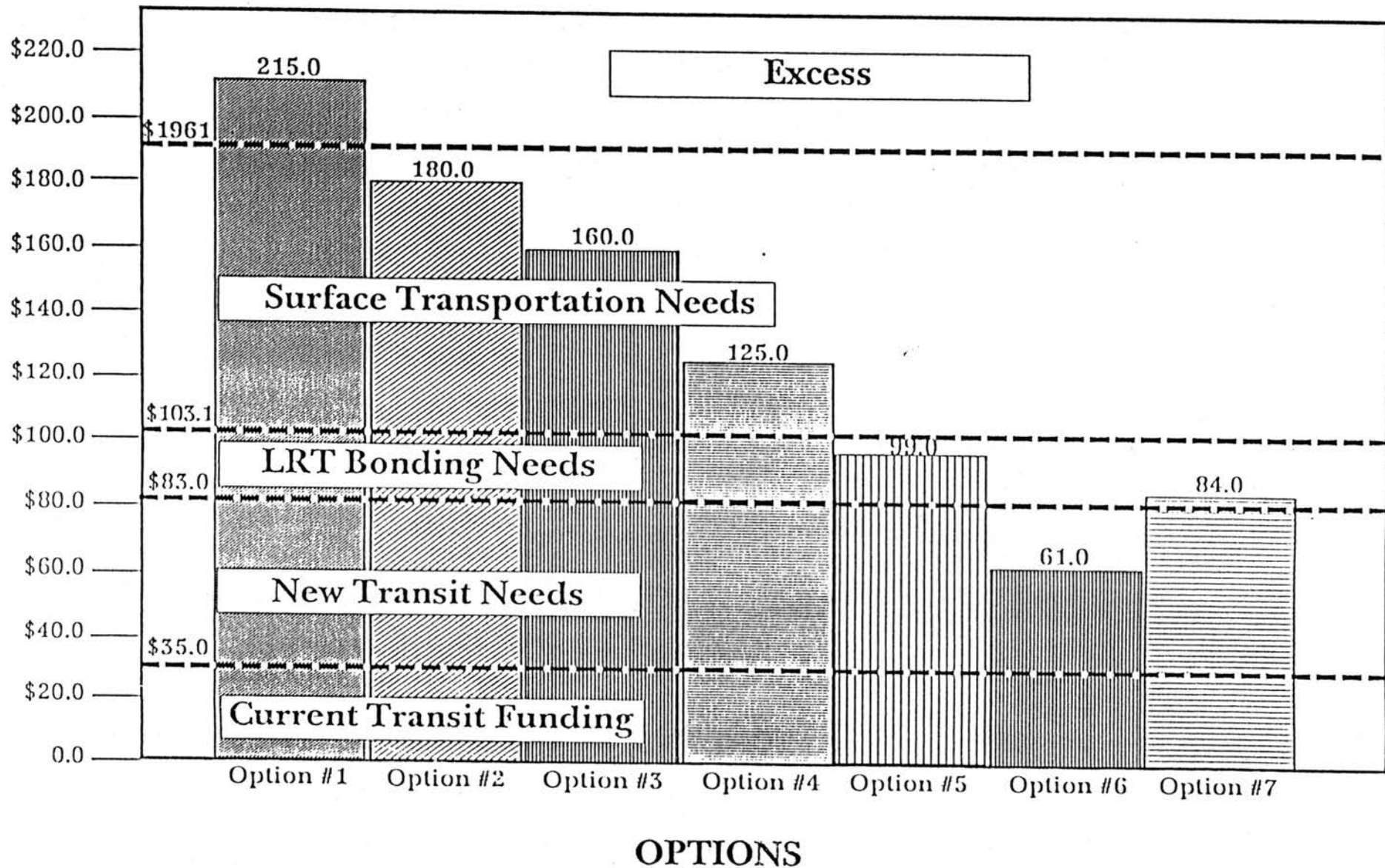
- Fully funds new transit needs
- Transportation related tax
- Relatively progressive
- Recommended by Transportation Study Board and AMM

DISADVANTAGES

- Volatile revenue source and history
- Perceived to be a General Fund source, so less likely to be maintained for transit
- Does not fund LRT or surface transportation

Revenue Generated vs. Need

MILLIONS



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

file with RRA meeting

3

REGIONAL RAILROAD AUTHORITY

Originating Department

Z. Lespiegdaew 10/29/93
Authorized Signature Date

Board Action Requested

Update on Metro LRT Joint Powers Board.

DISCUSSION ONLY

if not there now 11/9 meeting

Request Justification

- See attached: 1) Legislative positions adopted by Metro LRT Joint Powers Board
2) Membership of the Business Leader LRT Advocacy Group/Industry Roundtable

Budgeting and Accounting *Vern. W. Spilage 11/2/93*
County Attorney *Dr. Mac 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

Board Date

Signature

Date

LRT JOINT POWERS BOARD LEGISLATIVE STRATEGY
Adopted October 29, 1993

I. LRT Joint Powers Board's Purpose

- A. Coordinate member bodies in LRT-related policy development, planning, and legislative activities.
- B. Meet statutory requirements of Minn. Stat. 473.3998, including: reviewing and approving LRT system standards; reviewing and approving the community involvement plan and marketing program; advising the Corridor Management Committee and the Commissioner of Mn/DOT on implementation methods; and participating on the Corridor Management Committee.

II. Legislative Positions

A. Background

In order to implement LRT, the only remaining State legislative action necessary is to provide a funding source. In 1993, the Legislature adopted a governance structure clarifying the roles and responsibilities of all of the agencies involved in LRT development and building on their strengths.

Once governance was established, the joint lead agencies (Mn/DOT, RCRRA, and HCRRA) moved forward in the federal funding and environmental review process for the Central Corridor. The Central Corridor will be the spine of the regional transit system. The recommendation is that the federal government provide 50% funding or \$237 million to build the Central Corridor, and the State must dedicate a funding source to provide the local match of \$237 million.

B. Legislative Positions

The LRT Joint Powers Board supports legislation that would:

- 1) authorize state bonding for one-half of the capital costs of the Central Corridor;
- 2) increase taxes to fund a comprehensive transportation package, including full funding of LRT and other existing transit services for FY 95 and beyond;
- 3) dedicate existing transit funding and new sources of transit funding; and

The LRT Joint Powers Board continues to support the governance structure established in 1993 for the development and construction of LRT.

III. Legislative Strategy

- A. The Board will take a leadership role in seeking legislation for LRT funding.
- B. The Board will present its positions in 1994.
- C. Lobbying will be provided by county lobbyists and coordinated by a lead commissioner.
- D. The Board will direct staff to develop a work plan identifying the necessary tools to achieve successful passage of funding legislation. The plan should include but not be limited to:
 - 1) building a coalition with interested parties and agencies;
 - 2) working with the Metropolitan Transit Education Committee to ensure that messages regarding support for LRT are incorporated in its work throughout the next year;
 - 3) working with the LRT Advocacy Group/Industry Roundtable to identify additional tools; and
 - 4) building additional support for LRT through a public relations effort.

Light Rail Transit (LRT) Advocacy Group

10/28/93

Anoka County

Arlen Wittrock
Public Affairs Director
FMC Corp.
4800 East River Road
Fridley, MN 55421
612-572-6503

Dakota County

Diane Johnson
Minnesota Jaycees
2101 West Highway 13
Burnsville, MN 55337
612-890-8000

Hennepin County

Pam Nardaune
Program Director
Kid's for Saving the Earth
520 Mendelssohn
Golden Valley, MN 55427
525-0002

Michael Paul Weber
2120 Xerxes Avenue North
Minneapolis, MN 55411
522-5609

Tony Hofstede
710 Ramsey St. NE
Minneapolis, MN 55413
(h) 331-6042 (w) 781-1502

Arnie Entzel
Transit Workers Union
312 Central Avenue SE
Minneapolis, MN 55414
379-2914

Richard Allendorf
Director of Real Estate
Development
Opus Corporation
9900 Bren Road East
#800
Hopkins, MN 55343
936-4444

Hennepin County (con't)

Glen Olson
1422 West Lake Street
Suite 220
Minneapolis, MN 55408
338- 3807 or 823-0102

Scott County

Walt Wittmer
Vice President/General Mgr
ValleyFair Amusement Park
1 ValleyFair Drive
Shakopee, MN 55379
612-445-7600

Ramsey County

Tim Rogers
Interim Director
St. Paul Chamber of Commerce
55 East 5th Street
101 Norwest Center
St. Paul, MN 55101
223-5000

Dick Anfang
Executive Secretary
St. Paul Building Trades
411 Main Street Room 206
St. Paul, MN 55102
224-9445

Lou Greengard
Business Representative
Trades and Labor Assembly
411 Main Street Room 103
St. Paul, MN 55102
222-3787

Paul Sands, Board Chair
Children's Hospital
Larson, Allen, Weishair & Co.
800 Minnesota World Trade Center (till Oct)
St. Paul, MN 55101
228-6304

Washington County

David Schwartz
NSP
1700 East County Road E
White Bear Lake, MN 55110
779-3100

Washington County (con't)

Craig Wasko
Fullerton Lumber Company
2535 Cochrane Drive
Woodbury, MN 55125
339-9611

Metropolitan Transit Commission

Angie Woodhouse
Chair of the Board
Children's Museum
2625 North Shore Drive
Wayzata, MN 55391
475-1307

Bob Connor
BOMA
Equal Lab
370 Wabasha
St. Paul, MN 55102
293-2141

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

A G E N D A

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, DECEMBER 21, 1993

****2:45 P.M. OR AFTER COUNTY BOARD MEETING**

LARGE CONFERENCE ROOM -220 COURTHOUSE

****PLEASE NOTE CHANGE IN TIME**

1994 BUDGET HEARING

1. * A. Approve the 1994 Ramsey County Regional Railroad Authority Budget in the amount of \$837,831.

* B. Adopt a total net tax levy of \$458,655.

* Action is requested.

*R93-150
change to
(R93-43)*

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

1

REGIONAL RAILROAD AUTHORITY

Originating Department

K. DeSpiegelaere 12/16/93
Authorized Signature Date

Board Action Requested

Approve the 1994 Ramsey County Regional Railroad Authority Budget in the amount of \$837,831.00 and adopt a total tax levy of \$458,655.00.

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution adopting budget
2) Memorandum from K. DeSpiegelaere
3) Proposed 1994 budget

Budgeting and Accounting *Vern Wallage* 12/16/93
County Attorney *Dale Mac Millan*
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

Board Date

Signature

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

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

WHEREAS, The 1994 maximum allowable levy for Ramsey County Regional Railroad Authority is \$7,818,586; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$458,655 of the maximum net tax levy of \$7,818,586; and

WHEREAS, The 1993 net property tax levy for Regional Railroad Authority administration was \$458,655; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby adopts the 1994 budget, a summary of which is shown in the Tax Levy Statement, as follows:

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

1994 Tax Levy Statement Countywide Levy

1994 Approved Budget	\$ 837,831
FINANCING	
Current Taxes Receivable	\$ 837,831
Plus Estimated Tax Delinquency	<u>16,757</u>
Total Tax Levy	\$ 854,588
Less Homestead & Agricultural Credit Aid (HACA)	<u>-395,933</u>
Total Net Tax Levy:	\$ 458,655

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

RESOLVED, That there be and hereby is levied upon all taxable property in Ramsey County for the year 1994 a tax rate percentum necessary to raise a Total Net Tax Levy of \$458,655.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

2

Ramsey County Regional Railroad Authority

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

John T. Finley, Chairman

District 3

Diane Ahrens, Vice Chairman

District 4

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Hal Norgard

District 7

Brenda C. Thomas

District 2

Dick Wedell

District 1

MEMORANDUM

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

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

SUBJECT: Adoption of 1994 Budget

DATE: December 8, 1993

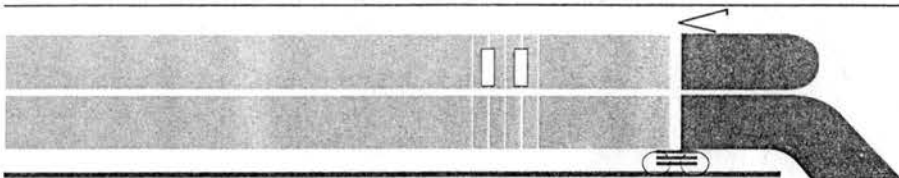
Attached is the proposed 1994 budget in the amount of \$837,831 for the Ramsey County Regional Railroad Authority. The total tax levy proposed is \$458,655. This is the same tax levy as 1993. The 1994 proposed is 10% less than the certified levy of \$504,520 adopted by the Rail Authority on September 14, 1993.

The estimated impact of the proposed levy on residential and commercial property is enclosed.

Recommendation:

A resolution is attached for your consideration.

KD/blk
Attachment



Ramsey County Regional Railroad Authority

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

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

DEPARTMENT: 59101 - RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

ACTIVITY: 59000 - REGIONAL RAILROAD AUTHORITY

DEPARTMENT HEAD: Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority

LOCATION: 665 RCGC West **PHONE:** 266-2762

MISSION

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

Printed on Recycled Paper



TAX LEVY STATEMENT
COUNTY REGIONAL RAILROAD

	1993 APPROVED	1994 PROPOSED	INC/ (DEC)	PERCENT INC/(DEC)
BUDGET	<u>833,333</u>	<u>837,831</u>	<u>4,498</u>	<u>0.5%</u>
FINANCING				
Property Taxes	833,333	837,831	4,498	0.5%
Allowance for Uncollectibles	<u>16,667</u>	<u>16,757</u>	<u>90</u>	
TOTAL TAX LEVY	850,000	854,588	4,588	0.5%
Less HACA	<u>391,345</u>	<u>395,933</u>	<u>4,588</u>	<u>1.2%</u>
NET TAX LEVY	<u>458,655</u>	<u>458,655</u>	<u>0</u>	<u>0.0%</u>

NET TAX CAPACITY VALUES AND RATES
AND TAX COMPARISONS
COUNTY REGIONAL RAILROAD

<u>TAX CAPACITY AND TAX RATE</u>	<u>1993</u>	<u>1994</u>	<u>INC/ (DEC)</u>	<u>PERCENT INC/(DEC)</u>
Net Tax Capacity	352,143,882	344,731,088	(7,412,794)	-2.1%
Tax Capacity Rate	0.119%	0.136%	0.017%	14.3%
 <u>ESTIMATED MARKET VALUE</u>	 15,965,746,852	 16,099,069,250	 133,322,398	 0.8%

COUNTY TAX COMPARISON – PAYABLE 1994 (A)

<u>Home with an Est. Market Value of:</u>	<u>\$50,000</u>	<u>\$72,000</u>	<u>\$115,000</u>	<u>\$150,000</u>
1994 Net Tax Estimate	\$0.68	\$0.98	\$2.16	\$3.10
1993 Net Tax	<u>0.60</u>	<u>0.86</u>	<u>1.88</u>	<u>2.72</u>
Increase/(Decrease)	\$0.08	\$0.12	\$0.28	\$0.38
Percent Change	13.3%	14.0%	14.9%	14.0%
 <u>Commercial Property with an</u> <u>Estimated Market Value of</u>	 <u>\$100,000</u>	 <u>\$500,000</u>	 <u>\$1,000,000</u>	
1994 Net Tax Estimate	\$4.08	\$29.10	\$60.38	
1993 Net Tax	<u>3.58</u>	<u>25.94</u>	<u>53.92</u>	
Increase/(Decrease)	\$0.50	\$3.16	\$6.46	
Percent Change	14.0%	12.2%	12.0%	

(A) Estimated payable 1994 rates and taxes are based on "estimated" tax capacity used to calculate taxes for payable 1994 Truth in Taxation Notices.

Prepared by: Property Records & Revenue, Tax Accounting Section (DF) December 7, 1993

EXPENDITURE/APPROPRIATION SUMMARY BY COST CENTER

RC REGIONAL RAILROAD AUTHORITY

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
Regional Railroad Administration	239,936	515,607	763,333	599,547	554,581	
Northeast Corridor Maintenance	-	-	70,000	162,100	162,100	
Central Corridor Preliminary Engineering	-	-	-	121,150	121,150	
Total Expenditure/Appropriation	239,936	515,607	833,333	882,797	837,831	

REVENUE/ESTIMATED REVENUE SUMMARY BY COST CENTER

Title	1991 Actual	1992 Actual	1993 Approved	1994 Requested	1994 Proposed	1994 Approved
Regional Railroad Administration	438,275	400,502	-	-	-	
Northeast Corridor Maintenance	-	-	-	-	-	
Central Corridor Preliminary Engineering	-	-	-	-	-	
Total Revenue/Estimated Revenue	438,275	400,502	-	-	-	

Tax Levy	1,875,930	1,047,496	833,333	882,797	837,831	
Allowance for Uncollectible Tax-2%	37,519	20,950	16,667	17,656	16,757	
Total Tax Levy	1,913,449	1,068,446	850,000	900,453	854,588	
Less HACA	(343,145)	(374,726)	(391,345)	(395,933)	(395,933)	
Net Tax Levy	1,570,304	693,720	458,655	504,520	458,655	
Inc/(Dec) From Previous Year				45,865	0	
% Inc/(Dec) From Previous Year				10.00%	0.00%	

BUDGET EXPLANATION FORM

Page No. 1
BUDGET YEAR 1994

59101 Ramsey County Regional Railroad Authority
 020102 - Consulting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	153,500	98,517		53,551	

EXPLANATION:

This account will fund services of independent consultants who perform rail authority work. Anticipated work during 1994 may include specialized engineering, analysis of federal funding options, publicity, light rail patronage forecasts, and other specialized services not provided for in project or operations accounts.

020122 - State Auditor

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	1,809	3,100	2,900		2,900	

EXPLANATION:

Accounting records for the Ramsey County Regional Railroad Authority are subject to audit by the State of Minnesota. Estimated fees for 1994 are \$2,900.

020154 - Legislative Representative

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	5,000	25,000	25,000		25,000	

EXPLANATION:

Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account will provide funding to monitor legislation and provide information to Legislators.

BUDGET EXPLANATION FORM

Page No. 2
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020174 - County Attorney Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>17,064</u>	<u>36,348</u>	<u>26,586</u>		<u>26,586</u>	

EXPLANATION:

Funds are needed for payment of legal services rendered by the County Attorney's Office. The attorney will attend Regional Railroad Authority meetings, provide legal opinions on relevant topics and review contracts and agenda items.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

County Attorney services are also included in other cost centers which are supported by grant sources.

020176 - County Manager - Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>40,588</u>	<u>68,000</u>	<u>70,000</u>		<u>70,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by County Manager's staff for assistance with Regional Railroad Authority projects. This includes property negotiations, clerical, media/information services and preparation of minutes and agendas for the Railroad Authority meetings.

Director of Property Management	\$ 1,190
Clerical	35,330
Director of Information Services	9,270
Administrative Support Services	26,210
	<u>\$70,000</u>

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Executive Director services are also included in other cost centers which are supported by grant sources.

BUDGET EXPLANATION FORM

Page No. 3
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020179 - Budgeting and Accounting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>8,859</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to reimburse for time expended by the Budgeting and Accounting staff for basic accounting services, accounts payable, receivable, invoice processing/payments, reports, etc. Grant monitoring and accounting will also be undertaken.

NOTE: Costs for County staff include salaries, fringe benefits and the indirect cost rate established by David M. Griffith and Company for Ramsey County.

Budgeting and Accounting services are also included in other cost centers which are supported by grant sources.

020185 - Data Processing Maintenance and Equipment

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,032</u>	<u>6,000</u>	<u>4,211</u>		<u>4,211</u>	

EXPLANATION:

This account provides funds for office automation. Four accounts for RCRRA staff are anticipated plus one account for general RRA support. Maintenance costs are anticipated to be \$4,211.

BUDGET EXPLANATION FORM

Page No. 4
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020193 - County Project Management Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>112,700</u>	<u>124,200</u>	<u>150,200</u>		<u>150,200</u>	

EXPLANATION:

Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in County Public Works, Personnel Departments, Property Taxation, Parks and Recreation, and County Manager's Office. This account provides a specific identifier to reimburse Ramsey County for these services.

Project Management services are also included in other cost centers which are supported by grant sources.

PROJECT MANAGEMENT TEAM

	Estimated Cost
<u>Existing Staff</u>	
Dir. of LRT Planning (a)	\$ 57,100
Community Participation Coordinator (b)	38,500
Administrative Secretary (b)	34,600
Right of Way Specialist (b)	<u>20,000</u>
Total	\$150,200

NOTE: (a) Costs include salaries, fringe benefits and the indirect cost rate as established by David M. Griffith and Company for Ramsey County and the Ramsey County Public Works Department cost allocation rate for planning and engineering services.

(b) Costs are based upon the Ramsey County Indirect Cost Plan.

020194 - Public Information Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>30,000</u>		<u>30,000</u>	

EXPLANATION:

This account will fund creation and dissemination of general LRT information to the public through a variety of communication formats including newsletters, special mailings, informational brochures, newspaper articles, public notices, hearings and information meetings, special presentations, etc.

BUDGET EXPLANATION FORM

Page No. 5
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020202 - Postage

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,876</u>	<u>5,800</u>	<u>5,800</u>		<u>5,800</u>	

EXPLANATION:

Funds are needed to pay for mailings, meeting notices, agendas, reports, etc. Newsletters are mailed at intervals throughout the course of projects undertaken by the Railroad Authority. Correspondence from the Chairman and staff require postage.

020207 - Telephone - Long Distance Charges

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>212</u>	<u>380</u>	<u>380</u>		<u>380</u>	

EXPLANATION:

This account provides funding for long distance telephone calls for the Regional Railroad Authority.

020208 - Telephone - Local Service

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,446</u>	<u>1,500</u>	<u>2,040</u>		<u>2,040</u>	

EXPLANATION:

This account provides funding for local telephone service at 665 RCGC-West for the Regional Railroad Authority.

020209 - Telephone - Equipment Rental

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>90</u>	<u>100</u>	<u>100</u>		<u>100</u>	

EXPLANATION:

This account provides funds for rental of a pager for the Director.

11

BUDGET EXPLANATION FORM

Page No. 6
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020301 - Transportation Allowance

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>700</u>	<u>700</u>		<u>700</u>	

EXPLANATION:

This account provides for reimbursement to the Community Participation Coordinator for auto expenses incurred through use of a personal vehicle for work-related functions.

020305 - Messenger Service

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>694</u>	<u>800</u>	<u>800</u>		<u>800</u>	

EXPLANATION:

Current studies and interactions with numerous groups and agencies require timely distribution of or retrieval of critical documents to specific locations, such as the Capitol, in the Twin Cities area. It is anticipated that delivery services which cannot be met by postal service will be required.

020401 - Publishing Minutes and Notices

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>8,560</u>	<u>8,560</u>		<u>8,560</u>	

EXPLANATION:

Funds are needed to pay for printing legal notices in newspapers. Abbreviated minutes of Regional Railroad Authority meetings may be published.

020501 - Printing and Stationery

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>4,663</u>	<u>20,800</u>	<u>20,800</u>		<u>20,800</u>	

EXPLANATION:

Funds are needed to pay for duplicating services, printing of the agenda and minutes of committee meetings and of Regional Railroad Authority meetings. Reports and newsletters will be prepared.

12

BUDGET EXPLANATION FORM

Page No. 7
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority020611 - Liability and Property Damage

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>585</u>	<u>500</u>	<u>700</u>		<u>700</u>	

EXPLANATION:

The Ramsey County Regional Railroad Authority (RCRRA) is a separate legal entity and is not covered by self insurance provisions of Ramsey County. The RCRRA also lacks the financial resources to fulfill self insurance requirements. Accordingly, a package insurance policy is being purchased at an annual cost of \$700.

020803 - Equipment/Machine Repairs

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>2,000</u>		<u>2,000</u>	

EXPLANATION:

This account covers repair costs for copying and data processing equipment.

020906 - Office Rental

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>6,346</u>	<u>12,883</u>	<u>12,883</u>		<u>12,883</u>	

EXPLANATION:

This account covers rent for Regional Rail staff offices at Ramsey County Government Center - West.

020909 - Parking Space

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>1,577</u>	<u>1,440</u>	<u>1,440</u>		<u>1,440</u>	

EXPLANATION:

Monthly parking spaces at Ramsey County Government Center-West for the Director of LRT Planning and the Community Participation Coordinator.

2 x 12 x 60

\$1,440

BUDGET EXPLANATION FORM

Page No. 8
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021101 - Books, Periodicals, Subscriptions

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>260</u>	<u>250</u>	<u>280</u>		<u>280</u>	

EXPLANATION:

This account will fund technical manuals, research papers and subscriptions to technical journals on topics related to Railroad Authority projects.

021134 - Tuition Reimbursement

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>750</u>	<u>750</u>		<u>750</u>	

EXPLANATION:

The account will provide tuition reimbursement for work-related courses taken by RCRRA staff.

021226 - Committee Compensation

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Committee members may be reimbursed for expenses associated with meeting attendance. Task force and citizens advisory committee members have been eligible for this reimbursement in previous years. Additional meetings will be held in 1994.

021401 - Membership and Dues

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>500</u>	<u>500</u>		<u>500</u>	

EXPLANATION:

Membership fees will be funded for professional transit associations.

14

BUDGET EXPLANATION FORM

Page No. 9
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021403 - Conference and Seminar Expenses

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,584</u>	<u>6,000</u>	<u>6,000</u>		<u>6,000</u>	

EXPLANATION:

American Public Transit Association	\$1,800
Minnesota Public Transit Association	400
Transportation Research Board - LRT Conference	3,050
University of Minnesota - Technical Seminars	750
	<u>\$6,000</u>

021407 - Travel

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,527</u>	<u>20,000</u>	<u>20,000</u>		<u>20,000</u>	

EXPLANATION:

Funds are needed to pay for trips for staff and commissioners as may be required, to cities that have established rail transit systems (Buffalo, Los Angeles, San Diego, Calgary, Edmonton, etc.) or are constructing them (St. Louis) to study and observe operations and to meet with transit operating officials. Negotiations with Railroad company officials may require travel to their administrative headquarters. Discussions of federal funding possibilities may necessitate travel to regional offices in Chicago or headquarters in Washington, D.C.

021408 - Volunteer/Committee Meeting Expense

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>252</u>	<u>3,000</u>	<u>3,000</u>		<u>3,000</u>	

EXPLANATION:

Funds are needed to pay for expenses relating to meetings by Task Forces and citizen forums on light rail corridors that are being studied.

15

BUDGET EXPLANATION FORM

Page No. 10
BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority021409 - Meeting Expense

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,188</u>	<u>5,500</u>	<u>5,500</u>		<u>5,500</u>	

EXPLANATION:

Funds are used to pay for expenses of meetings with Legislators and other elected officials.

022213 - Transit Joint Powers

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>33,660</u>	<u>34,000</u>	<u>34,000</u>		<u>34,000</u>	

EXPLANATION:

This account will fund RCRRA's share of the administrative services of the Metro LRT Joint Powers Board formed pursuant to state legislation.

030101 - Office Supplies

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>2,310</u>	<u>2,000</u>	<u>2,700</u>		<u>2,700</u>	

EXPLANATION:

This account provides office supplies for the Railroad Authority staff.

040300 - Equipment

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>324</u>	<u>400</u>	<u>400</u>		<u>400</u>	

EXPLANATION:

An overhead projector is needed to support staff operations and presentations.

BUDGET EXPLANATION FORM

Page No. 11

BUDGET YEAR 1994

59101

Ramsey County Regional Railroad Authority61001 - Contingent Appropriations

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>168,322</u>	<u>- 0 -</u>		<u>- 0 -</u>	

EXPLANATION:

Funds are needed to pay for expenses not known at this time. Transfers from contingent to line accounts will be made as necessary by the Regional Railroad Authority.

090306 - Other Governmental Units

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>40,000</u>		<u>40,000</u>	

EXPLANATION:

The transit Education Program is funded by metropolitan and state agencies and regional railroad authorities. RCRRA's expected contribution for 1994 is \$40,000, payable to the Regional Transit Board.

BUDGET EXPLANATION FORM

59109

Page No. 12
BUDGET YEAR 1994Ramsey County Regional Railroad Authority020193 - County Project Management

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	- 0 -	79,000		79,000	

EXPLANATION:

County Project Management

Dir. of LRT Planning	20,000
Community Participation Coordinator	10,000
Administrative Secretary	9,000
Right of Way Specialist	40,000

TOTAL

\$ 79,000

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Northeast Corridor right of way. This account provides a specific identifier to reimburse Ramsey County for these services.

020618 - Public liability insurance

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	4,000		100	100	

EXPLANATION:

Insurance has been purchased to cover claims against RCRRA originating from ownership of the Burlington Northern right of way.

020804 - Grounds - repair

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	- 0 -	36,000	36,000		36,000	

EXPLANATION:

Maintenance of the Burlington Northern right of way, including mowing once or twice yearly, removal of diseased trees and removal of illegally placed refuse, such as tires, will be covered by this account.

BUDGET EXPLANATION FORM

59109

Page No. 13
BUDGET YEAR 1994Ramsey County Regional Railroad Authority021131 - Special Assessments

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>17,000</u>		<u>17,000</u>	

EXPLANATION:

Special assessments levied against the right of way owned by RCRRA are an obligation of the Authority.

030507 - Signs and repairs

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>30,000</u>	<u>30,000</u>		<u>30,000</u>	

EXPLANATION:

This account will fund preparation and placement of signs along Burlington Northern right of way purchased by RCRRA. The signs will indicate that RCRRA owns the right of way and that its ultimate use may be for light rail transit.

BUDGET EXPLANATION FORM

59111

Page No. 14

BUDGET YEAR 1994

Ramsey County Regional Railroad Authority020102 - Consulting Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>12,000</u>		<u>12,000</u>	

EXPLANATION:

Consulting services for work specific to the Central Corridor may be needed. Examples of work may be financial analysis, patronage peer review, or systems standards advice.

020193 - County Project Management Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>95,000</u>		<u>95,000</u>	

EXPLANATION:

County Project Management

Director of LRT Planning	40,000
Community Participation Coordinator	30,000
Administrative Secretary	<u>25,000</u>

Total	<u>\$95,000</u>
-------	-----------------

Ramsey County provides staff to assist the Regional Railroad Authority in managing the Central Corridor preliminary engineering. This account provides a specific identifier to reimburse Ramsey County for these services.

020194 - Public Information Services

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>10,000</u>		<u>10,000</u>	

EXPLANATION:

Dissemination of information to the public about the Central Corridor project may include fliers, ads in community newspapers, or displays.

20

BUDGET EXPLANATION FORM

59111

Page No. 15
BUDGET YEAR 1994Ramsey County Regional Railroad Authority020305 - Messenger

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>150</u>		<u>150</u>	

EXPLANATION:

Deliveries of agendas, letters, or presentation materials about the Central Corridor may require the use of a messenger service.

021407 - Travel

	1992	1993	1994			
	Expended	Approved	Requested	Levy Goal	Proposed	Approved
Existing Operation:	<u>- 0 -</u>	<u>- 0 -</u>	<u>4,000</u>		<u>4,000</u>	

EXPLANATION:

Travel to Washington, D.C. to meet with representatives of the Federal Transit Administration or Congress about the Central Corridor project may be required.

21

CONFERENCE AND EDUCATIONAL SEMINAR EXPENSE (021403)
BUDGET REQUEST FORM

Page No. 16
BUDGET YEAR 1994

Conference/Seminar Name and Location: >American Public Transit
Association, Location is unknown.

Justification for Attendance: >Improve knowledge of transit
systems, developments and operations. If this is not funded,
current information will not be obtained on national topics.

Number of Employees Attending: >1 Total Estimated Cost: >\$1,800
=====

Conference/Seminar Name and Location: >Minnesota Public Transit
Association, Location is Unknown.

Justification for Attendance: >Information on state and national
transit issues will be acquired. If this is not funded,
information on this topic will not be obtained.

Number of Employees Attending: >2 Total Estimated Cost: >\$ 400
=====

Conference/Seminar Name and Location: >Transportation Research
Board - Washington, D.C.

Justification for Attendance: >This conference will occur in
Washington, D.C. will include technical sessions on LRT systems.
If this is not funded, knowledge of LRT systems will be lacking.

Number of Employees Attending: >2 Total Estimated Cost: >\$3,050
=====

Conference/Seminar Name and Location: >University of Minnesota -
Technical Seminars, Twin Cities

Justification for Attendance: >Training on topics relevant to
rail authority work, such as community participation and media
relations will be attended. If this is not funded, the current
information on these topics will not be obtained.

Number of Employees Attending: >1 Total Estimated Cost: >\$ 750
=====

Total Requested (021403) \$4,750 \$0
=====

22