


# Ramsey County Regional Railroad Authority. Records.

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Version 3
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**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, JANUARY 4, 1994

2:30 PM (or immediately following County Board) - LARGE CONFERENCE ROOM -

ROOM 220 COURT HOUSE

1. * Appoint Officers for 1994 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

* Action is requested.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

1

REGIONAL RAILROAD AUTHORITY

Originating Department

Kathryn DeSpiegelaere /s/ 12/28/93

Authorized Signature Date

**Board Action Requested**

Appoint officers for 1994 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

ACTION IS REQUESTED

**Request Justification**

See proposed resolution attached.

Budgeting and Accounting Vern Wallace 12/28/93

County Attorney Dan Mac Mullen

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1994:

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

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1994:

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

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1994:

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

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

# AGENDA

## *Regional Railroad Authority*

TUESDAY, JANUARY 25, 1994

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meetings of November 23, 1993, December 21, 1993 (TAX), and January 4, 1994.

2. Metropolitan LRT Joint Powers Board 1993 Annual Report.

3. Metropolitan Transit Education Plan quarterly report (December, 1993).

4. Central Corridor update.

5. * Ratify Partial Payment No. 25 to BRW, Inc. in the amount of $6,910.16 for the Midway Corridor Phase II Preliminary Engineering.

6. * Ratify Partial Payment No. 26 to BRW, Inc. in the amount of $5,600.77 for the Midway Corridor Phase II Preliminary Engineering.

* Action is requested.

1-A

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 23, 1993

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, November 23, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 9:00 AM.

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

Also Present: Karen Tero, Terry Schutten, Jill Goski, David Sipila, Jim Van Houdt, Vern Wehlage, Kathryn DeSpiegelaere, and Frances Glendenning.

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

The following recommendation was moved and seconded.

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meeting of November 9, 1993, as written.

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

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

Ms. DeSpiegelaere said that for the past year the joint lead agencies have been working on the preparation of the Central Corridor Alternatives Analysis/Draft Environment Impact Statement (AA/DEIS). The material has been reviewed by the Central Corridor Management Committee (CMC). At a recent meeting, a position was taken by the Central Corridor Management Committee in favor light rail transit as the favored alternative to be recommended to the joint lead agencies.

Ms. DeSpiegelaere said that the Central Corridor extends between the two downtowns and includes three of the major transit generators in the region. The four alternatives which were examined in the Alternatives Analysis include: no-build, that is essentially the status quo; Transportation System Management (TSM), some minor improvements to the existing bus system; busway; and light rail transit.

Ms. DeSpiegelaere said that the AA/DEIS is currently at the Federal Transit Administration (FTA) for review. The FTA has indicated that it is appropriate to adopt this document for purposes of a public hearing. It will be mailed to approximately 220 individuals and organizations. It is anticipated that the two public hearings will be held in late January.

Ms. DeSpiegelaere asked the Board to consider the resolution which adopts this document for the purposes of public review.

Chairman Finley referred the members of the Board to Chapter 6 in the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). Chairman Finley cited the operating costs and the capital needed to fund LRT over 20 years.

Commissioner Schaber asked if the table in the AA/DEIS is a seven county projection of revenue needs.

Chairman Finley responded that it is a statewide projection.

Commissioner Hunt asked if this was part of the unified effort to get adequate statewide funding for transportation.

Ms. DeSpiegelaere said that for federal purposes it is assumed on the part of the legislators that it would be a statewide funding source.

Commissioner Schaber asked if they were going to give the outstate areas something out of this?

Chairman Finley said the idea is to give something to the state legislators who are not in the urban area.

Chairman Finley said that he and Commissioner Hunt had attended a meeting at Commissioner McLaughlin's home to discuss the manner in which to get the blocks of votes together in order to get funding passed by the Legislature. In order for this to happen, the other suburbs are needed.

Chairman Finley also said that Rep. Myron Orfield suggested that he attend a meeting of the northern mayors. Chairman Finley said he attended the meeting along with Rep. Myron Orfield, Rep. Irv Anderson, and Hennepin County Commissioners Peter McLaughlin and Sandra Hilary.

Chairman Finley said that Rep. Irv Anderson said that he is supporting LRT. He said he is "going to the wall with it." The deal has been made to put LRT in the Central Corridor. He said Rep. Anderson would rather see it on I-35W, but time is of the essence, and they need to proceed.

Chairman Finley said that in the AA/DEIS document, it points out the system-wide cost for LRT. It indicates that $219 million of the $474 million is for LRT system costs, which include the yards and shops, vehicles, and the two downtown distribution systems. This does not include curb and gutter and loading platforms as opposed to the bus. The busway cost of $218 million includes system costs of $33 million in comparison. There's a substantial difference. The City of St. Paul staff had a draft response to this analysis. They suggested no fixed guideway system for the bus system and essentially said that buses should be on I-94 and they should be able to exit but not from the existing exit ramps. Buses should be more accessible to the population, at which would be above the freeway system.

Chairman Finley said that he spoke with Councilmember Janice Rettman and she made it very clear that that is not the City's position. She pointed out the City Council is supporting the County in their decisions. They do not plan to start questioning the County's judgment.

Commissioner Finley said that he was very pleased with the direction that the City of St. Paul Council is taking regarding the Central Corridor.

Commissioner Finley further said that Council President Bill Wilson also pledged his support for LRT.

Ms. DeSpiegelaere said that the Central Corridor Management Committee met and decided to make a recommendation on the locally favored alternative to take into the public hearing process. The committee unanimously recommended light rail transit.

Chairman Finley said that the voting Central Corridor Committee members were Nacho Diaz from the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT) was represented by Randy Halvorson, the Metropolitan Transit Commission (MTC) had two representatives from their board, Mark Voerding was there from the City of St. Paul, a representative from the City of Minneapolis, Paul Tschida from the University of Minnesota, and representatives from Scott, Anoka, Hennepin and Ramsey Counties were present.

Commissioner Wedell asked if it will appear on the legislative calendar for action this year?

Chairman Finley said he believes it will be on the calendar. He said that the sales tax on gas is still on the drawing board from last session and that Senator Sandy Pappas is going to try to move it along. Representative Edwina Garcia is working on it in the House.

Commissioner Ahrens asked if Chairman Finley has heard anything on the Governor's position.

Chairman Finley responded no. Chairman Finley said that Ed Cohoon, who is usually at the Central Corridor Management Committee meeting, was not at the last one.

Ms. DeSpiegelaere said that she met with Bob Winter, Mn/DOT, and said that Commissioner Denn would certainly advise us when information on the Governor's position is available.

Chairman Finley asked if there were any comments or questions regarding the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

Ms. DeSpiegelaere said that comments from the FTA were received Friday and that minor modifications will be made to the document.

Chairman Finley asked if the costs will remain constant throughout the process?

Ms. DeSpiegelaere said that the estimated Central Corridor costs for light rail transit have been consistent for approximately two years.

The following recommendation was moved and seconded.

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.

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

R93-42

3. Discussion of LRT-related issues.

Ms. DeSpiegelaere said that the LRT Business Advocacy Group, which had been formed by the Joint Powers Board, has changed its name to the Regional LRT Business Partnership.

Ms. DeSpiegelaere said that it has been requested that background information on light rail transit be prepared and thought that it might be suitable for other

purposes. In the packet, there is a history of light rail transit in the region. Some of the significant points are that in 1975 the Legislature prohibited rail planning and then again in 1985 they prohibited the expenditure of public funds on LRT. There is also a sheet in the packet that indicates the regional light rail system. Page three reviews about the process of developing light rail. There is a schedule that indicates how long it will take to complete the process of developing light rail and it also indicates where we are at right now, which is the Alternatives Analysis/Draft Environmental Impact Statement. The next step would be the Final Environmental Impact Statement and Preliminary Engineering. The optimistic time schedule would be one year for that step. The final design plans follow that, which would be about two years, and three years to construct light rail transit. By the end of the 1990's we could be riding light rail.

Ms. DeSpiegelaere said that this development process also indicates that the responsible agency for operating LRT is the Metropolitan Transit Commission.

Chairman Finley asked for the implementation schedule for the Central Corridor project to be included in their packets.

Commissioner Wedell said we need some mileposts as far as what has to happen. When we miss a legislative session, we miss a whole year. Commissioner Wedell said he is getting concerning in that we've seen a change downward in the federal contributions, now at 50%. If it were to slide even further, it becomes a bigger problem at the Legislature.

Chairman Finley said that there is a Central Corridor timeline where it shows that with the money received from the federal government and what we have in our budget at the state and county level, we're okay through 1994. That means we need action for 1995. The federal fiscal year begins in October. The timeline shows the work and when the funds are necessary and how much is required.

Commissioner Wedell said that the newspapers have indicated that air pollution has diminished in the Twin Cities area. That had been on our side before and now that's changed. We've lost some points there. Good news, but bad news for this project. On the good news side, the Legislature is going to come out with about $300 million additional in tax receipts.

Commissioner Wedell said we are at a critical point as far as getting the City on board. If we don't ride with that in two years, we're looking at a whole new scene again.

Commissioner Thomas asked if we have pursued the idea of gathering the newly elected officials and showing them the corridors?

Ms. DeSpiegelaere said that Chairman Finley has already had conversation with some of the newly elected officials.

Chairman Finley said it would be better if there were more trips with less people rather than starting off with a large group. He said that this is sensitive in how this gets done.

Commissioner Wedell said that it's been decided to build another lane on I-35W up to 494 out of Burnsville, over the river. The next step could really put LRT into competition with Mn/DOT. That could be a big battle.

Ms. DeSpiegelaere said that Tim Rogers has suggested some additional names for the LRT Business Partnership: Bob Bach, John Lund, and Rob Kost. She will be contacting these individuals soon.

Commissioner Thomas asked if there were any women on the LRT Business Partnership?

Chairman Finley responded yes.

Commissioner Ahrens asked if any Midway business people are on the Partnership.

Ms. DeSpiegelaere responded we don't specifically, but Bill Sands would be a candidate or Bob Straughn, and she will contact them.

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

1-B

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BOARD MEETING

December 21, 1993

A Budget Hearing of the Ramsey County Regional Railroad Authority was held on Tuesday, December 21, 1993, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 3:05 PM.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Hal Norgard
Commissioner Dick Wedell
Commissioner Ruby Hunt
Commissioner Warren Schaber

MEMBERS ABSENT: Commissioner Diane Ahrens
Commissioner Brenda Thomas

Also Present: Terry Schutten, Jim Van Houdt, Vern Wehlage, Kathryn DeSpiegelaere, and Bette Kurysh

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.

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

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:

1994 Tax Levy Statement
Countywide Levy

| | |
|---|---|
| 1994 Approved Budget | $ 837,831 |
| FINANCING | |
| Current Taxes Receivable | $ 837,831 |
| Plus Estimated Tax Delinquency | 16,757 |
| Total Tax Levy | $ 854,588 |
| Less Homestead & Agricultural Credit Aid (HACA) | -395,933 |
| 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.

Roll Call: Ayes - 5, Nays - 0
Motion adopted. R93-43

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

1-C

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BOARD MEETING

January 4, 1994

The regular meeting of the Ramsey County Regional Railroad Authority was held on Tuesday, January 4, 1994, in the Large Conference Room of 220 Courthouse. Chairman Finley called the meeting to order at 1:45 PM.

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

MEMBERS ABSENT: Commissioner Diane Ahrens

Also Present: Terry Schutten, Jim Van Houdt, Vern Wehlage, and Kathryn DeSpiegelaere.

1. Appoint Officers for 1994 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, and Central Corridor Management Committee.

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

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1994:

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

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1994:

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

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Management Committee for 1994:

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

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

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

2

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

K L DeSpiegelaere 11/2/94

**Authorized Signature** **Date**

**Board Action Requested**

Metropolitan LRT Joint Powers Board 1993 Annual Report.

**DISCUSSION ONLY**

**Request Justification**

See attached report.

**Budgeting and Accounting** Vern Wolleye 1/3/94

**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 |
| Board Date | Signature | Date |

**Approved**
**January 5, 1994**

*Metropolitan LRT Joint Powers Board*

# 1993 Annual Report

The Metropolitan LRT Joint Powers Board ("Board") completed its second year of operations in 1993. Its member organizations include Hennepin, Ramsey, Anoka, Dakota, Scott, Carver and Washington County Regional Rail Authorities, as well as the Metropolitan Transit Commission. Commissioner John T. Finley served as chair; and Commissioner Sandra Hilary served as Vice-Chair. Commissioners Paul McCarron, Mike Turner, Earl Gnan, Mary Hauser, Dick Underferth and Allyson Hartle served as Board members.

The year of 1993 was an important year for the Board as it worked to redefine its role and to move LRT closer to becoming a reality in the Twin Cities. This Annual Report will describe the Board's role in LRT development and summarize the activities and achievements of the Board in 1993.

## *The Role of the LRT Joint Powers Board Redefined*

- **Governance Law Adopted.** In 1993, the Legislature approved the governance structure as negotiated by the Board, Mn/DOT, the Metropolitan Council and the Regional Transit Board (RTB). The new law established a role for the LRT Joint Powers Board as one of oversight. The Board is responsible for reviewing and approving the community involvement plans and marketing programs, as well as system standards. The Board is also charged with advising Mn/DOT on the method of implementing LRT and with advising the Joint Lead Agencies as members of the Central Corridor Management Committee.

- **New Joint Powers Agreement.** Because the original Joint Powers Agreement contemplated that the Board would build LRT, it was necessary to amend the Agreement in 1993 to reflect the new law. All the member Regional Rail

Authorities approved the amended Agreement. Additionally, Carver County Regional Rail Authority approved the Agreement and joined the Board.

## *Metro Transit Education Activities*

A key aspect of the Board's role in LRT development is community involvement and public education. In order for LRT to become a part of the Metropolitan transit system, citizens, businesses and government officials must understand the need for transit improvements. To assist in that effort, the Board participated in the implementation of the Metropolitan Transit Education Plan. The Plan, as prepared by the Joint Lead Agencies, sets forth specific messages, audiences and tactics. Implementation activities are performed by a committee of staff from the Board, the Metropolitan Council, Mn/DOT, the MTC and the RTB. Each of the member agencies contributed funding; the Board's contribution for 1993-94 was $21,000. Primary activities in 1993 included development of a booth for the State Fair, travelling displays and billboards.

## *Regional LRT Business Partnership Formed*

Additionally, the Board established the Regional LRT Business Partnership to build and strengthen the commitment of business, labor, government and citizens to LRT and to support LRT funding at the state and federal levels of government. The support of business is critical to passage of funding legislation; and the Partnership will work with the Board to promote LRT. The Board appointed business and labor representatives to the Partnership; its first meeting was October 29, 1993.

## *Central Corridor Management Committee*

Each member of the Board is a member of the Central Corridor Management Committee, as required by the governance statutes. Thus, the members participated in the Committee and advised the Joint Lead Agencies (HCRRA, RCRRA and Mn/DOT) on the development of the Alternative Analysis and Draft Environmental Impact Statement for the Central Corridor. In December of 1993, the Management Committee unanimously supported LRT as the favored transit alternative for the Central Corridor.



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## *Federal Funding*

The LRT Joint Powers Board supported the efforts of HCRRA and RCRRA in seeking $3.2 million from Congress for Preliminary Engineering and the Final Environmental Impact Statement for transit improvements in the Central Corridor. After negotiations during the legislative process, Congress appropriated $2.8 million for the Twin Cities.

## *Forum for Additional Policy Development*

The amended Joint Powers Agreement provides that the Board will act as a forum for the consideration and development of LRT and transit-related policy. In 1993, the Board:

1) provided comments to Mn/DOT on the process for the abandonment of railroad corridors, as a part of the State Rail Plan;

2) reviewed and discussed the issues surrounding LRT in the I35W Corridor;

3) supported the efforts of HCRRA and RCRRA is seeking funding for the Central Corridor. The Rail Authorities were successful in obtaining state funding for a portion of the Central Corridor preliminary engineering costs; and

4) developed a legislative package addressing LRT funding for the 1994 Session and appointed Commissioner Paul McCarron to act as lead commissioner.

Through these types of activities, the Board ensures that a regional, multi-county perspective is discussed and communicated.

## *1993 Financial Report*

The Board's budget for 1993 was $75,335.00, as adjusted on June 2, 1993. Expenditures to date total $70,853.96, leaving $4,481.04 unexpended in the 1993 budget. Note that the assessment of the member counties for 1992 was sufficient to cover expenditures for both 1992 and 1993. There was no assessment of the member Regional Rail Authorities in 1993. The 1994 Budget, as approved by the Board at its June 2, 1993 meeting, was a total amount of $115,500.



3

3

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

Authorized Signature — Date: 1/13/94

**Board Action Requested**

Metropolitan Transit Education Plan quarterly report for period ending December, 1993.

**DISCUSSION ONLY**

**Request Justification**

See attached report.

**Budgeting and Accounting** Vern Wahlgren 1/13/94

**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 |

transit is the way

**Metropolitan Transit Education Committee Members:**

Anoka County Regional Railroad Authority
Dakota County Regional Railroad Authority
Hennepin County Regional Railroad Authority
Metropolitan Council
Metropolitan Light Rail Transit Joint Powers Board
Metropolitan Transit Commission
Minnesota Department of Transportation
Minnesota Valley Transit Authority
Ramsey County Regional Railroad Authority
Regional Transit Board

**MEMORANDUM**

**TO:** Metropolitan Transit Education Plan Contributors

**FROM:** Staff

**SUBJECT:** Quarterly Report

**DATE:** January 3, 1994

The Metropolitan Transit Education Plan is funded by contributions from:

- Regional Transit Board
- Metropolitan Transit Commission
- Minnesota Department of Transportation
- Ramsey County Regional Railroad Authority
- Hennepin County Regional Railroad Authority
- Metropolitan LRT Joint Powers Board
- Metropolitan Council.

The overarching goal of the plan is to increase understanding of the need for transit improvements and to generate support for those improvements among transit users and non-transit users. A secondary goal of the plan involves a call to action and focuses on increasing the actual use of transit.

This report is for the period July 1, 1993, ending December 31, 1993, and is organized as follows:

- Narrative description of the task
- Budget for the task
- Expenditures this period
- Expenditures to date
- Status

Regional Transit Board
230 East Fifth Street
St. Paul, MN 55101

(612) 292-8789
Fax (612) 229-2739
(612) 229-2715 TTY

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

| | |
|---|---|
| Budget: | $ 8,000.00 |
| Expenditures this period: | $ 5,000.00 |
| Expenditures to date: | $ 5,000.00 |

Status: The Committee developed an umbrella theme and tag line and logo for use in the group's transit education efforts. In addition, the group will encourage others to use the logo and tag line in communicating positive messages about transit.

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

| | |
|---|---|
| Budget: | $ 52,000.00 |
| Expenditures this period: | $ 34,970.70 |
| Expenditures to date: | $ 34,970.70 |

Status: The 1993 state fair/traveling display (10x20 feet) is built and has been set up for public viewing in a number of locations. At the fair the booth was located in the Education building. State Fair officials estimate that 480,000 - 600,000 people went through the building during the twelve day event. The booth drew a large percentage of children, who in turn brought in their parents. The children tended to be drawn to the busway lane because of a series of buttons and lights and to the bicycle lane because of a spinning wheel. A majority of adults were interested in viewing the light rail transit video.

Forty five people from the participating agencies worked at the booth. The committee made a number of enhancements to the booth after the fair as a result of visitor comments.

Display locations and dates:

State Fair, August 27 - September 6, 1993
Hennepin County Government Center, September 7 - October 18
Ramsey County Government Center, December 2 - January 3

The smaller traveling displays are in the development stage and should be completed in March, 1994.

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

| | |
|---|---|
| Budget: | $ 83,000 |
| Expenditures this period: | $ - 0 - |
| Expenditures to date: | $ - 0 - |

Status: No work has been done to date.

**Task 4: Develop billboards and radio advertisements.**

| | |
|---|---|
| Budget: | $ 68,000 |
| Expenditures this period: | $ - 0 - |
| Expenditures to date: | $ - 0 - |

Status: To date, the subcommittee has met twice. Additionally, it has met with Naegele on two occasions to discuss prices, locations, schedules, etc.

Also, the subcommittee has met with personnel of Ads and Bait to hear creative ideas for the campaign. The subcommittee further discussed coordinating the campaign or "linking" it with a major event, e.g., Be-Bop Day, "Transit Day," or similar events. This way, there would be assurances of getting the most for the expenditures.

The estimated start date is February or March, 1994, depending on the event mentioned above.

A radio/billboard plan for the campaign is being prepared.

**Task 5: Develop school curriculum relating to transit.**

| | |
|---|---|
| Budget: | $ 20,000 |
| Expenditures this period: | $ - 0 - |
| Expenditures to date: | $ - 0 - |

Status: A request for proposal (RFP) for a plan to develop school curricula has been developed and mailed to prospective proposers. The overall objective of this effort is to develop a plan using the formal education system to increase awareness and use of the transit system region wide among school aged children. The plan will be used to guide the Transit Education Committee in producing a sound curricula and an effective implementation strategy for metropolitan area schools.

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

| | | |
|---|---|---|
| Budget: | $ | 4,000 |
| Expenditures this period: | $ | - 0 - |
| Expenditures to date: | $ | - 0 - |

Status: No work has been done to date.

**Task 7: Develop video on the benefits of transit.**

| | | |
|---|---|---|
| Budget: | $ | 6,000 |
| Expenditures this period: | $ | - 0 - |
| Expenditures to date: | $ | - 0 - |

Status: No work has been done to date.

METROPOLITAN TRANSIT EDUCATION PLAN

| PROJECT AND EXPENSE CATEGORY | EXPENSES THRU 12/31/93 | 1994 EXPENSE BY QUARTER 1ST QTR | 2ND QTR | 3RD QTR | 4TH QTR | EXPENSES THRU12/31/94 |
|---|---|---|---|---|---|---|
| TASK #1 LOGO | $5,000.00 | | | | | $5,000.00 |
| TASK #2 DISPLAY | $34,970.70 | | | | | $34,970.70 |
| TASK #3 STATE FAIR BOOTH | $0.00 | | | | | $0.00 |
| TASK #4 BILLBOARDS/RADIO | $0.00 | | | | | $0.00 |
| TASK #5 SCHOOL CURRICULUM | $0.00 | | | | | $0.00 |
| TASK #6 MEDIA KITS | $0.00 | | | | | $0.00 |
| TASK #7 VIDEO | $0.00 | | | | | $0.00 |
| EXPENSE TOTAL BY PERIOD | $39,970.70 | | | | | $39,970.70 |

4

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

Kile Spiegelaere 1/12/94

**Authorized Signature** **Date**

**Board Action Requested**

Central Corridor update.

**DISCUSSION ONLY**

**Request Justification**

Information will be discussed at the Regional Railroad Authority meeting.

**Budgeting and Accounting** Vern Wahlstrom 1/13/94

**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 |

5

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTORITY

**Originating Department**

K Lee Spiegelaere 1/12/94

**Authorized Signature** **Date**

**Board Action Requested**

Ratify Partial Payment No. 25 to BRW, Inc. in the amount of $6,910.16 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 $6,910.16 for the period ending September 30, 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 25
3) BRW, Inc. Invoice 68812 and attachments

Budgeting and Accounting Kevin Wallace 1/13/94

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 |

# Resolution
## Board of
## RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 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. 68812, Partial Payment No. 25, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $6,910.16 for Ramsey County Regional Railroad Authority's share of services rendered through September 30, 1993, is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

# ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department Regional Railroad Authority Date: 11/22/93

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

**For Accounting Use Only**

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

1-2 3-7 8 9-14

3 CODE

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59105 | 020102 | $ 6,910.16 |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| | | | | $ |

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

4 PAY TO: (2) 8 02207

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

Last Name or Company Name 23-52

(Name-Continued) 53-76

(3) 8 Address 9-32

City State 33-54 Zip Code 55-59

$ 6,910.16 TOTAL

Soc Sec No ___-___-____
or
Fed Tax ID ___-_____ 60-71

5 ON CHECK STUB PUT:

(4) 8 Inv. No. 68812; Partial Payment #25, Midway Phase II PE 9-60

(5) 8 Agreement PA270; Acct. 59105-020102; September 30, 1993 9-60

For Risk Management Use Only

(6) 8 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 _____

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

BA - 354 (8/92) mac

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.25 PREPARED BY: ----------

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

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: NOV 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 | PERCENT COMPLETED | 86.6% |
| TOTAL VALUE OF WORK CERTIFIED - 30 SEPTEMBER 93 | | $2,545,818.05 |
| LESS RETAINAGE | | $125,265.45 |
| AMOUNT DUE | | $2,420,552.60 |
| LESS PREVIOUSLY APPROVED PAYMENTS: | | $2,412,762.10 |
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | | $7,790.50 |

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.

11/29/93 K. H. Spiegelaere
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

11/29/93
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 NO.25 | $6,910.16 | $880.34 | $7,790.50 |
| PARTIAL PAYMENT TOTAL: | $2,180,046.85 | $240,505.75 | $2,420,552.60 |

SUMMARY OF AGREEMENT

| | |
|---|---|
| ORIGINAL AGREEMENT AMOUNT: | $2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | $2,420,552.60 |
| AMOUNT REMAINING ON AGREEMENT | $519,447.40 |

BRW

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

B R W INC.

# INVOICE

68812

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: September 30, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | BILLED THIS INVOICE | PREVIOUSLY BILLED | TOTAL BILLING TO DATE |
|---|---|---|---|
| RCRRA | $ 7,273.84 | $ 2,285,593.48 | $2,292,867.32 |
| LESS RETAINAGE | $ 363.68 | $ 112,456.79 | $ 112,820.47 |
| RCRRA DUE THIS BILLING | $ 6,910.16 | $ 2,173,136.69 | $2,180,046.85 |
| HCRRA | $ 926.67 | $ 252,024.06 | $ 252,950.73 |
| LESS RETAINAGE | $ 46.33 | $ 12,398.65 | $ 12,444.98 |
| HCRRA DUE THIS BILLING | $ 880.34 | $ 239,625.41 | $ 240,505.75 |

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

BRW, INC.

for RPW.

Richard P. Wolsfeld
Principal

MONTH OF AUGUST
PROJECT BUDGET STATUS REPORT

| WORK TASK | BUDGET | SPENT THIS PERIOD | SPENT TO DATE | AMOUNT REMAINING | % SPENT | % RCRRA | RCRRA AMOUNT | % HCRRA | HCRRA AMOUNT | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| TASK 1.0 ADMINISTRATION | $325,000 | $6,822 | $282,433 | $42,567 | 87% | 85% | $240,068 | 15% | $42,365 | +$45,000 ALLOCATION PER 11/17/92 LETTER |
| TASK 2.0 OPERATIONS | $80,000 | $12,854 | $86,070 | ($6,070) | 108% | 85% | $73,159 | 15% | $12,910 | |
| TASK 3.0 SYSTEM DESIGN | $210,000 | $736 | $40,645 | $169,355 | 19% | 90% | $36,581 | 10% | $4,065 | |
| TASK 4.0 CIVIL DESIGN | $1,175,000 | $51,568 | $1,230,940 | ($55,940) | 105% | 89% | $1,095,537 | 11% | $135,403 | –$65,000 ALLOCATION PER 11/17/92 LETTER |
| TASK 4.0 ADD'L SERVICES RCRRA CONTINGENCY | $3,200 | $0 | $3,200 | $0 | 100% | 100% | $3,200 | 0% | $0 | +$3,200 ALLOCATION PER 2/14/92 LETTER |
| TASK 5.0 FACILITY DESIGN | $530,000 | $15,508 | $515,037 | $14,963 | 97% | 90% | $463,534 | 10% | $51,504 | –$30,000 ALLOCATION PER 2/14/92 LETTER<br>+$50,000 ALLOCATION PER 11/17/92 COSTS ASSOC. W/PREP OF PRESENTATION MATERIALS FOR STATION AREA MTNG TRANSFERRED TO TASK 11.0 |
| TASK 6.0 VALUE ENGINEERING | $30,000 | $0 | $30,449 | ($449) | 101% | 80% | $24,359 | 20% | $6,090 | +$5,000 ALLOCATION PER 11/17/92 LETTER |
| TASK 7.0 COST ESTIMATES | $90,000 | $8,584 | $70,510 | $19,490 | 78% | 85% | $59,934 | 15% | $10,577 | +$60,000 ALLOCATION PER 11/17/92 LETTER |
| TASK 8.0 ENVIRONMENTAL IMPACT MITIGATION | $115,000 | $0 | $105,905 | $9,095 | 92% | 90% | $95,314 | 10% | $10,590 | +$30,000 ALLOCATION PER 2/14/92 LETTER |
| TASK 8.0 ADD'L SERVICES – RCRRA CONTINGENCY | $10,500 | $0 | $10,500 | $0 | 100% | 100% | $10,500 | 0% | $0 | +$10,599 ALLICATION PER 2/14/92 LETTER |
| TASK 9.0 IMPLEMENTATION METHOD/MGMNT | $10,000 | $0 | $0 | $10,000 | 0% | 80% | $0 | 20% | $0 | |
| TASK 10.0 AGENCY COORDINATION | $55,000 | $0 | $22,274 | $32,726 | 40% | 90% | $20,046 | 10% | $2,227 | |
| TASK 11.0 PARTICPATION/COMMUNICATION | $145,000 | $0 | $25,829 | $119,171 | 18% | 90% | $23,246 | 10% | $2,583 | |
| TASK 11.0 RCRRA COMMUNITY PARTICPATION | $0 | $1,255 | $107,976 | ($107,976) | | 100% | $107,976 | 0% | $0 | |
| TASK 11.0 HCRRA COMMUNITY PARTICIPATION | $0 | $0 | $10,921 | ($10,921) | | 0% | $0 | 100% | $10,921 | |
| SUBTOTAL | $2,776,700 | $97,326 | $2,542,688 | $236,012 | 92% | | $2,253,453 | | $289,235 | |
| CONTINGENCY | $161,300 | | | $161,300 | | | | | | –$13,700 ALLOCATION PER 2/14/92 LETTER |
| | | | | | | | | | | –$95,000 ALLOCATION PER 11/17/92 LETTER |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : SEPTEMBER 1993
FILENAME: 89003_1
last update : 10/27/93

| 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% | 0.0 |
| 1362-A-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-39 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-A-40 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-41 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-42 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-43 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-44 | | 1,934.46 | 101.81 | | 2,036.27 | 101.81 | 1,934.46 | 92% | 1,779.70 | 8% | 154.76 |
| 1362-A-45 | | 11.29 | 0.59 | | 11.88 | 0.59 | 11.29 | 92% | 10.39 | 8% | 0.9 |
| 1362-A-46 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-47 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-48 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-49 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-A-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-06 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-07 | 621.25 | | | | 621.25 | 31.06 | 590.19 | 100% | 590.19 | 0% | 0.0 |
| 1362-B-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-B-10 | 3,297.60 | 77.68 | | | 3,375.28 | 168.76 | 3,206.52 | 85% | 2,725.54 | 15% | 480.98 |
| 1362-B-20 | | 791.27 | 41.65 | | 832.92 | 41.65 | 791.27 | 85% | 672.58 | 15% | 118.69 |
| 1362-B-21 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-30 | 642.25 | 642.54 | 2.83 | | 1,287.62 | 64.38 | 1,223.24 | 90% | 1,100.91 | 10% | 122.33 |
| 1362-B-47 | | 33.53 | 1.76 | | 35.29 | 1.76 | 33.53 | 92% | 30.85 | 8% | 2.6 |
| 1362-B-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-60 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| 1362-B-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-80 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-83 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-84 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-87 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-C-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-07 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-C-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-C-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-56 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-57 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-58 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-C-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-82 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-90 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| TOTAL | 4,561.10 | 3,490.77 | 148.64 | 0.00 | 8,200.51 | 410.01 | 7,790.50 | | 6,910.16 | | 880.34 |
| | | ADDITION CHECKS | | | >>>> ------> | | 7,790.50 | | | | |
| | | | | | | | 7,790.50 <----<<<< | | | | |
| TOTAL EXPENSE | | 3,639.41 | | | | | | | | | |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91-001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : SEPTEMBER 1993
FILENAME: 89003_1
last update : 10/27/93



| WORK TASK | LABOR * | DIRECT EXPENSES ** | TOTAL | % | RCRRA ALLOCATION AMOUNT | % | HCRRA ALLOCATION AMOUNT |
|---|---|---|---|---|---|---|---|
| 1.0 PROJECT MANAGEMENT | $3,297.60 | $77.68 | $3,375.28 | 85% | $2,868.99 | 15% | $506.29 |
| 2.0 OPERATIONS PLAN | $0.00 | $832.92 | $832.92 | 85% | $707.98 | 15% | $124.94 |
| 3.0 SYSTEMS ENGINEERING DESIGN | $642.25 | $645.37 | $1,287.62 | 90% | $1,158.86 | 10% | $128.76 |
| 4.0 CIVIL ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 89% | $0.00 | 11% | $0.00 |
| NEW DISTRIBUTION | $0.00 | $2,083.44 | $2,083.44 | 92% | $1,916.76 | 8% | $166.68 |
| ADD'L SERVICES (RCRRA CONTINGENCY) | | $0.00 | $0.00 | 100% | $0.00 | 0% | $0.00 |
| 5.0 FACILITY DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 6.0 VALUE ENGINEERING | | $0.00 | $0.00 | 80% | $0.00 | 20% | $0.00 |
| 7.0 SYSTEM COST ESTIMATES | $0.00 | $0.00 | $0.00 | 85% | $0.00 | 15% | $0.00 |
| 8.0 ENVIRONMENTAL IMPACT MITIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| ADD'L SERVICES (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 | 100% | $0.00 | 0% | $0.00 |
| RCRRA COMMUNITY PARTICIPATION | $621.25 | $0.00 | $621.25 | 100% | $621.25 | 0% | $0.00 |
| HCRRA COMMUNITY PARTICIPATION | $0.00 | $0.00 | $0.00 | 0% | $0.00 | 100% | $0.00 |
| TOTAL | $4,561.10 | $3,639.41 | $8,200.51 | | $7,273.84 | | $926.67 |

7

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

<SEPTEMBER 30, 1993>
INVOICE NO. <DRAFT>
PROJECT NO. 1362B.01

---

11.0 RCRRA COMM/PARTICPA PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1993

PROFESSIONAL PERSONNEL

| | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 5.0 | 95.00 | 475.00 |
| STAFF LEVEL IV | | | |
| PATRICK, CHRISTOPHER | 3.0 | 45.00 | 135.00 |
| STAFF LEVEL III | | | |
| HENDERSON, JANE | 0.3 | 37.50 | 11.25 |
| TOTALS | 8.3 | | 621.25 |
| | | TOTAL LABOR | 621.25 |
| | | TOTAL THIS PROJECT | $ 621.25 |

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8

BRW, INC.

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

MIDWAY PE PROJECT MGMT PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1993

| PROFESSIONAL PERSONNEL | HOURS | RATE | AMOUNT |
|---|---|---|---|
| PRINCIPAL | | | |
| ERICKSON, GARY | 3.5 | 145.00 | 507.50 |
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 21.0 | 95.00 | 1,995.00 |
| CONSULTANT I | | | |
| COLBURN, ELIZABETH | 1.0 | 47.50 | 47.50 |
| THATCHER, JENNIE | 7.5 | 47.50 | 356.25 |
| SUBTOTALS | 8.5 | | 403.75 |
| STAFF LEVEL III | | | |
| CREGER, NANCY | 0.3 | 37.50 | 11.25 |
| RONHOVDE, NANCY | 2.0 | 37.50 | 75.00 |
| SUBTOTALS | 2.3 | | 86.25 |
| STAFF LEVEL I | | | |
| SCHAFFER, KIM | 11.3 | 27.00 | 305.10 |
| TOTALS | 46.6 | | 3,297.60 |
| | | TOTAL LABOR | 3,297.60 |
| | | TOTAL THIS PROJECT | $ 3,297.60 |

BRW, INC.

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

MIDWAY PE SYSTEMS ENGRNG

PROJECT NO. 1362B.30

PROFESSIONAL SERVICES FOR THE PERIOD ENDING SEPTEMBER 30, 1993

PROFESSIONAL PERSONNEL

| | HOURS | RATE | AMOUNT |
|---|---|---|---|
| CONSULTANT I | | | |
| STUBBS, ROBERT | 1.5 | 47.50 | 71.25 |
| STAFF LEVEL III | | | |
| BEYER, GINA | 3.8 | 37.50 | 142.50 |
| STAFF LEVEL II | | | |
| HAWKINSON, TOM | 10.7 | 35.00 | 374.50 |
| STAFF LEVEL I | | | |
| CARLSON, JULIE | 2.0 | 27.00 | 54.00 |
| TOTALS | 18.0 | | 642.25 |
| | | TOTAL LABOR | 642.25 |
| | | TOTAL THIS PROJECT | $ 642.25 |

INVOICE SUMMARY

| | |
|---|---|
| TOTAL LABOR | 4,561.10 |
| TOTAL THIS INVOICE | 4,561.10 |

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA–91001
**INVOICE PERIOD : SEPTEMBER 1993**
FILENAME: MIDWAYII_B

## OTHER DIRECT NON–SALARY COSTS

| | |
|---|---|
| BRW GRAPHIC REPRODUCTION | $510.00 |
| TRAVEL/AUTO/MILEAGE | 4.75 |
| FREIGHT/DELIVERY | 92.89 |
| OUTSIDE REPRODUCTION/PHOTO | 58.84 |
| TEMP. HELP | 0.00 |
| **TOTAL** | **$666.48** |

## SUBCONTRACTORS

| | |
|---|---|
| BRW ARCHITECTS, INC. | $0.00 |
| BECHTEL | $0.00 |
| LTK ENGINEERING | $924.78 |
| TKDA | $2,048.15 |
| AM. ENGINEERING TESTING | $0.00 |
| TOTAL | $2,972.93 |

| | |
|---|---|
| TOTAL EXPENSES | $3,639.41 |

6

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

K L Pfaefflepriegelaere 1/12/94

**Authorized Signature** **Date**

**Board Action Requested**

Ratify Partial Payment No. 26 to BRW, Inc. in the amount of $5,600.77 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 $5,600.77 for the period ending October 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 26
3) BRW, Inc. Invoice 68840 and attachments

Budgeting and Accounting Vern Wiegert 1/13/94

County Attorney Dan MacLaughlin

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 October 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. 68840, Partial Payment No. 26, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $5,600.77 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1993, is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

# ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department Regional Rail Authority Date: 12/6/93

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

**For Accounting Use Only**

| | Claim No. | | Date Paid |
|---|---|---|---|
| CA | PA270 | 1 | |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| 1-2 | 3-7 | 8 | 9-14 |

3 CODE

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59105 | 020102 | $ 5,600.77 |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| 15-17 | 18-20 | 21-25 | 26-31 | 32-41 |

4 PAY TO: 2/8 02207

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

Last Name or Company Name 23-52

(Name-Continued) 53-76

3/8 Address 9-32

City State 33-54 Zip Code 55-59

$ 5,600.77 TOTAL

Soc Sec No ___-___-____
or
Fed Tax ID __-_____ 60-71

5 ON CHECK STUB PUT:

4/8 Inv. No. 68840; Partial Payment No. 26; Midway Phase II PE 9-60

5/8 Agreement PA270; Acct. 59105-020102; October 31, 1993 9-60

For Risk Management Use Only 6/8 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 _____

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

BA - 354 (8/92) mac

g

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.26 — PREPARED BY: ----------

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

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: DEC 06 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 | 86.8% |
| TOTAL VALUE OF WORK CERTIFIED - 31 OCTOBER 93 | $2,552,533.14 |
| LESS RETAINAGE | $125,601.20 |
| AMOUNT DUE | $2,426,931.94 |
| LESS PREVIOUSLY APPROVED PAYMENTS: | $2,420,552.60 |
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | $6,379.34 |

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

12/8/93 _____
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

12/8/93 _____
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 NO.25 | $6,910.16 | $880.34 | $7,790.50 |
| PARTIAL PAYMENT NO.26 | $5,600.77 | $778.57 | $6,379.34 |
| PARTIAL PAYMENT TOTAL: | $2,185,647.62 | $241,284.32 | $2,426,931.94 |

SUMMARY OF AGREEMENT

| | |
|---|---|
| ORIGINAL AGREEMENT AMOUNT: | $2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | $2,426,931.94 |
| AMOUNT REMAINING ON AGREEMENT | $513,068.06 |

3

BRW

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

BRW INC.

# INVOICE

68840

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: October 31, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | BILLED THIS INVOICE | PREVIOUSLY BILLED | TOTAL BILLING TO DATE |
|---|---|---|---|
| RCRRA | $ 5,895.55 | $ 2,292,867.32 | $2,298,762.87 |
| LESS RETAINAGE | $ 294.78 | $ 112,820.47 | $ 113,115.25 |
| RCRRA DUE THIS BILLING | $ 5,600.77 | $ 2,180,046.85 | $2,185,647.62 |
| HCRRA | $ 819.54 | $ 252,950.73 | $ 253,770.27 |
| LESS RETAINAGE | $ 40.97 | $ 12,444.98 | $ 12,485.95 |
| HCRRA DUE THIS BILLING | $ 778.57 | $ 240,505.75 | $ 241,284.32 |

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

BRW, INC.

For RPW.

Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91-001



COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : OCTOBER 1993
FILENAME: 89003_1
last update : 11/23/93

| WORK TASK | LABOR * | DIRECT EXPENSES ** | TOTAL | % | RCRRA ALLOCATION AMOUNT | % | HCRRA ALLOCATION AMOUNT |
|---|---|---|---|---|---|---|---|
| 1.0 PROJECT MANAGEMENT | $1,956.60 | $334.98 | $2,291.58 | 85% | $1,947.84 | 15% | $343.74 |
| 2.0 OPERATIONS PLAN | $0.00 | $2,922.25 | $2,922.25 | 85% | $2,483.91 | 15% | $438.34 |
| 3.0 SYSTEMS ENGINEERING DESIGN | | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 4.0 CIVIL ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 89% | $0.00 | 11% | $0.00 |
| NEW DISTRIBUTION | $0.00 | $468.26 | $468.26 | 92% | $430.80 | 8% | $37.46 |
| ADD'L SERVICES (RCRRA CONTINGENCY) | | $0.00 | $0.00 | 100% | $0.00 | 0% | $0.00 |
| 5.0 FACILITY DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 6.0 VALUE ENGINEERING | | $0.00 | $0.00 | 80% | $0.00 | 20% | $0.00 |
| 7.0 SYSTEM COST ESTIMATES | $0.00 | $0.00 | $0.00 | 85% | $0.00 | 15% | $0.00 |
| 8.0 ENVIRONMENTAL IMPACT MITIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| ADD'L SERVICES (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 | 100% | $0.00 | 0% | $0.00 |
| RCRRA COMMUNITY PARTICIPATION | $1,015.00 | $18.00 | $1,033.00 | 100% | $1,033.00 | 0% | $0.00 |
| HCRRA COMMUNITY PARTICIPATION | $0.00 | $0.00 | $0.00 | 0% | $0.00 | 100% | $0.00 |
| TOTAL | $2,971.60 | $3,743.49 | $6,715.09 | | $5,895.55 | | $819.54 |

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

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

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11.0 RCRRA COMM/PARTICPA PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1993

| PROFESSIONAL PERSONNEL | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 2.0 | 95.00 | 190.00 |
| SR. CONSULTANT | | | |
| SUTHERLAND, JOSEPH | 10.0 | 67.50 | 675.00 |
| STAFF LEVEL III | | | |
| BUCKLEY, SUSAN | 1.6 | 37.50 | 60.00 |
| JOHNSRUD, LARRY | 2.4 | 37.50 | 90.00 |
| SUBTOTALS | 4.0 | | 150.00 |
| TOTALS | 16.0 | | 1,015.00 |
| | | TOTAL LABOR | 1,015.00 |
| | | TOTAL THIS PROJECT | $ 1,015.00 |

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BRW, INC.

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

MIDWAY PE PROJECT MGMT

PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING OCTOBER 31, 1993

| PROFESSIONAL PERSONNEL | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 10.0 | 95.00 | 950.00 |
| CONSULTANT I | | | |
| COLBURN, ELIZABETH | 6.5 | 47.50 | 308.75 |
| THATCHER, JENNIE | 2.9 | 47.50 | 137.75 |
| SUBTOTALS | 9.4 | | 446.50 |
| STAFF LEVEL III | | | |
| HENDERSON, JANE | 5.1 | 37.50 | 191.25 |
| RONHOVDE, NANCY | 0.3 | 37.50 | 11.25 |
| SUBTOTALS | 5.4 | | 202.50 |
| STAFF LEVEL II | | | |
| CUMMING, DIANA | 0.2 | 35.00 | 7.00 |
| HAWKINSON, TOM | 4.7 | 35.00 | 164.50 |
| THATCHER, JENNIE | 2.0 | 35.00 | 70.00 |
| SUBTOTALS | 6.9 | | 241.50 |
| STAFF LEVEL I | | | |
| SCHAFFER, KIM | 4.3 | 27.00 | 116.10 |
| TOTALS | 36.0 | | 1,956.60 |
| | | TOTAL LABOR | 1,956.60 |
| | | TOTAL THIS PROJECT | $ 1,956.60 |

BRW, INC.

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

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INVOICE SUMMARY

| | |
|---|---|
| TOTAL LABOR | 2,971.60 |
| TOTAL THIS INVOICE | 2,971.60 |

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA–91001
**INVOICE PERIOD : OCTOBER 1993**
FILENAME: MIDWAYII_B

## OTHER DIRECT NON–SALARY COSTS

| | |
|---|---|
| BRW GRAPHIC REPRODUCTION | $309.48 |
| TRAVEL/AUTO/MILEAGE | 0.00 |
| FREIGHT/DELIVERY | 43.50 |
| OUTSIDE REPRODUCTION/PHOTO | 0.00 |
| TEMP. HELP | 0.00 |
| **TOTAL** | **$352.98** |

## SUBCONTRACTORS

| | |
|---|---|
| BRW ARCHITECTS, INC. | $0.00 |
| BECHTEL | $0.00 |
| LTK ENGINEERING | $3,113.51 |
| TKDA | $277.00 |
| AM. ENGINEERING TESTING | $0.00 |
| TOTAL | $3,390.51 |

| | |
|---|---|
| TOTAL EXPENSES | $3,743.49 |

# AGENDA

## *Regional Railroad Authority*

TUESDAY, FEBRUARY 8, 1994

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

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 25, 1994.

2. Presentation on Phalen Area Proposals.

3. Central Corridor Update.

4. * Ratify Partial Payment No. 27 to BRW, Inc. in the amount of $1,880.76 for the Midway Corridor Phase II Preliminary Engineering.

5. * Ratify Partial Payment No. 28 to BRW, Inc. in the amount of $115,715.05 for the Midway Corridor Phase II Preliminary Engineering.

6. * Approve Partial Payment Payment 29 (FINAL) to BRW, Inc. in the amount of $9,819.96 for the Midway Corridor Phase II Preliminary Engineering.

7. * Ratify quarterly report of payments for RCRRA October 1, 1993 through December 31, 1993

* Action is requested.

**OFFICE OF THE RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**
**Saint Paul, Minnesota** **January 25, 1994**

The Ramsey County Regional Railroad Authority met on Tuesday, January 25, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

MEMBERS PRESENT: Chairman John T. Finley
Commissioner Diane Ahrens (entered during Item #3)
Commissioner Hal Norgard
Commissioner Dick Wedell
Commissioner Brenda Thomas
Commissioner Warren Schaber

MEMBER ABSENT: Commissioner Ruby Hunt

OTHERS PRESENT: Karen Tero, Terry Schutten, Terry Lindeke, Vern Wehlage, Mary Lou Grahek, Kathryn DeSpiegelaere, and Bette Kurysh, recording secretary.

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

1. Minutes of the Ramsey County Regional Railroad Authority Board Meetings of November 23, 1993, December 21, 1993 (TAX), and January 4, 1994.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meetings of November 9, 1993, December 21, 1993 (TAX), and January 4, 1994 as written.

Roll Call: Ayes - 5, Nays - 0 (Commissioner Brenda Thomas abstained approval of December 21, 1993 minutes)
Motion adopted.

2. Metropolitan LRT Joint Powers Board 1993 Annual Report.

Commissioner Brenda Thomas moved for approval of the Metropolitan LRT Joint Powers Board 1993 Annual Report, seconded by Commissioner Warren Schaber.

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

3. Metropolitan Transit Education Plan quarterly report (December, 1993).

Ms. Kathryn DeSpiegelaere said that the Ramsey County Regional Railroad Authority as well as the Joint Powers Board have contributed to the Metropolitan Transit Education Plan . The group is comprised of several metropolitan and state agencies. The goal is to promote the use of transit in the region. There were seven tasks in the work program and this is the first report of what has been done to date. The group has developed an umbrella theme, a booth at the State Fair, and developed of billboards which will be placed along major highways.

Commissioner Dick Wedell asked if many metro people had attended the joint display booth at the State Fair.

Ms. DeSpiegelaere said that she doesn't know the split between the number of metro and urban people who visited the display booth at the 1993 State Fair, but there were many metropolitan residents who did come and we are looking for state-wide support for this project.

Commissioner Warren Schaber said that he felt the display booth is a good idea at the State Fair. Commissioner Schaber referred to Tasks 6 and 7 of the report and the article by Mr. Dornfeld in the Pioneer Press where Mr. Dornfeld indicated that the upcoming public hearings will be the first time that the public is going to have a chance to respond to light rail transit.

Chairman Finley said that Mr. Dornfeld's information was incorrect and, in fact, Mr. Dornfeld had attended the previous forum and had written an article about it.

Commissioner Diane Ahrens suggested that Ms. DeSpiegelaere draft a letter to the editor indicating the number of meetings that have been held in the communities over the last five years, and mention that Mr. Dornfeld was misleading in his statement.

Commissioner Ahrens also said that during a meeting with Councilmember Blakey, he indicated that people in his neighborhood are not well informed about light rail. Commissioner Ahrens said she told Councilmember Blakey that many meetings have been held and his constituents have participated.

Commissioner Schaber said that comments regarding the costs of light rail were distorted and couched in a negative way and feels that there should be a written response to the article.

4. Central Corridor update.

Chairman Finley said that a trip is being planned for Mayor Coleman and himself to visit Portland and Calgary February 17.

Chairman Finley said that he and Ms. DeSpiegelaere were at a meeting with Mayor Sharon Sayles-Belton and Commissioner James Denn. Mayor Sayles-Belton supports light rail, but has never seen it. Chairman Finley said there is a chance she may visit Portland and Calgary with him and Mayor Coleman.

Chairman Finley said that the report from St. Paul City staff has changed somewhat, but they are still recommending a modified busway. City staff is going to the Planning Commission with this recommendation. Chairman Finley said that the City had an opportunity to address these issues at the time of the Scoping when the alternatives were being studied.

Chairman Finley said that the City of Minneapolis joined the Neighborhood Transportation Network in a lawsuit against the State of Minnesota as a friend of the court on appeal where the neighborhoods have opposed the HOV lane on 35W until such time as light rail is built. They lost on their temporary injunction. It is being

appealed. Commissioner Denn has decided, since they are in litigation, to put a stop to work on 35W north of 494. Commissioner Denn said he supports light rail, and he supports light rail on 94 and as the first line to be built. Commissioner Denn said, however, he cannot support it without it being part of a system. With nothing happening on 35W, he cannot support it standing alone.

Chairman Finley said that Commissioner Denn is meeting with Congressman Sabo next week to discuss this issue.

Chairman Finley also said that Commissioner Denn will recommend to the Governor not to line item veto any appropriation, once it passes the Legislature, for the continuation of the engineering for light rail transit in the Central Corridor. Also, Commissioner Denn will not ask Congressman Sabo to remove the earmarking of federal money.

Chairman Finley said that Commissioner Denn indicated that to fix 35W, just as it is now, will cost $250 million. This does not include curves or contours.

Ms. DeSpiegelaere said that Commissioner Denn left another option. He feels very strongly about the Central Corridor and that light rail just in the Central Corridor does not make sense, there has to be another corridor, though not necessarily 35W connection with the Central Corridor. Commissioner Denn said we need to get beyond deciding on the basis of dollars and ridership. Another corridor coupled with the Central would be acceptable to him. Commissioner Denn said when he meets with Congressman Sabo next week, he will qualify his statement of support in saying that he supports the Central Corridor with another light rail corridor.

Chairman Finley said that in the meeting with Commissioner Denn, they discussed the Hiawatha Corridor and a triangle of LRT going to the megamall. Chairman Finley said that a triangle out to the airport was part of the original LRT plan.

Commissioner Thomas asked if Commissioner Denn's position is now that he will support the 94 corridor concurrently with the establishment of another corridor?

Chairman Finley responded affirmatively. Chairman Finley indicated that Commissioner Denn said he will not support construction in the Central Corridor until 35W is resolved. He will not block the continuation of the engineering studies on 94.

Commissioner Ahrens commented that we need to tend to things at home, and that it appears the City of St. Paul is lacking vision, but there is an opportunity now because of the change in elected officials. It's very critical for the new Councilmembers and Mayor to have a sense of vision. Councilmember Bobbi Megard is very supportive of light rail and has communicated this to the St. Paul Planning staff.

Chairman Finley said that the Mayor also is in full support of light rail, and he is interested in seeing it as soon as possible.

Commissioner Thomas said that they need to overcome the money problem - half a million dollars. Commissioner Thomas said that this will be a line of resistance with the Legislators. If you look at the triangle aspect of light rail to the megamall, it looks broader than just looking at the Central Corridor.

Commissioner Thomas asked Chairman Finley if anyone has done an analysis of a line out to the megamall/airport?

Chairman Finley responded yes. An analysis was performed before the megamall was built, and it was not feasible. When Dakota County completed their plans, the airport was not considered an intricate part of the direct route to Saint Paul. There is a circuitous route - Lafayette Freeway and then around 494 to come into downtown St. Paul. That is in the overall plan.

Commissioner Schaber commented that the original proposal was the triangle between the airport and downtown Minneapolis and downtown St. Paul. It made good sense from that perspective. Is there any problem with the new siting of the airport?

Chairman Finley said that Commissioner McLaughlin brought that issue up and said that is a problem with some of the Legislators. Hiawatha is the more direct route into downtown.

Ms. DeSpiegelaere said that the current plan has Hiawatha coming into downtown from 29th Street along the 35W Corridor. Getting through the airport area is expensive.

Ms. DeSpiegelaere said that she was very impressed with Mayor Sayles-Belton's commitment to transportation, to the problems of the inner city residents, how transportation contributes to solutions, and her commitment to the Central Corridor.

Commissioner Wedell said that Ray Faricy should be involved in this issue to help carry the message.

Commissioner Ahrens asked if it would be useful to send a document to the entire City Council, plus the Mayor, expressing the concerns of the position that St. Paul PED has taken and letting them know what the consequences would be?

Commissioner Wedell said that we need to start with St. Paul before taking Hennepin County or Minneapolis. We need to get them up to speed, or we will be in a battle we can't win.

Commissioner Hal Norgard suggested a lunch meeting with the new St. Paul City Councilmembers before planning anything with Hennepin County. The LRT topic should be outlined.

Commissioner Ahrens said this should be done after the councilmembers have viewed light rail.

Commissioner Schaber suggested including Larry Buegler, and that he would be an asset for light rail. Commissioner Schaber also felt that Councilmembers Guerin, Grimm, and Rettman should be included.

Councilmember Thomas said that a selling point would be that there are job opportunities if citizens had transportation. There has to be some reason for doing the light rail project other than massive expenses.

Chairman Finley said there's always been the problem of Minneapolis vs. Bloomington, besides St. Paul. Commissioner Denn said he felt that the downtown Minneapolis businesses would be well-served with a connection to the megamall.

Commissioner Schaber said that by running a line out to the megamall, the downtown St. Paul businesses may not look at that in a very positive light, because there would be competition.

Chairman Finley distributed a list of generally asked questions and their answers regarding light rail transit. This list will be given to the Regional LRT Business Partnership Group.

Ms. DeSpiegelaere summarized the directions at this meeting in the following way: (1) A letter will be drafted to the editor of the Pioneer Press discussing the number of meetings that have been held on transit alternatives and the letter will include information on system-wide LRT costs; (2) A trip will be put together for the three new City Councilmembers to take them to Calgary and Portland, and the Mayor would go in a separate trip; (3) A letter will be drafted for signature by all Rail Authority Commissioners to the Mayor and the City Council about the City staff's position on the Alternatives Analysis; and (4) A meeting will be set up with the City Councilmembers and members of the Rail Authority Board with an outline of key points of LRT in the Central Corridor. Also invited to the meeting should be Larry Buegler and Ray Faricy.

Chairman Finley said he would accompany Mayor Coleman on the first trip, but would like Commissioner Ahrens to accompany the Councilmembers. Regarding the meeting with the City Council, Chairman Finley felt it should not only include light rail, but encompass key items that the County is involved with. This should be planned by Terry Schutten.

Ms. DeSpiegelaere said that two Public Hearings on the Central Corridor will be held this week - one at 7 PM at the Radisson Metrodome on January 25 and the other one at St. Luke's School on January 27 at 7 PM.

5. Ratify Partial Payment No. 25 to BRW, Inc. in the amount of $6,910.16 for the Midway Corridor Phase II Preliminary Engineering.

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through September 30, 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. 68812, Partial Payment No. 25, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through September 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $6,910.16 for Ramsey County Regional Railroad Authority's share of services rendered through September 30, 1993, is hereby ratified.

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

6. Ratify Partial Payment No. 26 to BRW, Inc. in the amount of $5,600.77 for the Midway Corridor Phase II Preliminary Engineering.

Commissioner Thomas asked if there are bids for consulting services for light rail. She also wanted to know how BRW got the job, what is the limit that will be paid to them, and what are we paying them for?

Chairman Finley said a Request for Proposal (RFP) was used to obtain the consulting firm and that the approach was unbiased.

Ms. DeSpiegelaere said that the RFP is a very open process, however, in this case only two proposals were received. The next phase of work will be the final Environmental Impact Statement and Preliminary Engineering.

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through October 31, 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. 68840, Partial Payment No. 26, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $5,600.77 for Ramsey County Regional Railroad Authority's share of services rendered through October 31, 1993, is hereby ratified.

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

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

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
Originating Department

K DeSpiegelaere 1/28/94
Authorized Signature Date

**Board Action Requested**

Presentation of Phalen Corridor road, berm, and wetlands proposals.

**DISCUSSION ONLY**

**Request Justification**

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting Jean Hoffman 1/31/94
County Attorney Dirk Mee Smith
Risk Manager
Data Processing

Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| February 8, 1994 | Bette Thorpe | 2/2/94 |
| Board Date | Signature | Date |

**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:** Phalen Corridor -- St. Paul Plans

**DATE:** January 24, 1994

Ramsey County Regional Railroad Authority purchased Northeast Corridor right of way from Burlington Northern in December, 1992. The right of way extends from downtown St. Paul to Beam Avenue in Maplewood and is generally 100 feet in width, although there are variations in some areas.

The property was purchased with Regional Railroad Authority and State Rail Bank funds from the Minnesota Department of Transportation.

Subsequent to its purchase, the City of St. Paul Planning and Economic Development Department (PED) has prepared small area plans for the Phalen area which include (1) a roadway on a portion of the right of way and (2) removal of a berm and placement of wetlands on a portion of the right of way.

Ramsey County Regional Railroad Authority has a joint powers agreement with the City of St. Paul and Ramsey County for the development of a trail along the right of way. The trail is scheduled to be constructed in 1994.

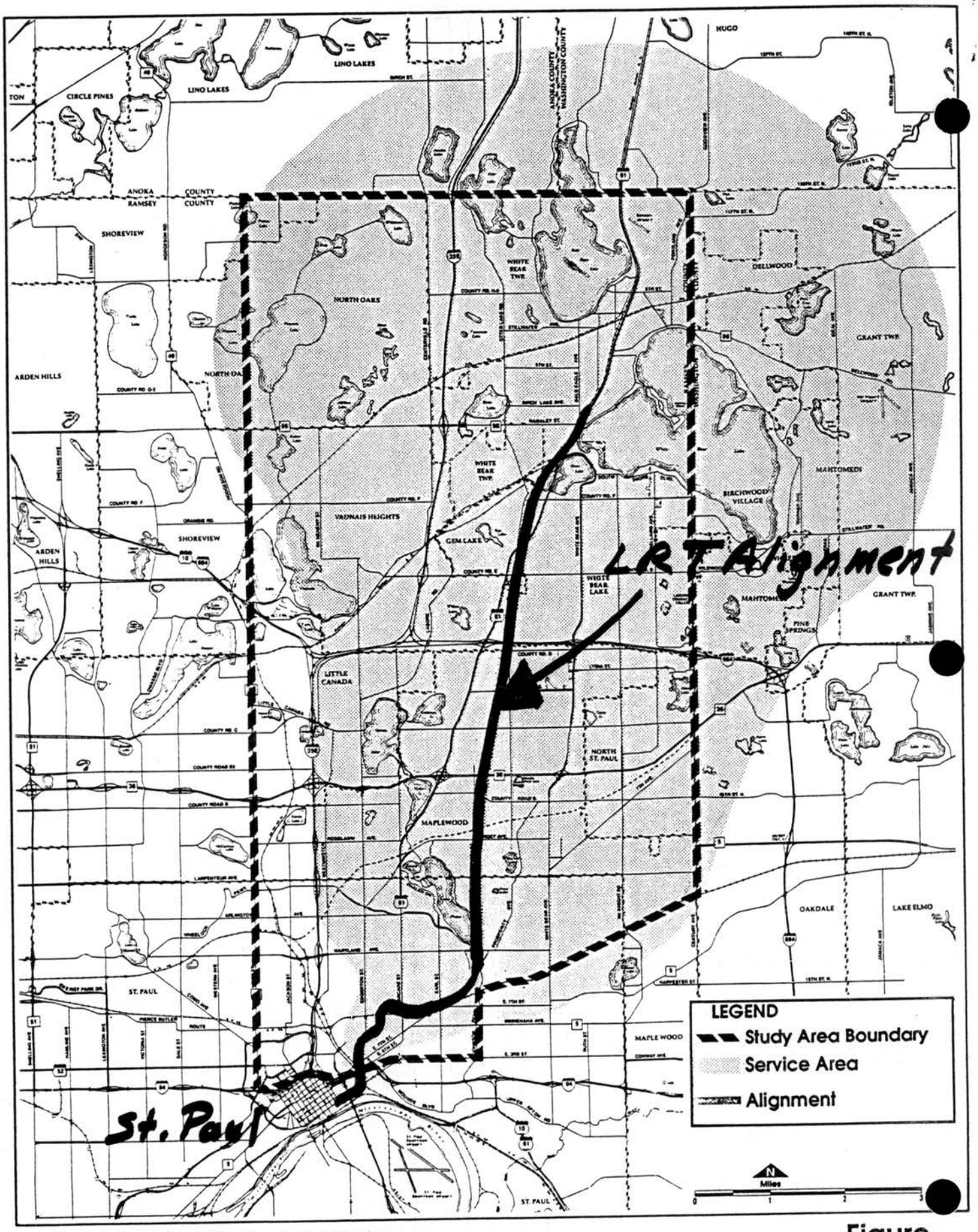
In addition, Ramsey County Regional Railroad Authority previously completed a Northeast Corridor LRT alignment study, and one of two potential alignments for light rail transit is along the right of way (Figure 1).

City PED staff will attend the Regional Railroad Authority meeting on February 8 and will present information about their plans and how they intend to ensure compatibility with a future light rail transit line on the right of way.

KD/blk
Attachment

cc: Greg Mack
Bob Piram
John Wirka
Dan Cornejo
Allen Lovejoy
Allan Torstenson

Printed on Recycled Paper




Northeast Corridor LRT Alignment Study

Ramsey County Regional Railroad Authority

SRF

Figure

Burlington Northern Ridership Service Area

3

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

K DeSpiegelaere 1/28/94

**Authorized Signature** **Date**

**Board Action Requested**

Central Corridor update.

**DISCUSSION ONLY**

**Request Justification**

Discussion will occur at Regional Railroad Authority meeting.

**Budgeting and Accounting** Vern Wolfgram 1/31/94

**County Attorney** [illegible]

**Risk Manager**

**Data Processing**

**Previous Action taken on Request**

**Date / Time Received By**

**Comments / Recommendation**

**Documentation certified complete for:**

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| February 8, 1994 | Betty Lonergan | 2/2/94 |
| Board Date | Signature | Date |

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

K. Kleinpeter 1/28/94

**Authorized Signature** **Date**

**Board Action Requested**

Ratify Partial Payment No. 27 to BRW, Inc. in the amount of $1,880.76 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 $1,880.76 for the period ending November 30, 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 27
3) BRW, Inc. Invoice 68868 and attachments

**Budgeting and Accounting** Vern Wahlgren 1/31/94

**County Attorney** Dick MacMillan

**Risk Manager**

**Data Processing**

**Previous Action taken on Request**

**Date / Time Received By**

**Comments / Recommendation**

**Documentation certified complete for:**

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| February 8, 1994 | Sara Hennessy | 2/2/94 |
| Board Date | Signature | Date |

RAMSEY COUNTY Regional Railroad Authority

# Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 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. 68868, Partial Payment No. 27, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $1,880.76 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1993, is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

# ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department Regional Rail Authority Date: 1/4/94

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

**For Accounting Use Only**

| | Claim No. | | Date Paid |
|---|---|---|---|
| CA | PA270 | 1 | |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| 1-2 | 3-7 | 8 | 9-14 |

3 CODE

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59105 | 020102 | $ 1,880.76 |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| 15-17 | 18-20 | 21-25 | 26-31 | 32-41 |

4 PAY TO: 2 (8) 02207 $ 1,880.76 TOTAL

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

Last Name or Company Name 23-52

(Name-Continued) 53-76

3 (8) Address 9-32

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

5 ON CHECK STUB PUT: 4 (8) Inv. No. 68868; Partial Pymt #27; Midway Phase II PE 9-60

5 (8) Agreement PA270; Acct. 59105-020102; November 30, 1993 9-60

For Risk Management Use Only 6 (8) Claim # Name 9-24 Type

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

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

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

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

BA - 354 (8/92) mac

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.27

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: JAN 04 94

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 | 86.9% |
| TOTAL VALUE OF WORK CERTIFIED - 30 NOVEMBER 93 | $2,554,810.00 |
| LESS RETAINAGE | $125,715.05 |
| AMOUNT DUE | $2,429,094.95 |
| LESS PREVIOUSLY APPROVED PAYMENTS: | $2,426,931.94 |
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | $2,163.01 |

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

1/20/94 _____
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/18/94 _____
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 NO.25 | $6,910.16 | $880.34 | $7,790.50 |
| PARTIAL PAYMENT NO.26 | $5,600.77 | $778.57 | $6,379.34 |
| PARTIAL PAYMENT NO.27 | $1,880.76 | $282.25 | $2,163.01 |
| PARTIAL PAYMENT TOTAL: | $2,187,528.38 | $241,566.57 | $2,429,094.95 |

## SUMMARY OF AGREEMENT

| | |
|---|---|
| ORIGINAL AGREEMENT AMOUNT: | $2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | $2,429,094.95 |
| AMOUNT REMAINING ON AGREEMENT | $510,905.05 |

BRW

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

BRW INC.

# INVOICE

68868

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: November 30, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | BILLED THIS INVOICE | PREVIOUSLY BILLED | TOTAL BILLING TO DATE |
|---|---|---|---|
| RCRRA | $ 1,979.75 | $ 2,298,762.87 | $2,300,742.62 |
| LESS RETAINAGE | $ 98.99 | $ 113,115.25 | $ 113,214.24 |
| RCRRA DUE THIS BILLING | $ 1,880.76 | $ 2,185,647.62 | $2,187,528.38 |
| HCRRA | $ 297.11 | $ 253,770.27 | $ 254,067.38 |
| LESS RETAINAGE | $ 14.86 | $ 12,485.95 | $ 12,500.81 |
| HCRRA DUE THIS BILLING | $ 282.25 | $ 241,284.32 | $ 241,566.57 |

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

BRW, INC.

FOR BRW

Richard P. Wolsfeld
Principal

4

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVOICE PERIOD : NOVEMBER 1993
FILENAME: 89003_1
last update : 12/10/93

| 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% | 0.0 |
| 1362-A-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-39 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-A-40 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-41 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-42 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-43 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-44 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-45 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-46 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-47 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-48 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-49 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-A-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-06 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-07 | 285.00 | 10.50 | | | 295.50 | 14.78 | 280.72 | 100% | 280.72 | 0% | 0.0 |
| 1362-B-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-B-10 | 1,976.75 | | | | 1,976.75 | 98.84 | 1,877.91 | 85% | 1,596.21 | 15% | 281.70 |
| 1362-B-20 | | 3.10 | 0.16 | | 3.26 | 0.16 | 3.11 | 85% | 2.64 | 15% | 0.4 |
| 1362-B-21 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-30 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-47 | | 1.29 | 0.06 | | 1.35 | 0.07 | 1.28 | 92% | 1.18 | 8% | 0.1 |
| 1362-B-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-60 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| 1362-B-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-80 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-83 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-84 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-87 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-C-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-07 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-C-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-C-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-56 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-57 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-58 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-C-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-82 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-90 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| TOTAL | 2,261.75 | 14.89 | 0.22 | 0.00 | 2,276.86 | 113.85 | 2,163.02 | | 1,880.75 | | 282.27 |
| | | ADDITION CHECKS | | | >>>> -----> | | 2,163.01 | | | | |
| | | | | | | | 2,163.02 <----<<<< | | | | |
| TOTAL EXPENSE | | 15.11 | | | | | | | | | |

**MIDWAY PE BUDGET HISTORY**

| WORK TASK | ORIGINAL CONTRACT AMOUNT | 2/14/92 LETTER #1 | 2/14/92 LETTER #2 | 2/14/92 LETTER #3 | 11/17/92 LETTER #4 | TOTAL |
|---|---|---|---|---|---|---|
| TASK 1.0 | $ 280,000 | | | | $45,000 | $ 325,000 |
| TASK 2.0 | $ 80,000 | | | | | $ 80,000 |
| TASK 3.0 | $ 210,000 | | | | | $ 210,000 |
| TASK 4.0 | $1,240,000 | | | $3,200 | ($65,000) | $1,178,200 |
| TASK 5.0 | $ 510,000 | ($30,000) | | | $50,000 | $ 530,000 |
| TASK 6.0 | $ 25,000 | | | | $5,000 | $ 30,000 |
| TASK 7.0 | $ 30,000 | | | | $60,000 | $ 90,000 |
| TASK 8.0 | $ 85,000 | $30,000 | $10,500 | | | $ 125,500 |
| TASK 9.0 | $ 10,000 | | | | | $ 10,000 |
| TASK 10.0 | $ 55,000 | | | | | $ 55,000 |
| TASK 11.0 | $ 145,000 | | | | | $ 145,000 |
| SUBTOTAL | $2,670,000 | $0 | $10,500 | $3,200 | $95,000 | $2,778,700 |
| CONTINGENCY | $ 270,000 | | ($10,500) | ($3,200) | ($95,000) | $ 161,300 |
| TOTAL | $2,940,000 | $0 | $0 | $0 | | $2,940,000 |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91 – 001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : NOVEMBER 1993
FILENAME: 89003_1
last update : 12/29/93



| WORK TASK | LABOR * | DIRECT EXPENSES ** | TOTAL | % | RCRRA ALLOCATION AMOUNT | % | HCRRA ALLOCATION AMOUNT |
|---|---|---|---|---|---|---|---|
| 1.0 PROJECT MANAGEMENT | $1,976.75 | $0.00 | $1,976.75 | 85% | $1,680.24 | 15% | $296.51 |
| 2.0 OPERATIONS PLAN | $0.00 | $3.26 | $3.26 | 85% | $2.77 | 15% | $0.49 |
| 3.0 SYSTEMS ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 4.0 CIVIL ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 89% | $0.00 | 11% | $0.00 |
| NEW DISTRIBUTION | $0.00 | $1.35 | $1.35 | 92% | $1.24 | 8% | $0.11 |
| ADD'L SERVICES (RCRRA CONTINGENCY) | $0.00 | $0.00 | $0.00 | 100% | $0.00 | 0% | $0.00 |
| 5.0 FACILITY DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 6.0 VALUE ENGINEERING | $0.00 | $0.00 | $0.00 | 80% | $0.00 | 20% | $0.00 |
| 7.0 SYSTEM COST ESTIMATES | $0.00 | $0.00 | $0.00 | 85% | $0.00 | 15% | $0.00 |
| 8.0 ENVIRONMENTAL IMPACT MITIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| ADD'L SERVICES (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 | $285.00 | $10.50 | $295.50 | 100% | $295.50 | 0% | $0.00 |
| HCRRA COMMUNITY PARTICIPATION | $0.00 | $0.00 | $0.00 | 0% | $0.00 | 100% | $0.00 |
| TOTAL | $2,261.75 | $15.11 | $2,276.86 | | $1,979.75 | | $297.11 |

BRW, INC.

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

MIDWAY PE PROJECT MGMT PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1993

PROFESSIONAL PERSONNEL

| | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 5.0 | 95.00 | 475.00 |
| CONSULTANT I | | | |
| THATCHER, JENNIE | 26.9 | 47.50 | 1,277.75 |
| STAFF LEVEL III | | | |
| SWART, MARY | 1.2 | 37.50 | 45.00 |
| STAFF LEVEL II | | | |
| CUMMING, DIANA | 0.1 | 35.00 | 3.50 |
| STAFF LEVEL I | | | |
| SCHAFFER, KIM | 6.5 | 27.00 | 175.50 |
| TOTALS | 39.7 | | 1,976.75 |
| | | TOTAL LABOR | 1,976.75 |
| | | TOTAL THIS PROJECT | $ 1,976.75 |

BRW, INC.

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

11.0 RCRRA COMM/PARTICPA PROJECT NO. 1362B.07

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1993

| PROFESSIONAL PERSONNEL | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 3.0 | 95.00 | 285.00 |
| | | TOTAL LABOR | 285.00 |
| REIMBURSABLE EXPENSES | | | |
| FREIGHT MESSENGER | 10.50 | | |
| TOTAL REIMBURSABLES | 10.50 | | 10.50 |
| | | TOTAL THIS PROJECT | $ 295.50 |

MIDWAY PE APERATIONS PLN PROJECT NO. 1362B.20

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1993

CONSULTANTS

AP 11374 11/30 LTK ENGINEERING 2.94

MIDWAY PE STREET/SIGNAL PROJECT NO. 1362B.47

PROFESSIONAL SERVICES FOR THE PERIOD ENDING NOVEMBER 30, 1993

CONSULTANTS

AP 11373 11/30 LTK ENGINEERING 1.23

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

K Lee Spiegelacre 1/28/94

**Authorized Signature** **Date**

**Board Action Requested**

Ratify Partial Payment No. 28 to BRW, Inc. in the amount of $115,715.05 for the Midway Corridor Phase II Preliminary Engineering. (Reduction in retainage)

**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 $115,715.05 for the period ending November 30, 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 No. 28
3) Brw, Inc. Invoice 68866

**Budgeting and Accounting** Vern Wehrspann 1/31/94

**County Attorney** Dirk Mac Mattes

**Risk Manager**

**Data Processing**

**Previous Action taken on Request**

**Date / Time Received By**

**Comments / Recommendation**

**Documentation certified complete for:**

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| Committee / Meeting Date | Signature | Date |
| February 8, 1994 Board Date | Signature | 2/2/94 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 November 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. 68866 (retainage reduction), Partial Payment No. 28, provide the correct documentation of payments due BRW, Inc. through November 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $115,715.05 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1993, is hereby ratified.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

# ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department Regional Railroad Authority Date: 1/20/94

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

**For Accounting Use Only**

| | Claim No. | | Date Paid |
|---|---|---|---|
| CA | PA270 | 1 | |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| " | " | " | " |
| 1-2 | 3-7 | 8 | 9-14 |

3 CODE

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59105 | 020102 | $ 115,715.05 |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| 15-17 | 18-20 | 21-25 | 26-31 | 32-41 |

4 PAY TO: 2 8 *02207

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

Last Name or Company Name 23-52

(Name-Continued) 53-76

3 8 Address 9-32

City State 33-54 Zip Code 55-59

$ 115,715.05 TOTAL

Soc Sec No ___-___-____
or
Fed Tax ID ___-_____ 60-71

5 ON CHECK STUB PUT:

4 8 Inv. No. 68866; Partial Payment #28; Midway Phase II PE 9-60

5 8 Agreement PA270; Acct. 59105-020102; November, 1993 (retainage reduction) 9-60

For Risk Management Use Only 6 8 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 _____

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

BA - 354 (8/92) mac

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO.28

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: JAN 04 94

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 | 86.9% |
| TOTAL VALUE OF WORK CERTIFIED - 30 NOVEMBER 93 | | $2,554,810.00 |
| LESS RETAINAGE | | $10,000.00 |
| AMOUNT DUE | | $2,544,810.00 |
| LESS PREVIOUSLY APPROVED PAYMENTS: | | $2,429,094.95 |
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | | $115,715.05 |

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

1/20/94 _____
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/18/94 _____
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 NO.25 | $6,910.16 | $880.34 | $7,790.50 |
| PARTIAL PAYMENT NO.26 | $5,600.77 | $778.57 | $6,379.34 |
| PARTIAL PAYMENT NO.27 | $1,880.76 | $282.25 | $2,163.01 |
| PARTIAL PAYMENT NO.28 | $104,714.24 | $11,000.81 | $115,715.05 |
| PARTIAL PAYMENT TOTAL: | $2,292,242.62 | $252,567.38 | $2,544,810.00 |

SUMMARY OF AGREEMENT

| | |
|---|---|
| ORIGINAL AGREEMENT AMOUNT: | $2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | $2,544,810.00 |
| AMOUNT REMAINING ON AGREEMENT | $395,190.00 |

BRW

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

68866

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: November 30, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | REQUESTED RETAINAGE THIS INVOICE | RETAINAGE ACCRUED THROUGH 11/30/93 | RETAINAGE REMAINING |
|---|---|---|---|
| RCRRA | $ 104,714.24 | $ 113,214.24 | $ 8,500.00 |
| HCRRA | $ 11,000.81 | $ 12,500.81 | $ 1,500.00 |
| | $ 115,715.05 | $ 125,715.05 | $ 10,000.00 |

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

BRW, INC.

for RPW

Richard P. Wolsfeld
Principal

4

6

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
Originating Department

K Hedspeth-Lara 1/26/94
Authorized Signature Date

**Board Action Requested**

Approve Partial Payment No. 29 (FINAL) to BRW, Inc. in the amount of $9,819.96 for the Midway Corridor Phase II Preliminary Engineering. **FINAL PAYMENT**

**ACTION IS REQUESTED**

**Request Justification**

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Midway Corridor Phase II Preliminary Engineering studies. Contract RCRRA/HCRRA 91-001 governs the performance of services and terms of payment. Payment in the amount of $9,819.96 for the period ending December 31, 1993, will be issued upon approval by the Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R92- . Payment documentation is being submitted for approval in compliance with the latter.

Attachments are: 1) Proposed resolution approving payment
2) Accounts Payable form and Partial Payment No. 29 (FINAL)
3) BRW, Inc. Invoice Nos. 68893 and 68907 and attachments

Budgeting and Accounting Jean Wallace 1/31/94
County Attorney David MacMartin
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<br>February 8, 1994 | Signature<br>Scott Koepp | Date<br>2/2/94 |
| Board Date | Signature | Date |

# Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

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

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

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

WHEREAS, BRW, Inc. Invoice Nos. 68893 and 68907, Partial Payment No. 29 (FINAL), and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the total amount of $9,819.96 for services to the Ramsey County Regional Railroad Authority through December 31, 1993, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-91-001.

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

Catalog # BA010 RFBA9999 RFBA 04

# ACCOUNTS PAYABLE

COMPUTER INPUT PLEASE TYPE OR PRINT PLAINLY

1 CHARGE TO: Department REGIONAL RAIL AUTHORITY Date: 1/27/94

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

**For Accounting Use Only**

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

1-2 3-7 8 9-14

3 CODE

| RFC | Fund | Dept | Object | Amount |
|---|---|---|---|---|
| | 591 | 59105 | 020192 | $ 9,819.96 |
| | | | | $ |
| | | | | $ |
| | | | | $ |
| | | | | $ |

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

4 PAY TO: 2 *02207
First Name & Initial (NO PUNCTUATION) 9-22
BRW

Last Name or Company Name 23-52

(Name-Continued) 53-76

3 Address 9-32

City State 33-54 Zip Code 55-59

$ 9,819.96 TOTAL

Soc Sec No ___-___-____
or
Fed Tax ID ___-_____ 60-71

5 ON CHECK STUB PUT: 4 Partial Pymt. #29 (FINAL); Inv. Nos. 68893 and 68907
Midway Corridor Phase II Preliminary Engineering
5 Agreement No. PA270; Acct. 59105-020192; 12/31/93
9-60

For Risk Management Use Only 6 Claim # Name 9-24 Type

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

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

Preparer's Signature /s/ Bette Kurysh

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

Authorized Signature _____

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

BA - 354 (8/92) mac

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 29 (F I N A L) PREPARED BY: _____

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

PROJECT COST CENTER: 59105 AGREEMENT NO: PA270

DATE: JAN 25 94

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 | 100.0% |
| TOTAL VALUE OF WORK CERTIFIED - 31 DECEMBER 93 | | $2,556,400.59 |
| LESS RETAINAGE | | $0.00 |
| AMOUNT DUE | | $2,556,400.59 |
| LESS PREVIOUSLY APPROVED PAYMENTS: | | $2,544,810.00 |
| ALLOWABLE PAYMENT FOR THIS PARTIAL: | | $11,590.59 |

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

1/28/94 _____
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

1/27/94 _____
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 NO.25 | $6,910.16 | $880.34 | $7,790.50 |
| PARTIAL PAYMENT NO.26 | $5,600.77 | $778.57 | $6,379.34 |
| PARTIAL PAYMENT NO.27 | $1,880.76 | $282.25 | $2,163.01 |
| PARTIAL PAYMENT NO.28 | $104,714.24 | $11,000.81 | $115,715.05 |
| PARTIAL PAYMENT NO.29 | $9,819.96 | $1,770.63 | $11,590.59 |
| PARTIAL PAYMENT TOTAL: | $2,302,062.58 | $254,338.01 | $2,556,400.59 |

SUMMARY OF AGREEMENT

| | |
|---|---|
| ORIGINAL AGREEMENT AMOUNT: | $2,940,000.00 |
| LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) | $2,556,400.59 |
| AMOUNT REMAINING ON AGREEMENT | $383,599.41 |

BRW

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

BRW INC.

# INVOICE

68907

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: December 31, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | BILLED THIS INVOICE | PREVIOUSLY BILLED | TOTAL BILLING TO DATE |
|---|---|---|---|
| RCRRA | $ 1,319.96 | $ 2,300,742.62 | $2,302,062.58 |
| LESS RETAINAGE | $ 65.99 | $ 113,214.24 | $ 113,280.23 |
| RCRRA DUE THIS BILLING | $ 1,253.97 | $ 2,187,528.38 | $2,188,782.35 |
| HCRRA | $ 270.63 | $ 254,067.38 | $ 254,338.01 |
| LESS RETAINAGE | $ 13.54 | $ 12,500.81 | $ 12,514.35 |
| HCRRA DUE THIS BILLING | $ 257.09 | $ 241,566.57 | $ 241,823.66 |

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

BRW, INC.

FOR BRW

Richard P. Wolsfeld
Principal

**This is the Final Midway PE Invoice. Thank you for the opportunity to serve you on this project.**

DRW

BRW

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

BRW INC.

INVOICE

68893

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: December 31, 1993

JOB NO: 1362

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

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

| INVOICE CALCULATIONS | TOTAL RETAINAGE ACCRUED THROUGH 12/31/93 | LESS RETAINAGE REQUESTED 11/30/93 | TOTAL AMOUNT REMAINING 12/30/93 | TOTAL DUE |
|---|---|---|---|---|
| RCRRA | $113,280.23 | $104,714.24 | $ 8,565.99 | $ 8,565.99 |
| HCRRA | 12,514.35 | 11,001.81 | 1,513.54 | 1,513.54 |
| | $125,794.58 | $115,716.05 | $10,079.53 | $10,079.53 |

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

BRW, INC.

for RPW

Richard P. Wolsfeld
Principal

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
..VIOCE PERIOD : DECEMBER 1993
FILENAME: 89003_1
last update : 01/20/94

| 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% | 0.0 |
| 1362-A-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-39 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-A-40 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-41 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-42 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-43 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-44 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-45 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-46 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-47 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-48 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-49 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-A-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-A-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-A-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| | | | | | | 0.00 | | | | | |
| | | | | | | 0.00 | | | | | |
| 1362-B-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-06 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-07 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-B-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-B-10 | 2,290.70 | 35.20 | | | 2,325.90 | 116.30 | 2,209.60 | 85% | 1,878.16 | 15% | 331.44 |
| 1362-B-20 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-21 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-30 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-47 | | | | | 0.00 | 0.00 | 0.00 | 92% | 0.00 | 8% | 0.0 |
| 1362-B-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-60 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| 1362-B-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-B-80 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| [illegible]2-B-83 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| [illegible]2-B-84 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| [illegible]362-B-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-B-87 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| | | | | | | 0.00 | | | | | |
| | | | | | | 0.00 | | | | | |
| 1362-C-01 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-05 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-07 | | | | | 0.00 | 0.00 | 0.00 | 100% | 0.00 | 0% | 0.0 |
| 1362-C-08 | | | | | 0.00 | 0.00 | 0.00 | 0% | 0.00 | 100% | 0.0 |
| 1362-C-50 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-51 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-52 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-53 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-54 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-55 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-56 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-57 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-58 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| | | | | | | 0.00 | | | | | |
| 1362-C-70 | | | | | 0.00 | 0.00 | 0.00 | 85% | 0.00 | 15% | 0.0 |
| 1362-C-81 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-82 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-84 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-85 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-86 | | | | | 0.00 | 0.00 | 0.00 | 90% | 0.00 | 10% | 0.0 |
| 1362-C-90 | | | | | 0.00 | 0.00 | 0.00 | 80% | 0.00 | 20% | 0.0 |
| TOTAL | 2,290.70 | 35.20 | 0.00 | 0.00 | 2,325.90 | 116.30 | 2,209.60 | | 1,878.16 | | 331.44 |
| | | ADDITION CHECKS | | | >>>> ----- > | | 2,209.60 | | | | |
| | | | | | | | 2,209.60 <---<<<< | | | | |
| TOTAL EXPENSE | | 35.20 | | | | | | | | | |

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRA/HCRRA 91 – 001
COST DETERMINATION BY WORK TASK FOR RCRRA AND HCRRA
INVIOCE PERIOD : DECEMBER 1993
FILENAME: 89003_1
last update : 01/20/94

| WORK TASK | LABOR * | DIRECT EXPENSES ** | TOTAL | % | RCRRA ALLOCATION AMOUNT | % | HCRRA ALLOCATION AMOUNT |
|---|---|---|---|---|---|---|---|
| 1.0 PROJECT MANAGEMENT | $2,290.70 | $35.20 | $2,325.90 | 85% | $1,977.01 | 15% | $348.89 |
| 2.0 OPERATIONS PLAN | $0.00 | $0.00 | $0.00 | 85% | $0.00 | 15% | $0.00 |
| 3.0 SYSTEMS ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 4.0 CIVIL ENGINEERING DESIGN | $0.00 | $0.00 | $0.00 | 89% | $0.00 | 11% | $0.00 |
| NEW DISTRIBUTION | $0.00 | $0.00 | $0.00 | 92% | $0.00 | 8% | $0.00 |
| ADD'L SERVICES (RCRRA CONTINGENCY) | $0.00 | $0.00 | $0.00 | 100% | $0.00 | 0% | $0.00 |
| 5.0 FACILITY DESIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| 6.0 VALUE ENGINEERING | $0.00 | $0.00 | $0.00 | 80% | $0.00 | 20% | $0.00 |
| 7.0 SYSTEM COST ESTIMATES | $0.00 | $0.00 | $0.00 | 85% | $0.00 | 15% | $0.00 |
| 8.0 ENVIRONMENTAL IMPACT MITIGN | $0.00 | $0.00 | $0.00 | 90% | $0.00 | 10% | $0.00 |
| ADD'L SERVICES (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 | $0.00 | $0.00 | $0.00 | 100% | $0.00 | 0% | $0.00 |
| HCRRA COMMUNITY PARTICIPATION | $0.00 | $0.00 | $0.00 | 0% | $0.00 | 100% | $0.00 |
| TOTAL | $2,290.70 | $35.20 | $2,325.90 | | $1,977.01 | | $348.89 |

BRW, INC.

PROJECT NO. 1362B.01

---

MIDWAY PE PROJECT MGMT PROJECT NO. 1362B.10

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1993

| PROFESSIONAL PERSONNEL | HOURS | RATE | AMOUNT |
|---|---|---|---|
| VICE PRESIDENT | | | |
| PROBST, DENNIS | 13.0 | 95.00 | 1,235.00 |
| CONSULTANT I | | | |
| THATCHER, JENNIE | 19.2 | 47.50 | 912.00 |
| STAFF LEVEL II | | | |
| CUMMING, DIANA | 1.5 | 35.00 | 52.50 |
| HAMRICK, CLAUDIA | 0.1 | 35.00 | 3.50 |
| HAWKINSON, TOM | 0.5 | 35.00 | 17.50 |
| SUBTOTALS | 2.1 | | 73.50 |
| STAFF LEVEL I | | | |
| SCHAFFER, KIM | 2.6 | 27.00 | 70.20 |
| TOTALS | 36.9 | | 2,290.70 |
| | | TOTAL LABOR | 2,290.70 |
| REIMBURSABLE EXPENSES | | | |
| PRINTING SUPPLIES | 35.20 | | |
| TOTAL REIMBURSABLES | 35.20 | | 35.20 |
| | | TOTAL THIS PROJECT | $ 2,325.90 |

ATTACHMENT B – DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO RCRRA/HCRRA–91001
INVOICE PERIOD : DECEMBER 1993
FILENAME: MIDWAYII_B

## OTHER DIRECT NON–SALARY COSTS

| | |
|---|---|
| BRW GRAPHIC REPRODUCTION | $35.20 |
| TRAVEL/AUTO/MILEAGE | 0.00 |
| FREIGHT/DELIVERY | 0.00 |
| OUTSIDE REPRODUCTION/PHOTO | 0.00 |
| TEMP. HELP | 0.00 |
| TOTAL | $35.20 |

## SUBCONTRACTORS

| | |
|---|---|
| BRW ARCHITECTS, INC. | $0.00 |
| BECHTEL | $0.00 |
| LTK ENGINEERING | $0.00 |
| TKDA | $0.00 |
| AM. ENGINEERING TESTING | $0.00 |
| TOTAL | $0.00 |

| | |
|---|---|
| TOTAL EXPENSES | $35.20 |

7

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
**Originating Department**

K Lee Spiegelaere 1/28/94
**Authorized Signature** **Date**

**Board Action Requested**

Quarterly report of payments for RCRRA.

October, 1993 through December, 1993

**ACTION IS REQUESTED**

**Request Justification**

See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated January 20, 1994

**Budgeting and Accounting** Vern Wahlgren 1/31/94
**County Attorney** Dan Mac Donald
**Risk Manager**
**Data Processing**

**Previous Action taken on Request**

**Date / Time Received By**

**Comments / Recommendation**

**Documentation certified complete for:**

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| February 8, 1994 | Bette Kuypers | 2/2/94 |
| 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 October 1, 1993, through December 31, 1993, and a record of these disbursements is attached; Now, Therefore, Be It

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

John T. Finley, Chairman

By_____
Warren W. Schaber, Secretary

**Office of Budgeting and Accounting**
James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041
Fax: 612-266-8066

# M E M O R A N D U M

TO: Terry Schutten, County Manager

FROM: JVH James Van Houdt, Director-Budgeting & Accounting

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payment: October-December, 1993

DATE: January 20, 1994

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 | $ 53,821.95 |
| 59105 | Phase II PE-Midway Corridor | 97,460.68 |
| 59106 | Right-of-Way Acquisition | 772.21 |
| 59109 | Northeast Corridor Maintenance | 11,659.84 |
| 59110 | Central Corridor AA/DEIS | 11,336.81 |
| | Total | $175,051.49 |

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period October through December, 1993 and a copy of the Budget Condition Report as of December 31, 1993.

JVH:VW:dmh/gcl
Attachments

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

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | | STATE AUDITOR | | | | | | | |
| | 59101 | 020122 | CA | 42221 | 111693 | 00135017 | 176.00 | MINNESOTA STATE AUDITORS | |
| | | 020122 | | | | | 176.00 | | |
| | | COUNTY ATTORNEY SERVICES | | | | | | | |
| | 59101 | 020174 | IC | 47255 | 112493 | 00139175 | 500.45 | IC TRNSF PMT 400 40601 | 300908 M00309 01 |
| | | | IC | 47616 | 121793 | 00152031 | 682.43 | IC TRNSF PMT 400 40601 | 300908 M00316 01 |
| | | | IC | 47617 | 121793 | 00152031 | 909.90 | IC TRNSF PMT 400 40601 | 300908 M00323 01 |
| | | 020174 | | | | | 2,092.78 | | |
| | | BUDGETING & ACCOUNTING SERVICES | | | | | | | |
| | 59101 | 020179 | IC | 46822 | 102293 | 00120585 | 293.74 | IC TRNSF PMT 400 40303 | 300908 A00634 01 |
| | | | IC | 47155 | 111693 | 00136729 | 274.17 | IC TRNSF PMT 400 40303 | 300908 A00637 01 |
| | | 020179 | | | | | 567.91 | | |
| | | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| | 59101 | 020185 | IC | 46558 | 100193 | 00108947 | 180.89 | IC TRNSF PMT 574 57401 | 301385 C03951 02 |
| | | | IC | 46561 | 100193 | 00108947 | 237.39 | IC TRNSF PMT 574 57401 | 301385 C04018 02 |
| | | | IC | 46563 | 100193 | 00108947 | 223.20 | IC TRNSF PMT 574 57401 | 301385 C04088 02 |
| | | | IC | 47538 | 121093 | 00148578 | 124.00 | IC TRNSF PMT 574 57401 | 301385 C04174 01 |
| | | | IC | 47539 | 121093 | 00148578 | 216.61 | IC TRNSF PMT 574 57401 | 301385 C04174 02 |
| | | | IC | 47540B | 121093 | 00148578 | 8.58 | IC TRNSF PMT 574 57401 | 301385 C04242 01 |
| | | | IC | 47541 | 121093 | 00148578 | 223.69 | IC TRNSF PMT 574 57401 | 301385 C04242 02 |
| | | 020185 | | | | | 1,214.36 | | |
| | | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| | 59101 | 020193 | IC | 46565 | 100193 | 00108947 | 3,905.28 | IC TRNSF PMT 400 47102 | 300434 B02394 01 |
| | | | IC | 46566 | 100193 | 00108947 | 1,405.90 | IC TRNSF PMT 400 47102 | 300434 B02394 02 |
| | | | IC | 46566A | 100193 | 00108947 | 1,484.01 | IC TRNSF PMT 400 47101 | 300166 B02394 03 |
| | | | IC | 46823 | 102293 | 00120585 | 2,516.88 | IC TRNSF PMT 400 40301 | 300908 A00633 01 |
| | | | IC | 47156 | 111993 | 00136729 | 1,516.58 | IC TRNSF PMT 400 40301 | 300908 A00635 01 |
| | | | IC | 47157 | 111993 | 00136729 | 1,516.58 | IC TRNSF PMT 400 40301 | 300908 A00635 02 |
| | | | IC | 47158 | 111993 | 00136729 | 1,835.86 | IC TRNSF PMT 400 40301 | 300908 A00635 03 |
| | | | IC | 47159 | 111993 | 00136729 | 1,404.83 | IC TRNSF PMT 400 40301 | 300908 A00635 04 |
| | | | IC | 47160 | 111993 | 00136729 | 957.84 | IC TRNSF PMT 400 40301 | 300908 A00635 05 |
| | | | IC | 47161 | 111993 | 00136729 | 1,053.62 | IC TRNSF PMT 400 40301 | 300908 A00635 06 |
| | | | IC | 47162 | 111993 | 00136729 | 352.80 | IC TRNSF PMT 400 40301 | 300908 A00635 07 |
| | | | IC | 47163 | 111993 | 00136729 | 1,478.40 | IC TRNSF PMT 400 40301 | 300908 A00635 08 |
| | | | IC | 47164 | 111993 | 00136729 | 705.60 | IC TRNSF PMT 400 40301 | 300908 A00635 09 |
| | | | IC | 47165 | 111993 | 00136729 | 4,751.86 | IC TRNSF PMT 400 40301 | 300908 A00636 01 |
| | | | IC | 47166 | 111993 | 00136729 | 3,542.40 | IC TRNSF PMT 400 47102 | 300434 B02428 01 |
| | | | IC | 47167 | 111993 | 00136729 | 1,275.26 | IC TRNSF PMT 400 47102 | 300434 B02428 02 |
| | | | IC | 47167A | 111993 | 00136729 | 1,346.11 | IC TRNSF PMT 400 47101 | 300166 B02428 03 |
| | | | IC | 47542 | 121093 | 00148578 | 3,697.92 | IC TRNSF PMT 400 47102 | 300434 B02484 01 |
| | | | IC | 47543 | 121093 | 00148578 | 1,331.25 | IC TRNSF PMT 400 47102 | 300434 B02484 02 |
| | | | IC | 47543A | 121093 | 00148578 | 1,405.21 | IC TRNSF PMT 400 47101 | 300166 B02484 03 |
| 2 | | 020193 | | | | | 37,484.19 | | |

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | POSTAGE | | | | | | | | |
| | 59101 | 020202 | CA | 39072C | 102293 | 00120583 | 435.00 | POSTMASTER C/O BUDGETING | | |
| | | | IC | 46567 | 100193 | 00108947 | 7.56 | IC TRNSF PMT 521 52104 | 350323 | W02014 01 |
| | | | IC | 46568 | 100193 | 00108947 | 103.46 | IC TRNSF PMT 521 52104 | 350323 | W02014 02 |
| | | | IC | 46824 | 102293 | 00120585 | 8.26 | IC TRNSF PMT 521 52104 | 350323 | W02065 01 |
| | | | IC | 46825 | 102293 | 00120586 | 130.00 | IC TRNSF PMT 521 52104 | 350323 | W02065 02 |
| | | | IC | 47566 | 121093 | 00148578 | 4.96 | IC TRNSF PMT 521 52104 | 350323 | W02094 01 |
| | | | IC | 47567 | 121093 | 00148578 | 62.52 | IC TRNSF PMT 521 52104 | 350323 | W02094 02 |
| | | 020202 | | | | | 751.76 | | | |
| | | TELEPHONE LONG DISTANCE CHARGES | | | | | | | | |
| | 59101 | 020207 | IC | 46569 | 100193 | 00108947 | 25.13 | IC TRNSF PMT 578 57801 | 301601 | Y00395 02 |
| | | | IC | 47257 | 112493 | 00139175 | 14.68 | IC TRNSF PMT 578 57801 | 301601 | Y00437 02 |
| | | | IC | 47568 | 121093 | 00148578 | 43.17 | IC TRNSF PMT 578 57801 | 301601 | Y00479 02 |
| | | 020207 | | | | | 82.98 | | | |
| | | TELEPHONE-LOCAL SERVICE | | | | | | | | |
| | 59101 | 020208 | IC | 34542 | 100193 | 00108947 | 145.56 | IC TRNSF PMT 578 57801 | 301602 | Y00395 01 |
| | | | IC | 47256 | 112493 | 00139175 | 145.56 | IC TRNSF PMT 578 57801 | 301602 | Y00437 01 |
| | | | IC | 47568A | 121093 | 00148578 | 145.56 | IC TRNSF PMT 578 57801 | 301602 | Y00479 01 |
| | | 020208 | | | | | 436.68 | | | |
| | | TRANSPORTATION ALLOWANCE | | | | | | | | |
| | 59101 | 020301 | MC | 057537 | 122893 | 00157619 | 40.32 | GOSKI | JILL | |
| | | | MC | 057538 | 122893 | 00157619 | 78.40 | GOSKI | JILL | |
| | | | MC | 057539 | 122893 | 00157619 | 109.48 | GOSKI | JILL | |
| | | | MC | 057540 | 122893 | 00157619 | 82.04 | GOSKI | JILL | |
| | | | MC | 057541 | 122893 | 00157619 | 154.00 | GOSKI | JILL | |
| | | | MC | 057542 | 122893 | 00157619 | 118.44 | GOSKI | JILL | |
| | | | MC | 057543 | 122893 | 00157619 | 182.28 | GOSKI | JILL | |
| | | | MC | 057544 | 122893 | 00157619 | 177.12 | GOSKI | JILL | |
| | | | MC | 057545 | 122893 | 00157619 | 115.08 | GOSKI | JILL | |
| | | | MC | 057546 | 122893 | 00157619 | 106.68 | GOSKI | JILL | |
| | | | MC | 057547 | 122893 | 00157619 | 52.92 | GOSKI | JILL | |
| | | 020301 | | | | | 1,216.76 | | | |
| | | MESSENGER SERVICE | | | | | | | | |
| | 59101 | 020305 | CA | 39281 | 102293 | 00120583 | 5.00 | ROADRUNNER TRANSPORTATION INC | | |
| | | | CA | 42626 | 111993 | 00136760 | 28.70 | ROADRUNNER TRANSPORTATION INC | | |
| | | | CA | 44891 | 121093 | 00149228 | 21.85 | ROADRUNNER TRANSPORTATION INC | | |
| | | | CA | 45332 | 121493 | 00150167 | 15.30 | ROADRUNNER TRANSPORTATION INC | | |
| | | 020305 | | | | | 70.85 | | | |
| | | PRINTING & STATIONERY | | | | | | | | |
| | 59101 | 020501 | CA | 38156 | 102293 | 00122353 | 291.75 | THOELE PRINTING | | |
| | | | CA | 42627 | 111993 | 00137538 | 111.12 | THOELE PRINTING | | |
| | | | IC | 46826 | 102293 | 00120586 | 278.56 | IC TRNSF PMT 400 41202 | 300404 | H03244 01 |
| | | | IC | 47168 | 111993 | 00136729 | 162.74 | IC TRNSF PMT 400 41202 | 300404 | H03301 01 |

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | 59101 | 020501 | IC | 47569 | 121093 | 00148578 | 125.90 | IC TRNSF PMT 400 41202 | 300404 H03355 01 |
| | | 020501 | | | | | 970.07 | | |
| | | EQUIPMENT & MACHINERY REPAIRS | | | | | | | |
| | 59101 | 020803 | CA | 42222 | 111693 | 00135018 | 98.89 | COPY DUPLICATING-PRODUCTS INC | |
| | | | CA | 44724 | 121093 | 00149229 | 27.00 | AAA OFFICE PRODUCTS | |
| | | | CA | 44725 | 121093 | 00149230 | 108.26 | COPY DUPLICATING-PRODUCTS INC | |
| | | | CA | 44726 | 121093 | 00149231 | 163.87 | MONROE SYS FOR BUSINESS INC | |
| | | | CA | 45333 | 121493 | 00150745 | 98.89 | COPY DUPLICATING-PRODUCTS INC | |
| | | 020803 | | | | | 496.91 | | |
| | | BUILDINGS & OFFICE SPACE | | | | | | | |
| | 59101 | 020906 | IC | 46827 | 102293 | 00120585 | 1,073.58 | IC TRNSF PMT 576 57601 | 360513 Y00281 01 |
| | | | IC | 47169 | 111993 | 00136729 | 1,073.58 | IC TRNSF PMT 576 57601 | 360513 Y00296 01 |
| | | | IC | 47618 | 121793 | 00152031 | 1,073.58 | IC TRNSF PMT 576 57601 | 360513 Y00313 01 |
| | | 020906 | | | | | 3,220.74 | | |
| | | PARKING SPACE | | | | | | | |
| | 59101 | 020909 | CA | 34305 | 100193 | 00109539 | 110.00 | ZEHRING & ANGLESON | |
| | | | CA | 39282 | 102293 | 00121492 | 72.00 | ZEHRING & ANGLESON | |
| | | | CA | 44730 | 121093 | 00149232 | 138.60 | ZEHRING & ANGLESON | |
| | | 020909 | | | | | 320.60 | | |
| | | BOOKS, PERIODICALS & SUBSCRIPTIONS | | | | | | | |
| | 59101 | 021101 | CA | 42628 | 111993 | 00137539 | 65.00 | AMERICAN PUBLIC TRANSIT ASSOC | |
| | | | CA | 44727 | 121093 | 00149233 | 44.75 | NRDC PUBLICATIONS | |
| | | | CA | 44731 | 121093 | 00149234 | 8.95 | NRDC | |
| | | 021101 | | | | | 118.70 | | |
| | | MEMBERSHIP & DUES | | | | | | | |
| | 59101 | 021401 | CA | 42859 | 111993 | 00137540 | 35.00 | MN TRANSPORTATION ALLIANCE | |
| | | 021401 | | | | | 35.00 | | |
| | | CONFERENCE & SEMINARS | | | | | | | |
| | 59101 | 021403 | CA | 40116 | 102993 | 00125927 | 394.00 | THOMAS | BRENDA |
| | | | CA | 40540 | 110293 | 00127614 | 505.00 | LINDEKE | TERRY |
| | | | CA | 40771 | 110593 | 00130017 | 419.00 | WEDELL | DICK |
| | | | CA | 43142 | 112493 | 00139859 | 27.20 | THOMAS | BRENDA |
| | | 021403 | | | | | 1,345.20 | | |
| | | OTHER TRAVEL | | | | | | | |
| | 59101 | 021407 | CA | 42629 | 111993 | 00137541 | 1,717.00 | CARLSON TRAVEL NETWORK | |
| | | | CA | 43308 | 112493 | 00139860 | 432.80 | DESPIEGELAERE | KATHRYN |
| | | 021407 | | | | | 2,149.80 | | |
| | | CED MEETING EXPENSES ACCOUNT | | | | | | | |
| | 59101 | 021409 | CA | 39470 | 102293 | 00122354 | 94.80 | DESPIEGELAERE | KATHRYN |

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | 59101 | 021409 | CA | 43463 | 112493 | 00139860 | 81.10 | DESPIEGELAERE | KATHRYN |
| | | | CA | 43464 | 112493 | 00139860 | 258.13 | DESPIEGELAERE | KATHRYN |
| | | | CA | 45761 | 121793 | 00153190 | 73.26 | DESPIEGELAERE | KATHRYN |
| | | 021409 | | | | | 507.29 | | |
| | | OFFICE SUPPLIES | | | | | | | |
| | 59101 | 030101 | CA | 42630 | 111993 | 00137542 | 15.38 | ANCHOR PAPER COMPANY | |
| | | | CA | 42631 | 111993 | 00137543 | 48.81 | GENERAL OFFICE PROD CO | |
| | | | CA | 42925 | 111993 | 00136730 | 84.31 | ST PAUL CITY OF FINANCE/MGMT | |
| | | | CA | 44728 | 121093 | 00149235 | 7.67 | GENERAL OFFICE PROD CO | |
| | | | CA | 57126 | 121093 | 00148547 | 203.16 | ST PAUL CITY OF FINANCE/MGMT | |
| | | | CA | 57196 | 122393 | 00155944 | 141.20 | ST PAUL CITY OF FINANCE/MGMT | |
| | | 030101 | | | | | 500.53 | | |
| | | COMPUTER OPERATING SUPPLIES | | | | | | | |
| | 59101 | 030201 | CA | 44729 | 121093 | 00149235 | 62.84 | SILHOUETTE IMAGING | |
| | | 030201 | | | | | 62.84 | | |

RAMSEY COUNTY REGIONAL RAILROAD AUTH 59101 53,821.95

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

PHASE II PE-MIDWAY CORRIDOR

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | | CONSULTING SERVICES | | | | | | | |
| | 59105 | 020102 | CA | PA270 | 102993 | 00125928 | 82,970.79 | BRW INC | |
| | | | CA | PA270 | 121093 | 00149237 | 6,910.16 | BRW INC | |
| | | | CA | PA270 | 121793 | 00153191 | 5,600.77 | BRW INC | |
| | | 020102 | | | | | 95,481.72 | | |
| | | BUDGETING & ACCOUNTING SERVICES | | | | | | | |
| | 59105 | 020179 | IC | 46822A | 102293 | 00120585 | 78.33 | IC TRNSF PMT 400 40303 | 300908 A00634 01 |
| | | | IC | 47155A | 111993 | 00136729 | 39.16 | IC TRNSF PMT 400 40303 | 300908 A00637 01 |
| | | 020179 | | | | | 117.49 | | |
| | | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| | 59105 | 020185 | IC | 46559A | 100193 | 00108947 | 4.80 | IC TRNSF PMT 574 57401 | 301385 C03951 02 |
| | | | IC | 46560 | 100193 | 00108947 | 19.20 | IC TRNSF PMT 574 57401 | 301385 C03951 01 |
| | | | IC | 46561A | 100193 | 00108947 | 24.77 | IC TRNSF PMT 574 57401 | 301385 C04018 02 |
| | | | IC | 46563B | 100193 | 00108947 | 18.90 | IC TRNSF PMT 574 57401 | 301385 C04088 02 |
| | | | IC | 46564 | 100193 | 00108947 | 4.80 | IC TRNSF PMT 574 57401 | 301385 C04088 01 |
| | | | IC | 47540 | 121093 | 00148578 | 23.88 | IC TRNSF PMT 574 57401 | 301385 CC4242 01 |
| | | 020185 | | | | | 96.35 | | |
| | | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| | 59105 | 020193 | IC | 46608 | 100193 | 00108947 | 414.72 | IC TRNSF PMT 400 47102 | 300434 B02393 01 |
| | | | IC | 46609 | 100193 | 00108947 | 149.30 | IC TRNSF PMT 400 47102 | 300434 B02393 02 |
| | | | IC | 46609A | 100193 | 00108947 | 157.59 | IC TRNSF PMT 400 47101 | 300166 B02393 03 |
| | | | IC | 46823A | 102293 | 00120585 | 261.76 | IC TRNSF PMT 400 40301 | 300908 A00633 02 |
| | | | IC | 47619 | 121793 | 00152031 | 449.28 | IC TRNSF PMT 400 47102 | 300434 B02482 01 |
| | | | IC | 47620 | 121793 | 00152031 | 161.74 | IC TRNSF PMT 400 47102 | 300434 B02482 02 |
| | | | IC | 47620A | 121793 | 00152031 | 170.73 | IC TRNSF PMT 400 47101 | 300166 B02482 03 |
| | | 020193 | | | | | 1,765.12 | | |
| PHASE II PE-MIDWAY CORRIDOR | | 59105 | | | | 97,460.58 | | | |

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

RIGHT-OF-WAY ACQUISITION

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| | 59106 | 020185 | IC | 47540A | 121093 | 00148578 | 4.34 | IC TRNSF PMT 574 57401 | 301385 C04242 01 |
| | | 020185 | | | | | 4.34 | | |
| | | SURVEYING SERVICE | | | | | | | |
| | 59106 | 020192 | IC | 47200 | 111993 | 00136729 | 448.12 | IC TRNSF PMT 400 47110 | 300188 B02370 01 |
| | | | IC | 47200A | 111993 | 00136729 | 121.08 | IC TRNSF PMT 400 47101 | 300166 B02370 02 |
| | | | IC | 47570 | 121093 | 00148578 | 91.02 | IC TRNSF PMT 400 47110 | 300188 B02426 01 |
| | | | IC | 47571 | 121093 | 00148578 | 32.77 | IC TRNSF PMT 400 47110 | 300188 B02426 02 |
| | | | IC | 47572 | 121093 | 00148578 | 74.88 | IC TRNSF PMT 400 47101 | 300166 B02426 03 |
| | | 020192 | | | | | 767.87 | | |
| RIGHT-OF-WAY ACQUISITION | | 59106 | | | | | 772.21 | | |

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

NORTHEAST CORRIDOR MAINT

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | | CONSULTING SERVICES | | | | | | | |
| | 59109 | 020102 | CA | PA671 | 120393 | 00145071 | 3,500.00 | NOVA ENVIRONMENTAL SERVICES IN | |
| | | 020102 | | | | | 3,500.00 | | |
| | | BUDGETING & ACCOUNTING SERVICES | | | | | | | |
| | 59109 | 020179 | IC | 47170 | 111993 | 00136729 | 156.66 | IC TRNSF PMT 400 40303 | 300908 A00623 01 |
| | | 020179 | | | | | 156.66 | | |
| | | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| | 59109 | 020185 | IC | 46570 | 100193 | 00108947 | 7.70 | IC TRNSF PMT 574 57401 | 301385 C03867 01 |
| | | 020185 | | | | | 7.70 | | |
| | | ASSESSMENTS | | | | | | | |
| | 59109 | 021131 | CA | 37067 | 100793 | 00112925 | 7,995.48 | RAMSEY CO PROP RECORDS & REV | |
| | | 021131 | | | | | 7,995.48 | | |
| NORTHEAST CORRIDOR MAINT | 59109 | | | | | 11,659.84 | | | |

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1993 THRU DEC 31, 1993.

CENTRAL CORRIDOR AA/DEIS

| RFC | DEPT | OBJECT | CLAIM ID | CLAIM NBR | WAR DATE | WAR NBR | WAR AMT | VENDOR NAME | |
|---|---|---|---|---|---|---|---|---|---|
| | | BUDGETING & ACCOUNTING SERVICES | | | | | | | |
| | 59110 | 020179 | IC | 47155B | 111993 | 00136729 | 39.16 | IC TRNSF PMT 400 40303 | 300908 A00637 01 |
| | | 020179 | | | | | 39.16 | | |
| | | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| | 59110 | 020185 | IC | 46559 | 100193 | 00108947 | 106.13 | IC TRNSF PMT 574 57401 | 301385 C03951 02 |
| | | | IC | 46561B | 100193 | 00108947 | 46.81 | IC TRNSF PMT 574 57401 | 301385 C04018 02 |
| | | | IC | 46562 | 100193 | 00108947 | 4.80 | IC TRNSF PMT 574 57401 | 301385 C04018 01 |
| | | | IC | 46563A | 100193 | 00108947 | 69.14 | IC TRNSF PMT 574 57401 | 301385 C04088 02 |
| | | | IC | 47539A | 121093 | 00148573 | 91.93 | IC TRNSF PMT 574 57401 | 301385 C04174 02 |
| | | | IC | 47541A | 121093 | 00148578 | 104.20 | IC TRNSF PMT 574 57401 | 301385 C04242 02 |
| | | 020185 | | | | | 423.01 | | |
| | | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| | 59110 | 020193 | IC | 46610 | 100193 | 00108947 | 1,209.60 | IC TRNSF PMT 400 47102 | 300434 B02392 01 |
| | | | IC | 46611 | 100193 | 00108947 | 435.46 | IC TRNSF PMT 400 47102 | 300434 B02392 02 |
| | | | IC | 46611A | 100193 | 00108947 | 459.65 | IC TRNSF PMT 400 47101 | 300166 B02392 03 |
| | | | IC | 46823B | 102293 | 00120586 | 765.13 | IC TRNSF PMT 400 40301 | 300908 A00633 03 |
| | | | IC | 47165A | 111993 | 00136729 | 2,013.50 | IC TRNSF PMT 400 40301 | 300908 A00636 02 |
| | | | IC | 47449 | 120393 | 00144129 | 1,503.36 | IC TRNSF PMT 400 47102 | 300434 B02427 01 |
| | | | IC | 47450 | 120393 | 00144129 | 541.21 | IC TRNSF PMT 400 47102 | 300434 B02427 02 |
| | | | IC | 47450A | 120393 | 00144129 | 571.28 | IC TRNSF PMT 400 47101 | 300166 B02427 03 |
| | | | IC | 47573 | 121093 | 00148578 | 1,658.88 | IC TRNSF PMT 400 47102 | 300434 B02483 01 |
| | | | IC | 47574 | 121093 | 00148578 | 597.20 | IC TRNSF PMT 400 47102 | 300434 B02483 02 |
| | | | IC | 47574A | 121093 | 00148578 | 630.37 | IC TRNSF PMT 400 47101 | 300166 B02483 03 |
| | | 020193 | | | | | 10,385.64 | | |
| | | PRINTING & STATIONERY | | | | | | | |
| | 59110 | 020501 | IC | 47258 | 112493 | 00139176 | 75.00 | IC TRNSF PMT 400 47110 | 300188 B02442 01 |
| | | 020501 | | | | | 75.00 | | |
| | | CONFERENCE & SEMINARS | | | | | | | |
| | 59110 | 021403 | CA | 40541 | 110293 | 00127515 | 23.00 | DESPIEGELAERE | KATHRYN |
| | | 021403 | | | | | 23.00 | | |
| | | OTHER TRAVEL | | | | | | | |
| | 59110 | 021407 | CA | 39283 | 102993 | 00125929 | 391.00 | CARLSON TRAVEL NETWORK | |
| | | 021407 | | | | | 391.00 | | |
| CENTRAL CORRIDOR AA/DEIS | | 59110 | | | | | 11,336.91 | | |
| | | FUND 591 TOTAL | | | | | 175,051.49 | | |

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59101 | RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY | | | | | | | |
| | CONSULTING SERVICES | | | | | | | |
| 020102 | 69,670.00 | 0.00 | 0.00 | 69,670.00 | 69,670.00 | 0.00 | 83,830.00 | |
| | STATE AUDITOR | | | | | | | |
| 020122 | 3,100.00 | 1,191.50 | 1,000.00 | 1,908.50 | 908.50 | 0.00 | 0.00 | 38.44 |
| | LEGISLATIVE REPRESENTATIVE | | | | | | | |
| 020154 | 12,000.00 | 12,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13,000.00 | 100.00 |
| | COUNTY ATTORNEY SERVICES | | | | | | | |
| 020174 | 36,348.00 | 4,435.78 | 20,000.00 | 31,912.22 | 11,912.22 | 0.00 | 0.00 | 12.20 |
| | COUNTY MANAGER-SERVICES | | | | | | | |
| 020176 | 28,000.00 | 12,438.45 | 21,168.00 | 15,561.55 | 5,606.45CR | 0.00 | 40,000.00 | 44.42 |
| | BUDGETING AND ACCOUNTING SERVICES | | | | | | | |
| 020179 | 20,000.00 | 6,733.00 | 2,000.00 | 13,267.00 | 11,267.00 | 0.00 | 0.00 | 33.67 |
| | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| 020185 | 6,000.00 | 2,167.32 | 1,200.00 | 3,832.68 | 2,632.68 | 0.00 | 0.00 | 36.12 |
| | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| 020193 | 194,200.00 | 107,737.02 | 49,200.00 | 85,462.98 | 37,262.98 | 100,000.00 | 30,000.00 | 55.48 |
| | PUBLIC INFORMATION SERVICES | | | | | | | |
| 020194 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 30,000.00 | |
| | POSTAGE | | | | | | | |
| 020202 | 5,800.00 | 1,579.70 | 700.00 | 4,220.30 | 3,520.30 | 0.00 | 0.00 | 27.24 |
| | TELEPHONE LONG DISTANCE CHARGES | | | | | | | |
| 020207 | 380.00 | 137.87 | 100.00 | 242.13 | 142.13 | 0.00 | 0.00 | 36.28 |
| | TELEPHONE-LOCAL SERVICE | | | | | | | |
| 020208 | 1,750.00 | 1,722.46 | 170.00 | 27.54 | 142.46CR | 250.00 | 0.00 | 98.43 |
| | TELEPHONE-EQUIPMENT RENTAL | | | | | | | |
| 020209 | 100.00 | 92.66 | 0.00 | 7.34 | 7.34 | 0.00 | 0.00 | 92.66 |
| | TRANSPORTATION ALLOWANCE | | | | | | | |
| 020301 | 1,700.00 | 1,237.71 | 462.00 | 462.29 | 0.29 | 1,000.00 | 0.00 | 72.81 |

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 | 530.10 | 150.00 | 269.90 | 119.90 | 0.00 | 0.00 | 66.26 |
| | PUBLISHING MINUTES & NOTICES | | | | | | | |
| 020401 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8,560.00 | |
| | PRINTING & STATIONERY | | | | | | | |
| 020501 | 5,800.00 | 3,822.98 | 5,027.00 | 1,977.02 | 3,049.98CR | 0.00 | 15,000.00 | 65.91 |
| | LIABILITY & PROPERTY DAMAGE | | | | | | | |
| 020611 | 700.00 | 652.18 | 0.00 | 47.82 | 47.82 | 200.00 | 0.00 | 93.17 |
| | EQUIPMENT & MACHINERY REPAIRS | | | | | | | |
| 020803 | 1,200.00 | 1,314.95 | 200.00 | 114.95CR | 314.95CR | 1,200.00 | 0.00 | 109.58 |
| | BUILDINGS & OFFICE SPACE | | | | | | | |
| 020906 | 13,083.00 | 12,974.98 | 0.00 | 108.02 | 108.02 | 200.00 | 0.00 | 99.17 |
| | PARKING SPACE | | | | | | | |
| 020909 | 1,440.00 | 1,162.60 | 0.00 | 277.40 | 277.40 | 0.00 | 0.00 | 80.74 |
| | BOOKS, PERIODICALS, SUBSCRIPTIONS | | | | | | | |
| 021101 | 250.00 | 203.60 | 100.00 | 46.40 | 53.60CR | 0.00 | 0.00 | 81.44 |
| | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3,000.00 | |
| | MEMBERSHIP & DUES | | | | | | | |
| 021401 | 500.00 | 180.00 | 320.00 | 320.00 | 0.00 | 0.00 | 0.00 | 36.00 |
| | CONFERENCE & SEMINAR EXPENSES | | | | | | | |
| 021403 | 6,000.00 | 3,951.57 | 0.00 | 2,048.43 | 2,048.43 | 0.00 | 0.00 | 65.86 |
| | OTHER TRAVEL | | | | | | | |
| 021407 | 20,000.00 | 2,149.80 | 7,500.00 | 17,850.20 | 10,350.20 | 0.00 | 0.00 | 10.75 |

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 * | | | | | |
| | VOLUNTEER/COMMITTEE MEETING EXPENSE | | | | | | | |
| 021408 | 3,000.00 | 0.00 | 0.00 | 3,000.00 | 3,000.00 | 0.00 | 0.00 | |
| | CED MEETING EXPENSES ACCOUNT | | | | | | | |
| 021409 | 5,500.00 | 1,052.30 | 500.00 | 4,447.70 | 3,947.70 | 0.00 | 0.00 | 19.13 |
| | TRANSIT JOINT POWERS | | | | | | | |
| 022213 | 34,000.00 | 0.00 | 0.00 | 34,000.00 | 34,000.00 | 0.00 | 0.00 | |
| TOTL 02 | 472,071.00 | 179,468.53 | 109,797.00 | 292,602.47 | 182,805.47 | 102,850.00 | 223,390.00 | 38.02 |
| | OFFICE SUPPLIES | | | | | | | |
| 030101 | 2,400.00 | 1,963.45 | 400.00 | 436.55 | 36.55 | 400.00 | 0.00 | 81.81 |
| | COMPUTER OPERATING SUPPLIES | | | | | | | |
| 030201 | 140.00 | 125.68 | 50.00 | 14.32 | 35.68CR | 140.00 | 0.00 | 89.77 |
| TOTL 03 | 2,540.00 | 2,089.13 | 450.00 | 450.87 | 0.87 | 540.00 | 0.00 | 82.25 |
| | EQUIPMENT | | | | | | | |
| 040300 | 400.00 | 0.00 | 400.00 | 400.00 | 0.00 | 0.00 | 0.00 | |
| | CONTINGENT APPROPRIATIONS | | | | | | | |
| 061001 | 168,322.00 | 0.00 | 0.00 | 168,322.00 | 168,322.00 | 0.00 | 0.00 | |
| | OTHER GOVERNMENTAL UNITS | | | | | | | |
| 090306 | 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 | 221,557.66 | 110,647.00 | 461,775.34 | 351,128.34 | 143,390.00 | 223,390.00 | 32.42 |

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PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 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 | 241,979.83 | 110,647.00 | 755,536.34 | 644,889.34 | 143,390.00 | 223,390.00 | 24.26 |

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59103 | RCRRA - PHASE 1 PRELIMINARY ENGINEERING | | | | | | | |
| | CONSULTING SERVICES | | | | | | | |
| 020102 | 83,501.64 | 7,863.96 | 0.00 | 75,637.68 | 75,637.68 | 0.00 | 0.00 | 9.42 |
| | COUNTY ATTORNEY SERVICES | | | | | | | |
| 020174 | 4,278.06 | 0.00 | 0.00 | 4,278.06 | 4,278.06 | 0.00 | 0.00 | |
| | COUNTY MANAGER-SERVICES | | | | | | | |
| 020176 | 1,286.06 | 151.92 | 0.00 | 1,134.14 | 1,134.14 | 0.00 | 0.00 | 11.81 |
| | BUDGETING AND ACCOUNTING SERVICES | | | | | | | |
| 020179 | 1,202.17 | 0.00 | 0.00 | 1,202.17 | 1,202.17 | 0.00 | 0.00 | |
| | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| 020185 | 90.48 | 11.56 | 0.00 | 78.92 | 78.92 | 0.00 | 0.00 | 12.78 |
| | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| 020193 | 17,900.47 | 676.77 | 0.00 | 17,223.70 | 17,223.70 | 0.00 | 0.00 | 3.78 |
| | PUBLIC INFORMATION SERVICES | | | | | | | |
| 020194 | 1,051.68 | 0.00 | 0.00 | 1,051.68 | 1,051.68 | 0.00 | 0.00 | |
| | POSTAGE | | | | | | | |
| 020202 | 10.98 | 0.00 | 0.00 | 10.98 | 10.98 | 0.00 | 0.00 | |
| | MESSENGER SERVICE | | | | | | | |
| 020305 | 49.05 | 0.00 | 0.00 | 49.05 | 49.05 | 0.00 | 0.00 | |
| | PUBLISHING MINUTES & NOTICES | | | | | | | |
| 020401 | 179.90 | 0.00 | 0.00 | 179.90 | 179.90 | 0.00 | 0.00 | |
| | PRINTING & STATIONERY | | | | | | | |
| 020501 | 12.11 | 0.00 | 0.00 | 12.11 | 12.11 | 0.00 | 0.00 | |
| | INTEREST | | | | | | | |
| 021192 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | COMMITTEE COMPENSATION | | | | | | | |
| 021226 | 100.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | |
| | OTHER TRAVEL | | | | | | | |
| 021407 | 0.36 | 0.00 | 0.00 | 0.36 | 0.36 | 0.00 | 0.00 | |

PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59103 | RCRRA - PHASE 1 PRELIMINARY ENGINEERING | | * CONTINUED * | | | | | |
| | VOLUNTEER/COMMITTEE MEETING EXPENSE | | | | | | | |
| 021408 -- | 0.27 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | |
| 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 |

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 | | | | | | | |
| | CONSULTING SERVICES | | | | | | | |
| 020102 -- | 1,731,720.17 | 977,367.79 | 458,552.38 | 754,352.38 | 295,800.00 | 0.00 | 0.00 | 56.44 |
| | COUNTY ATTORNEY SERVICES | | | | | | | |
| 020174 -- | 46,640.56 | 0.00 | 0.00 | 46,640.56 | 46,640.56 | 0.00 | 0.00 | |
| | COUNTY MANAGER-SERVICES | | | | | | | |
| 020176 -- | 7,208.89 | 3,835.98 | 0.00 | 3,372.91 | 3,372.91 | 0.00 | 0.00 | 53.21 |
| | BUDGETING AND ACCOUNTING SERVICES | | | | | | | |
| 020179 -- | 10,000.00 | 193.70 | 0.00 | 9,806.30 | 9,806.30 | 0.00 | 0.00 | 1.94 |
| | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| 020185 -- | 781.04 | 282.12 | 0.00 | 498.92 | 498.92 | 0.00 | 0.00 | 36.12 |
| | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| 020193 -- | 232,395.96 | 9,479.54 | 0.00 | 222,916.42 | 222,916.42 | 0.00 | 0.00 | 4.08 |
| | POSTAGE | | | | | | | |
| 020202 -- | 3,412.81 | 0.00 | 0.00 | 3,412.81 | 3,412.81 | 0.00 | 0.00 | |
| | PUBLISHING MINUTES & NOTICES | | | | | | | |
| 020401 -- | 3,976.60 | 0.00 | 0.00 | 3,976.60 | 3,976.60 | 0.00 | 0.00 | |
| | PRINTING & STATIONERY | | | | | | | |
| 020501 -- | 9,832.06 | 0.00 | 0.00 | 9,832.06 | 9,832.06 | 0.00 | 0.00 | |
| | INTEREST | | | | | | | |
| 021192 -- | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | COMMITTEE COMPENSATION | | | | | | | |
| 021226 -- | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 1,000.00 | 0.00 | 0.00 | |
| | OTHER TRAVEL | | | | | | | |
| 021407 -- | 10,906.20 | 0.00 | 0.00 | 10,906.20 | 10,906.20 | 0.00 | 0.00 | |
| | VOLUNTEER/COMMITTEE MEETING EXPENSE | | | | | | | |
| 021408 -- | 915.80 | 0.00 | 0.00 | 915.80 | 915.80 | 0.00 | 0.00 | |
| TOTL 02 | 2,058,790.09 | 991,159.13 | 458,552.38 | 1,067,630.96 | 609,078.58 | 0.00 | 0.00 | 48.14 |
| GRG-TOT | 2,058,790.09 | 991,159.13 | 458,552.38 | 1,067,630.96 | 609,078.58 | 0.00 | 0.00 | 48.14 |

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59106 | RIGHT-OF-WAY ACQUISITION | | | | | | | |
| | COUNTY ATTORNEY SERVICES | | | | | | | |
| 020174 | 4,910.70 | 3,580.22 | 0.00 | 1,330.48 | 1,330.48 | 0.00 | 0.00 | 72.91 |
| | COUNTY MANAGER-SERVICES | | | | | | | |
| 020176 | 1,800.00 | 455.76 | 0.00 | 1,344.24 | 1,344.24 | 1,800.00 | 0.00 | 25.32 |
| | BUDGETING AND ACCOUNTING SERVICES | | | | | | | |
| 020179 | 163.92 | 0.00 | 0.00 | 163.92 | 163.92 | 0.00 | 1,800.00 | |
| | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| 020185 | 376.99 | 47.03 | 0.00 | 329.96 | 329.96 | 0.00 | 0.00 | 12.48 |
| | SURVEYING SERVICE | | | | | | | |
| 020192 | 6,803.00 | 6,707.37 | 0.00 | 95.63 | 95.63 | 2,524.82 | 0.00 | 98.59 |
| | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| 020193 | 5,617.06 | 2,008.75 | 0.00 | 3,608.31 | 3,608.31 | 0.00 | 1,324.82 | 35.76 |
| | POSTAGE | | | | | | | |
| 020202 | 96.05 | 0.00 | 0.00 | 96.05 | 96.05 | 0.00 | 200.00 | |
| | PUBLISHING MINUTES & NOTICES | | | | | | | |
| 020401 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | |
| | PRINTING & STATIONERY | | | | | | | |
| 020501 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | |
| | INTEREST | | | | | | | |
| 021192 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| TOTL 02 | 19,767.72 | 12,799.13 | 0.00 | 6,968.59 | 6,968.59 | 4,324.82 | 4,324.82 | 64.75 |
| ORG-TOT | 19,767.72 | 12,799.13 | 0.00 | 6,968.59 | 6,968.59 | 4,324.82 | 4,324.82 | 64.75 |

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59109 | RCRRA - NORTHEAST CORRIDOR MAINTENANCE | | | | | | | |
| | CONSULTING SERVICES | | | | | | | |
| 020102 | 3,500.00 | 3,500.00 | 0.00 | 0.00 | 0.00 | 3,500.00 | 0.00 | 100.00 |
| | BUDGETING AND ACCOUNTING SERVICES | | | | | | | |
| 020179 | 200.00 | 156.66 | 43.34 | 43.34 | 0.00 | 200.00 | 0.00 | 78.33 |
| | DATA PROCESSING SERVICES-MTCE | | | | | | | |
| 020185 | 100.00 | 7.70 | 92.30 | 92.30 | 0.00 | 100.00 | 0.00 | 7.70 |
| | COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | |
| 020193 | 20,000.00 | 3,708.64 | 15,000.00 | 16,291.36 | 1,291.36 | 20,000.00 | 0.00 | 18.54 |
| | PUBLIC LIABILITY INSURANCE | | | | | | | |
| 020618 | 4,000.00 | 47.00 | 0.00 | 3,953.00 | 3,953.00 | 0.00 | 0.00 | 1.18 |
| | GROUNDS-REPAIRS | | | | | | | |
| 020804 | 35,700.00 | 18,283.04 | 10,000.00 | 17,416.96 | 7,416.96 | 0.00 | 300.00 | 51.21 |
| | ASSESSMENTS | | | | | | | |
| 021131 | 15,990.96 | 15,990.96 | 0.00 | 0.00 | 0.00 | 15,990.96 | 0.00 | 100.00 |
| | INTEREST | | | | | | | |
| 021192 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| | SIGNS & SIGN REPAIRS | | | | | | | |
| 030507 | 10,509.04 | 0.00 | 10,000.00 | 10,509.04 | 509.04 | 0.00 | 19,490.96 | |
| ORG-TOT | 90,000.00 | 41,694.00 | 35,135.64 | 48,306.00 | 13,170.36 | 39,790.96 | 19,790.96 | 46.33 |

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

| APPROPRIATION NO. | ADJ. CURRENT APPROPRIATION | AMOUNT EXPENDED | UNPAID ENCUMBRANCES | BALANCE UNEXPENDED | BALANCE UNENCUMBERED | TRANSFER IN (TO) | TRANSFER OUT (FROM) | PCT EXPD YTD |
|---|---|---|---|---|---|---|---|---|
| 59110 CENTRAL CORRIDOR AA/DEIS | | | | | | | | |
| CONSULTING SERVICES | | | | | | | | |
| 020102 -- | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20,000.00 | |
| COUNTY ATTORNEY SERVICES | | | | | | | | |
| 020174 -- | 1,401.44 | 0.00 | 0.00 | 1,401.44 | 1,401.44 | 0.00 | 0.00 | |
| COUNTY MANAGER-SERVICES | | | | | | | | |
| 020176 -- | 26,981.36 | 9,646.92 | 0.00 | 17,334.44 | 17,334.44 | 25,000.00 | 0.00 | 35.75 |
| BUDGETING AND ACCOUNTING SERVICES | | | | | | | | |
| 020179 -- | 3,000.00 | 117.49 | 0.00 | 2,882.51 | 2,882.51 | 0.00 | 0.00 | 3.92 |
| DATA PROCESSING SERVICES-MTCE | | | | | | | | |
| 020185 -- | 5,488.50 | 1,056.47 | 0.00 | 4,432.03 | 4,432.03 | 5,000.00 | 0.00 | 19.25 |
| COUNTY PROJECT MANAGEMENT SERVICES | | | | | | | | |
| 020193 -- | 50,000.00 | 35,817.94 | 0.00 | 14,182.06 | 14,182.06 | 50,000.00 | 0.00 | 71.64 |
| POSTAGE | | | | | | | | |
| 020202 -- | 500.00 | 0.00 | 0.00 | 500.00 | 500.00 | 0.00 | 0.00 | |
| PUBLISHING MINUTES & NOTICES | | | | | | | | |
| 020401 -- | 300.00 | 0.00 | 0.00 | 300.00 | 300.00 | 0.00 | 0.00 | |
| PRINTING & STATIONERY | | | | | | | | |
| 020501 -- | 500.00 | 75.00 | 0.00 | 425.00 | 425.00 | 0.00 | 0.00 | 15.00 |
| INTEREST | | | | | | | | |
| 021192 -- | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| COMMITTEE COMPENSATION | | | | | | | | |
| 021226 -- | 1,000.00 | 0.00 | 0.00 | 1,000.00 | 1,000.00 | 0.00 | 0.00 | |
| CONFERENCE & SEMINAR EXPENSES | | | | | | | | |
| 021403 -- | 140.91 | 65.00 | 0.00 | 75.91 | 75.91 | 0.00 | 0.00 | 46.13 |
| OTHER TRAVEL | | | | | | | | |
| 021407 -- | 2,000.00 | 1,613.45 | 0.00 | 386.55 | 386.55 | 0.00 | 0.00 | 80.67 |
| TOTL 02 | 91,312.21 | 48,392.27 | 0.00 | 42,919.94 | 42,919.94 | 80,000.00 | 20,000.00 | 53.00 |
| ORG-TOT | 91,312.21 | 48,392.27 | 0.00 | 42,919.94 | 42,919.94 | 80,000.00 | 20,000.00 | 53.00 |
| ACT-TOT | 3,369,429.49 | 1,344,728.57 | 604,335.02 | 2,024,700.92 | 1,420,365.90 | 267,505.78 | 267,505.78 | 39.91 |
| 5 FC | 3,369,429.49 | 1,344,728.57 | 604,335.02 | 2,024,700.92 | 1,420,365.90 | 267,505.78 | 267,505.78 | 39.91 |
| FUND CURR TOT | 3,055,246.32 | 1,324,306.40 | 604,335.02 | 1,730,939.92 | 1,126,604.90 | 267,505.78 | 267,505.78 | 43.35 |
| FUND R92 TOT | 314,183.17 | 20,422.17 | 0.00 | 293,761.00 | 293,761.00 | 0.00 | 0.00 | 6.50 |
| FUND TOTAL | 3,369,429.49 | 1,344,728.57 | 604,335.02 | 2,024,700.92 | 1,420,365.90 | 267,505.78 | 267,505.78 | 39.91 |

# AGENDA

## *Regional Railroad Authority*

*** SEE TIME CHANGE ***

TUESDAY, FEBRUARY 22, 1994

*** 9:30 AM *** - LARGE CONFERENCE ROOM - ROOM 220 COURT HOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 8, 1994.

2. Legislative update.

3. Central Corridor update.

4. * a) Approve Amendment #3 to Contract Agreement No. 66617 with the State of Minnesota Department of Transportation.

   * b) Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority.

5. * a) Approve Amendment #2 to Contract Agreement No. 67831 with the State of Minnesota Department of Transportation.

   * b) Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority.

* Action is requested.

# MINUTES

## RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## February 8, 1994

The Ramsey County Regional Railroad Authority met on Tuesday, February 8, 1994, at 10:30 a.m., in Room 220 of the Ramsey County Courthouse.

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

MEMBER ABSENT: Commissioner Diane Ahrens

OTHERS PRESENT: Hugh Faville, Bob Piram, Allan Torstenson, Helen Welter, James Sazevich and Adult Education Group, Greg Mack, Karen Tero, Terry Schutten, Vern Wehlage, Mary Lou Grahek, Fran Sontag, Jill Goski, David Sipila, Kathryn DeSpiegelaere, and Bette Kurysh.

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

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of January 25, 1994.

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Ramsey County Regional Railroad Authority Board Meeting of January 25, 1994 as written.

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

Kathryn DeSpiegelaere introduced a group from St. Paul Adult Community Education, who is touring the Courthouse to learn more about government in action. Ms. DeSpiegelaere introduced Jim Sazevich as the tour leader.

Chairman Finley introduced himself as well as the other Commissioners of the Ramsey County Regional Railroad Authority. Chairman Finley briefly explained to the group that the Rail Authority is planning the development of light rail transit throughout the metropolitan area.

Mr. Sazevich thanked the Ramsey County Regional Rail Authority Commissioners and those present for allowing the adult education group to be present during the Rail Authority Board meeting.

2. Presentation on Phalen Area Proposals.

Chairman Finley said that the Ramsey County Regional Railroad Authority purchased the Burlington Northern right of way that runs from downtown St. Paul to Maplewood. Chairman Finley also said that the Rail Authority is working with the City of St. Paul regarding the use of this right of way in the interim until light rail becomes available in this corridor.

Ms. DeSpiegelaere said that approximately a year ago the Ramsey County Regional Railroad Authority (RCRRA) purchased 6-1/2 miles of right of way, approximately 100 feet wide, from the Burlington Northern. After the purchase, the RRA became aware of proposals that may impact the use of the right of way. An agreement has been prepared and adopted by RCRRA and the City of St. Paul, which indicates that the long term use would be for light rail transit and there would be a bike trail along the right of way as ajoint use. There are also proposals by the City of St. Paul for use of a portion of this right of way for roadway and other uses.

Chairman Finley introduced Allan Torstenson from the City of St. Paul Planning and Economic Development (PED) Department.

Mr. Torstenson introduced Bob Piram from St. Paul's Parks and Recreation Department. Mr. Torstenson said that the St. Paul Parks Division has been working on plans for a bicycle and pedestrian trail for the corridor.

Mr. Torstenson said that the City and Rail Authority staff recently met to discuss the relationship of plans for the Phalen Village Area and the relationship of these plans to the Rail Authority property in the area and also plans for eventual light rail in that corridor. Where the Rail Authority property crosses Maryland is a likely station location when LRT is developed. St. Paul's plans for redevelopment of that commercial core are to coordinate redevelopment plans with transit. One of the neighborhood's big goals for that area is to make the area more transit oriented and to redevelop the area that supports transit in the long run. It's a long term process.

Mr. Torstenson said that at the same meeting business interests and development of the new road were discussed.

Mr. Torstenson said that he is prepared to discussed the Phalen Village Small Area Plan that has come out of District 2. Mr. Torstenson said that Al Lovejoy, who was to have discussed the Phalen Corridor Plan, is unable to be here this morning. However, Bob Piram is available to answer questions relating to the Phalen Corridor.

Mr. Torstenson said that the Phalen Village Small Area Plan was undertaken at the request of the District 2 Community Council and also Senator Randy Kelly, Representatives Farrell and McCollum, whose districts include part of the study area around Phalen Center. They have also been very supportive and involved in this effort. St. Paul PED staff has also worked very closely with City Councilmembers.

Mr. Torstenson said one of the unique parts of developing the Small Area Plan has been a collaboration with the College of Architecture and Landscape Architecture

of the University of Minnesota. The students and staff of the University of Minnesota have been of great assistance to the neighborhood task force in developing some of the ideas and recommendations in the plan.

Mr. Torstenson said the draft small area plan is the recommendation of a neighborhood task force, which is made up of representatives of the business community, property owners, homeowners, and renters in the area. The plan has now been reviewed and recommended by the District 2 Community Council. It is currently before the St. Paul Planning Commission for review and comment before it goes to the Mayor and City Council for adoption.

Mr. Torstenson said that the Phalen Village Small Area Plan task force was created in 1991 to recommend strategies to reverse the decline of the Phalen Center area. He said that in recent years, the commercial area around the Phalen Center as well as some of the large apartment complexes have declined and are in a state of repair. It is a major concern for the neighborhood, and it's beginning to negatively affect property values.

Chairman Finley asked what area specifically is being discussed? Is it essentially Maryland, Johnson Parkway, and where from there?

Mr. Torstenson said the area east to Roosevelt Public Housing Projects, west to Phalen Lake and park, north to Ivy, and south to the Chicago and North Western tracks.

Mr. Torstenson showed slides of the area involved: Phalen Center parking lot and apartment complexes in the area. Mr. Torstenson said that the shopping center was developed around an auto orientation so the area has a lot of pavement. The task force recommendations are to get at the social and economic roots of the problem, not just deal with a face lift of the area.

Mr. Torstenson said that the attempt is to transform the Phalen Village area into a community that works, is safe, stable, and a desirable community that's an asset to the overall area. He said they are trying to facilitate and help build a sense of community in the area, a sense of ownership and pride among the residents and business people in the area.

Mr. Torstenson said there are some major amenities and opportunities. At the top of the list as an asset is the lake and the park.

Mr. Torstenson said that one of the problems with the Phalen Village area, east of the berm, is the commercial and high density housing area that is cut off from the lake and park. It's been noted by several people on the task force that when you cross from one side of the railroad berm to the other, you go from a high amenity area with the park to a low amenity area. The plan recommends removing the berm, creating bikeway, walkway, and greenway connections from the park into the heart of the Phalen Village area.

Mr. Torstenson showed slides of the marsh at the south end of Lake Phalen, East Shore Drive, and Wheelock Parkway. Mr. Torstenson said that the marsh is actually lower than the lake level. He showed slides looking east from the railroad berm and said that the entire area was built on what used to be marsh and ponds. It is also lower than the average lake level. The plan recommends restoring some of the natural landscape in the area.

Mr. Torstenson said that in the 1960's, the Phalen Center was built as a large auto oriented shopping center at a time when a major highway was expected to be routed nearby. The highway was never built and because of that, the Phalen Shopping Center never attracted business similar to other shopping centers in the area.

Mr. Torstenson said that the plan recommends creating a compact, mixed-use, more neighborhood/pedestrian, and transit oriented Phalen Village commercial center. It recommends doing this along Maryland, already an existing bus route, and focusing the commercial area at the corner of Clarence and Prosperity at Maryland. The plan also recommends realignment of Prosperity.

Mr. Torstenson said that the plan recommends creating a small neighborhood transit hub south of Maryland along newly re-routed Prosperity. Small neighborhood circulator buses would link the neighborhoods with this area. There has also been talk about the need for express transit service in the Northeast Corridor between downtown St. Paul and Maplewood Mall. Certain parts of this service will be handled by light rail transit (LRT). If this happens in the future, the neighborhood circulator base will be established for this express service.

Mr. Torstenson pointed out a conceptual plan done by University of Minnesota students that shows wetland where part of the rail right of way exists. He said that the Rail Authority has indicated that a wetland cannot be placed anywhere near the rail right or way. Mr. Torstenson said that the language in the draft plan does not call for the rail right of way to be replaced with wetland. It calls for the berm to be removed. St. Paul staff will be very careful in the final plan to show that the conceptual plans do not affect the rail right of way.

Mr. Torstenson said that the plan also recommends working with education, recreation, health and human service providers to improve access to community services, especially to develop a neighborhood medical clinic and child care center near the transit hub.

Mr. Torstenson showed slides of dense apartment complexes that are oriented to parking lots with very little yard space. Currently, very large families live in these complexes with the only play area being the parking lots.

Mr. Torstenson said that the plan recommends rezoning the apartment buildings from an RM2 to RM1, which means less density and provides for more yard space. The plan also calls for developing new housing that takes advantage of the natural landscape, improving the relationship to Phalen Park, and housing that adds to the diversity of housing types, price ranges, and ownership options in the area.

Mr. Torstenson said that the plan is recommending a special design district for Phalen Village to promote quality construction and to implement measures to control crime through environmental design.

Mr. Torstenson said that at the meeting with Rail Authority staff, RRA staff raised a number of concerns about the possible effects of the removal of the berm and the re-establishment of a wetland area on Rail Authority property.

Commissioner Brenda Thomas asked what is the population of this area?

Mr. Torstenson said 2,000 units of low-income housing.

Commissioner Dick Wedell asked how much will it cost and when will St. Paul come up with funding?

Mr. Torstenson said that there is not a simple answer to that question. The City of St. Paul is putting together a comprehensive list of elements and timelines. They have developed some costs and are pursuing funding for some of the housing rehabilitation.

Chairman Finley asked if St. Paul staff has any cost estimates? Do they have a design of the roadway?

Mr. Torstenson said that it has not been completed yet; however, there may be some roadway changes that will be done at the same time as the clinic project. With the housing rehab, there are some street changes that will be done to reduce density. There is a lot of room for redesign and response to market forces.

Commissioner Dick Wedell said it is his understanding that there is work on developing a bikeway from Beam Avenue to Larpenteur. Commissioner Wedell asked Mr. Piram if funds are now available?

Mr. Piram responded yes, they hope to be building this year.

Commissioner Wedell said that it appears the County and City are ready to build and it appears only piece meal things will be done not related to the right of way.

Mr. Torstenson said that Mr. Piram was responding to the development of a trail outside of the Small Area Plan study but along the rail corridor between Phalen Center and downtown St. Paul. This should be underway in a few months. The trail stops at Johnson Parkway and would not follow the rail corridor north from Johnson Parkway at this time.

Mr. Torstenson said that the City of St. Paul, District 2, and people in the neighborhood feel that these recommendations are critical for the long term health and stability of this neighborhood. He said St. Paul needs Ramsey County's support and they look forward to working with Ramsey County in making these significant changes.

Mr. Torstenson said that there are two recommendations in the plan that directly relate to the Rail Authority: (1) removal of the railroad berm and (2) improving connections to the lake and park. These are major and key recommendations in the plan. Also, there are recommendations for creating a more transit oriented commercial core that's directly related to plans for light rail and a station at this location.

Mr. Torstenson said that the Rail Authority has decided on a right of way or alignment for LRT, but there hasn't been any station area planning done by the Rail Authority at this point. For major transit investment to work, it requires coordination between transit planning and land use and redevelopment planning. Even though station area planning has not been done by the Rail Authority, St. Paul staff felt it was necessary to address that issue in the small area plan. St. Paul staff has suggested that when a station is developed, that the location be between Maryland and Johnson Parkway and that it should be at-grade and be developed as part of the commercial area. That's a key recommendation and a key issue that needs response from RCRRA.

Commissioner Hal Norgard said that there is a basic concern with the Phalen watershed district, which extends from White Bear to the Mississippi River, which is very important and should be the first thing that should be done in the whole area. The swamp needs to be drained and fixed as was the Battle Creek area. This is a very big project as a special taxing district.

Commissioner Dick Wedell said that the cost and management is an issue that has been previously discussed. The funding sources and total costs are yet to be defined.

Chairman Finley asked Mr. Piram about the timetable and what direction the St. Paul Parks and Recreation Department is taking in cooperation in this corridor for the bike trail.

Mr. Piram responded that the Rail Authority, County Board, and City of St. Paul adopted a master plan, which lays out how LRT and trail will work together in this corridor and in this alignment. The County has received a grant, as has the City, to implement the trail portion. The City is waiting to go, but they need design drawings submitted to the Minnesota Department of Transportation (Mn/DOT) by May 1. The City has been working with people along the corridor and most recently with the businesses in one of the narrowest portions near 3M, Arcade Street, Swede Hollow, and the Payne Avenue area trying to work on an alignment.

Mr. Piram said that regarding the roadway, an idea is to extend the roadway from Prosperity (the southern edge of the small area plan) down along the alignment and as it gets down toward Arcade/Payne Avenues, branch off to the west and connect with the freeway system. The businesses have indicated the importance of the roadway in that it impacts economic stability. The City is attempting to incorporate the needs of the business community with the plans for the bike trail. However, there is not enough land in the alignment to accommodate the LRT needs, the bike needs, and the roadway.

Mr. Piram said that the St. Paul Planning and Economic Development Department (PED) is in the the process of looking at how much land needs to be acquired and its location.
Mr. Piram asked the authority for the assistance and availability of Rail Authority staff to work with St. Paul PED and Parks staff as they work on this alignment. It is realized that there is not enough land for all three uses and additional land will need to be acquired, but it cannot be done without help from Rail Authority staff. The City does not want to plan anything incompatible with LRT and that it's much better if City and County can work together.

Commissioner Wedell said that the County co-shares with the Parks Department and the Rail Authority a person who is working with this property.

Ms. DeSpiegelaere said that Dave Sipila is working for the Rail Authority and the Parks Department. At this point, he is primarily working with the Rail Authority on right of way issues, attending meetings, working with property owners, and City staff.

Ms. DeSpiegelaere said that the Rail Authority staff is very anxious to attend City staff meetings and that early notification and involvement are necessary.

Commissioner Schaber asked about the incompatibility between the St. Paul PED plan and the Parks plan at this point.

Mr. Piram responded that there is no incompatibility because the alignment for the roadway, LRT, and the path is not finalized. He said he does not see it as being incompatible. It's a matter of design and being able to acquire enough land to add to the alignment to make it work.

Chairman Finley asked about the station stop at Maryland and the former railroad bridge and if St. Paul's transit hub is proposed to be about 1/2 mile away.

Mr. Torstenson said that it may be a quarter of a mile or so. Mr. Torstenson said that that's the direction an express bus would travel.

Chairman Finley asked if Clarence Street would remain.

Mr. Torstenson said yes and that the conceptual plans are to improve Rose west of Clarence and add a connection to Maryland along the Rail Authority right of way. He said they need to do more station area planning.

Chairman Finley said that station area planning should be done during the early stages of planning, whether it be bus, LRT, or bike trail, and that this should be a joint effort.

Commissioner Schaber said he does not support the line for LRT as it currently exists. He said that 35E is the most logical light rail transit line, and to remember if this line is built, it will be a minimum of 20 years from now before that occurs. A lot of planning may be done for naught.

Ms. DeSpiegelaere said that Mr. Torstenson requested comments on a proposed station area. She said that Rail Authority staff met with City Staff and have laid out eight or nine issues that needs addressing: 1) A proposal that would preclude the development of LRT would not be acceptable, but must accommodate LRT; 2) If a wetland is established on the property, which was a previous proposal, that it would be difficult to use it for another purpose in the future; 3) There may be restrictions on usage depending upon the funding source; 4) Removal of the berm and how it will affect the entire corridor and travel time for LRT, safety and liability issues, and maintenance; 5) Rail Authority staff has asked for a memo from St. Paul Public Works addressing whether or not they would fund an at-grade crossing of light rail transit at Maryland acceptable. These are just a few of the concerns. A written list of issues has been given to the City of St. Paul so they may properly address them.

Mr. Greg Mack said that the County has funding to construct a trail at Frost Avenue north to Beam Avenue. The City has funding from Johnson Parkway south. The Master Plan shows the trail going in two directions: one link over to Phalen Park and the other going north to make the connection. The County received its grant earlier with no assurance of anything south of Frost Avenue. An extension of the trail south to Larpenteur is possible with the grant money.

Chairman Finley asked when construction would begin?

Mr. Piram said construction would probably take place late fall. The City has to have the plans to Mn/DOT by May 1.

3. Central Corridor Update.

Chairman Finley commended Jill Goski's presentation at the Central Corridor Hearing at St. Luke's School. Chairman Finley said the presentation was excellent and informative with many people making favorable comments.

Chairman Finley said that he and Bob Winter from Mn/DOT met with Mr. Steve Dornfeld of the Pioneer Press regarding the Central Corridor hearings.

Chairman Finley said that Congressman Sabo has requested an appropriation of $10 million dollars for the continuation of the final design. Representative Sabo, Chairman of the House Budget Committee, has made a request for $470 million to be authorized for the actual construction of the Central Corridor. Representative Sabo's staff asked Congressman Vento for his support. Congressman Vento sent a letter to the Chairman of Public Works requesting that funds be appropriated per Congressman Sabo's request. Congressman Oberstar will follow suit.

Chairman Finley said that from the standpoint of Minnesota, LRT is in a very strong position at the federal level. Chairman Finley said the key now is to get the State Legislature to authorize an appropriation to match the federal money.

Ms. DeSpiegelaere said she met with Representative Sabo's staff and Hennepin County staff in Washington, D.C., and then also with Representative Vento's staff. Ms. DeSpiegelaere said that a member of Representative Sabo's staff was very positive about the Central Corridor. She said that Representative Sabo has several requests for authorizations in the ISTEA bill, but the Central Corridor project is his first priority. She said that the bill should be through committee by the end of February or early March.

Ms. DeSpiegelaere said that on a less positive note, the President's budget message proposes cutting some of the federal operating funds for transit.

Chairman Finley said that the St. Paul Planning Commission approved LRT as the preferred alternative in terms of the Alternatives Analysis on a 12 to 5 vote. It will be going to the City Council next week.

Commissioner Wedell asked if the Rail Authority will have time to inform the City Councilmembers of the LRT concept?

Chairman Finley said St. Paul City Councilmembers will not be totally informed by the time they vote on it next week, but the Rail Authority will try to touch base with them.

Commissioner Hunt said that it has to be recognized that this is a long process, and there has been a major turnover of people in policy-making decisions. These are people with good intentions, but they hear issues such as the tunnel and need to know about it. Commissioner Hunt said that the Regional Transit Board (RTB) is planning a special session to brief the members of past actions.

Commissioner Hunt asked Ms. DeSpiegelaere if the Metropolitan Council has responded to the Central Corridor Alternatives Analysis.

Ms. DeSpiegelaere said by law the Metropolitan Council has approval of it. Because of the new governance laws, the Metropolitan Council will be reviewing it. It is going through the Technical Advisory Committee and its Transportation Advisory Board.

Commissioner Hunt said that a representative at the RTB raised a question about a tunnel for downtown St. Paul. Commissioner Hunt told the representative that an engineering study had been done regarding that issue.

Commissioner Thomas distributed copies of an article, "A Desire Named Streetcar." Commissioner Thomas said the article indicates that everybody is rushed off to Portland to view LRT. She said that there is another very good article in the magazine Governing about tax increment financing.

Commissioner Thomas said that the minutes of the last meeting indicated she said the cost for LRT would be a half million dollars. It should have said a half billion dollars.

Ms. DeSpiegelaere said that the first question at the Business Partnership meeting was why hasn't a decision been made and what's different now. Ms. DeSpiegelaere said the big difference now is that governance is in place.

Commissioner Wedell said he encourages the Rail Authority to make certain that the St. Paul City Council understands it.

Commissioner Norgard referred to a statement made by Representative Osthoff on WCCO regarding LRT.

4. Ratify Partial Payment No. 27 to BRW, Inc. in the amount of $1,880.76 for the Midway Corridor Phase II Preliminary Engineering.

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 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. 68868, Partial Payment No. 27, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $1,880.76 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1993, is hereby ratified.

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

5. Ratify Partial Payment No. 28 to BRW, Inc. in the amount of $115,715.05 for the Midway Corridor Phase II Preliminary Engineering.

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

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 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. 68866 (retainage reduction), Partial Payment No. 28, provide the correct documentation of payments due BRW, Inc. through November 30, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of $115,715.05 for Ramsey County Regional Railroad Authority's share of services rendered through November 30, 1993, is hereby ratified.

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

6. Approve Partial Payment No. 29 (FINAL) to BRW, Inc. in the amount of $9,819.96 for the Midway Corridor Phase II Preliminary Engineering.

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

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

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

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

WHEREAS, BRW, Inc. Invoice Nos. 68893 and 68907, Partial Payment No. 29 (FINAL), and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1993; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the total amount of $9,819.96 for services to the Ramsey County Regional Railroad Authority through December 31, 1993, is hereby approved; and Be It Further

RESOLVED, That payment as indicated represents payment in full for all services to be performed under Agreement Number RCRRA-91-001.

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

7. Ratify quarterly report of payments for RCRRA October 1, 1993 through December 31, 1993.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October 1, 1993, through December 31, 1993, and a record of these disbursements is attached; Now, Therefore, Be It

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

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

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

2

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

| | |
|---|---|
| REGIONAL RAILROAD AUTHORITY<br>Originating Department | **Board Action Requested**<br>Legislative update. |
| K Westpfieglaeu 2/11/94<br>Authorized Signature — Date | **DISCUSSION ONLY** |

**Request Justification**

Discussion will occur at Regional Railroad Authority meeting.

| | |
|---|---|
| Budgeting and Accounting Vern Wallace 2/14/94 | Date / Time Received By |
| County Attorney Michele L. Timmons 2/15/94 | |
| Risk Manager Dennis G. Kaplan 2.15.94 | |
| Data Processing | |
| Previous Action taken on Request | |

**Comments / Recommendation**

**Documentation certified complete for:**

| | | |
|---|---|---|
| Committee / Meeting Date | Signature | Date |
| Committee / Meeting Date | Signature | Date |
| February 22, 1994 | Bette Kurysh | 2/17/94 |
| Board Date | Signature | Date |

3

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
Originating Department

K L deSpiegelaere 2/11/94
Authorized Signature Date

**Board Action Requested**

Central Corridor update.

DISCUSSION ONLY

**Request Justification**

Discussion will occur at Regional Railroad Authority meeting.

Budgeting and Accounting Vern Wahlen 2/14/94
County Attorney Michele L. Timmons 2/15/94
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<br>February 22, 1994 | Signature<br>Bette Kuypk | Date<br>2/17/94 |
| Board Date | Signature | Date |

4

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K DeSpiegelaere 2/11/94

Authorized Signature — Date

**Board Action Requested**

Approve Amendment #3 to Contract Agreement No. 66617 with the State of Minnesota, Dept. of Transportation, and authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

**ACTION IS REQUESTED**

**Request Justification**

See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Contract Agreement #3

Budgeting and Accounting Vern Wehlage 2/14/94

County Attorney Michele L. Girard 2/15/94

Risk Manager Georgiana Schultz 2/14/94

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<br>February 22, 1994<br>Board Date | Signature<br>Bette Kunesh<br>Signature | Date<br>2/17/94<br>Date |

# Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, State Grant Contract #66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, Amendment #3 to Contract #66617 extends the contract period to 60 months; Now, Therefore, Be It

RESOLVED, That Amendment #3 to Contract #66617 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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 KD

**SUBJECT:** State Grant Contract No. 66617
Amendment #3 - Time Extension

**DATE:** February 11, 1994

Ramsey County Regional Railroad Authority obtained grant funds from the Minnesota Department of Transportation to assist with light rail transit work. Grant Contract No. 66617 provided funding for Northeast and South Corridor Alignment Studies and Phase I Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor. An extension is proposed to allow retainage of state grant funds for future purposes.

Attached is Amendment #3 to the Grant Contract extending the contract period to 60 months. The contract amount and all other contract provisions remain the same.

Recommendation:

Approve Amendment #3 to State Grant Contract 66617 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on behalf of the Rail Authority.

KD/blk
Attachments

Printed on Recycled Paper

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

CONTRACT AMENDMENT

Amendment #3 to Contract No. 66617 between the State of Minnesota acting by and through the State Department of Transportation (hereinafter referred to as "MnDOT") and the Ramsey County Regional Railroad Authority (hereinafter referred to as "recipient").

WHEREAS, the laws of Minnesota for 1989 Chapter 269, Section 2, Subd. 3, provides a state appropriation for distribution to Regional Railroad Authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of Light Rail Transit (LRT) facilities; and,

WHEREAS, due to recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 66617 are expressly reaffirmed for the purpose of the following amendment:

Section V. A., Page 4 - Unless the Recipient receives (has received) written MnDOT approval, the term of this contract shall not exceed forty-eight (48) months. "Delete" forty-eight (48); and, "Insert" sixty (60).

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By _____

Title: Assistant Commissioner

Date _____

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By _____

Title Chairman

Date 2/22/94

REVENUE AGREEMENT EXTENSION
By Vern Wirtala

Title Budget Manager

Date 2/15/94

APPROVED
AS TO FORM AND EXECUTION

By _____

Title: Assistant Attorney General

Date _____

Form approved:
Michele L. Timm
2/15/94

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____

Date _____

Jim G Kaplan 2.15.94
Risk Management

ENCUMBERED
COMMISSIONER OF FINANCE

By _____

Date _____

5

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Originating Department

K DeSpiegelaere 2/11/94

Authorized Signature — Date

**Board Action Requested**

Approve Amendment #2 to Contract Agreement No. 67831 with the State of Minnesota, Dept. of Transportation, and authorize the Chairman of the Railroad Authority to sign on behalf of the Railroad Authority.

**ACTION IS REQUESTED**

**Request Justification**

See attached: 1) Proposed resolution
2) Memorandum from K. DeSpiegelaere
3) Contract Agreement #2

Budgeting and Accounting Vern Wallace 2/14/94

County Attorney Michele L. Timmons 2/15/94

Risk Manager Georgeann Schulte 2/14/94

Data Processing

Previous Action taken on Request

Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

| Committee / Meeting Date | Signature | Date |
|---|---|---|
| | | |
| Committee / Meeting Date | Signature | Date |
| February 22, 1994 (Board Date) | Betty Kuryak | 2/17/94 |
| | Signature | Date |

# Resolution
Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date:_____ No._____

WHEREAS, State Grant Contract #67831 provides funding for South Corridor Environmental Impact Statement Studies; and

WHEREAS, Amendment #2 to Contract #67831 extends the contract period to 48 months; Now, Therefore, Be It

RESOLVED, That Amendment #2 to Contract #67831 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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 KD

**SUBJECT:** State Grant Contract No. 66617
Amendment #3 - Time Extension

**DATE:** February 11, 1994

Ramsey County Regional Railroad Authority obtained grant funds from the Minnesota Department of Transportation to assist with light rail transit work. Grant Contract No. 67831 provided funding for South Corridor Environmental Impact Statement Studies. An extension is proposed to allow retainage of state grant funds for future purposes.

Attached is Amendment #2 to the Grant Contract extending the contract period to 48 months. The contract amount and all other contract provisions remain the same.

Recommendation:

Approve Amendment #2 to State Grant Contract 67831 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign on behalf of the Rail Authority.

KD/blk
Attachments

Printed on Recycled Paper

2

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

CONTRACT AMENDMENT

Amendment #2 to Contract No. 67831 between the State of Minnesota acting by and through the State Department of Transportation (hereinafter referred to as "MnDOT") and the Ramsey County Regional Railroad Authority (hereinafter referred to as "recipient").

WHEREAS, the laws of Minnesota for 1989 Chapter 269, Section 2, Subd. 3, provides a state appropriation for distribution to Regional Railroad Authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of Light Rail Transit (LRT) facilities; and,

WHEREAS, due to recipient being unable to complete all portions of LRT contract within specified contract period;

NOW, THEREFORE, it is mutually agreed that all terms and agreements of Contract No. 67831 are expressly reaffirmed for the purpose of the following amendment:

Section V. A., Page 4 - Unless the Recipient receives (has received) written MnDOT approval, the term of this contract shall not exceed thirty-six (36) months. "Delete" thirty-six (36); and, "Insert" forty-eight (48).

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

By _____

Title: Assistant Commissioner

Date _____

APPROVED
AS TO FORM AND EXECUTION

By _____

Title: Assistant Attorney General

Date _____

APPROVED
COMMISSIONER OF ADMINISTRATION

By _____

Date _____

ENCUMBERED
COMMISSIONER OF FINANCE

By _____

Date _____

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By _____

Title Chairman

Date 2/22/94

REVENUE AGREEMENT EXTENSION

By Vern Wehling

Title Budget Manager

Date 2/15/94

Form approved
Michele L. Timmons
2/15/94

Jerome G. Kepler 2-15-94
Risk Management

**Ramsey County Regional Railroad Authority**
220 Courthouse, St. Paul, Minnesota 55102 612/266-8350 / FAX 266-8370

**John T. Finley,** Chairman
District 3
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Warren W. Schaber, Secretary
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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, MARCH 22, 1994

## 9:30 AM - LARGE CONFERENCE ROOM - ROOM 220 COURTHOUSE

CHAIRMAN'S COMMENTS

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 22, 1994

2. Update on Central Corridor

3. Impacts of Light Rail Transit on the Fully Developed Area

4. Legislative update

5. Discussion of Draft Northeast Corridor Management Plan

* Action is requested

Printed on Recycled Paper

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

TUESDAY, FEBRUARY 22, 1994

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was held on Tuesday, February 22, 1994, in the large Conference Room of 220 Court House. Chairman Finley called the meeting to order at 9:30 A.M.

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

ALSO PRESENT: Mayor Norman Coleman, Terry Schutten, James Van Houdt, Toni Baker, Robert Clarkson, Karen Tero, Mary Lou Grahek, Terry Lindeke, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning

1. Minutes of the Ramsey County Regional Railroad Authority Board Meeting of February 8, 1994.

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

The Ramsey County Regional Railroad Authority Board approves the minutes of the Ramsey County Regional Railroad Board meeting held on February 8, 1994 as written.

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

At this point in the meeting Mayor Norman Coleman of the City of St.Paul entered the meeting. Chairman Finley welcomed the Mayor, and asked if he wished to comment on the recent trip to Portland to view the LRT System.

Mayor Coleman thanked the Board for the opportunity to give some observations he found very interesting. As he has stated, he is not an expert on LRT, and will not become an expert after one trip to Portland. He saw two things that impressed him that he would like to see happen here. One was LRT as a community builder. In talking to people he met on the street the LRT was really seen as a community builder. Individuals had a great sense of the importance of LRT connecting to other parts of the Portland area, and the folks who did the planning, really used that so that sense of community was really outstanding. So, as we talk about cooperation of cities and counties, cooperation between Minneapolis and St. Paul, and growth, that concept of using LRT as a community builder is very compelling. He would like to see us get moving in that direction.

Mayor Coleman continued, the other piece, related to the dollars everything else, was the human side, LRT ridership, Saturday ridership in some instances was almost as high as weekly. People seem to enjoy this ridership, and it was reflected almost as entertainment in their conversation. This seems to have had an effect on the quality of life, it was very strong. He wants to work with the County, to see LRT as a reality in this area.

Chairman Finley introduced Kathryn DeSpiegelaere to the Mayor, as she is the one who made the arrangements for the trip. The Mayor said he was very impressed with the scheduling.

Commissioner Wedell commented that when Commissioner Thomas, himself, and others were on a short trip to Portland they were amazed as to what LRT had done for downtown. Even the cab drivers commented on what LRT has done for the City.

Chairman Finley said that when the Council met, Councilperson Rettman had asked the Mayor to come into the meeting, so we did get the fourth vote, as this was very important.

Mayor Coleman said that is one of the reasons he stressed the community building aspects of light rail as he knows that his Council is extemely concerned about present conditions, if there would be some way to be able to somehow educate the Council to see what positive effect this might be to bring the community together to mobilize individual citizens to care about the future of their city, county - that is a powerful message, and it was certainly apparent in Portland. The Mayor believes the Council would respond to that - he is trying to figure out how to try to tie in some more community support, more involvement.

Commissioner Ahrens feels that if others were able to take the trip, those who may have have voted against it should be encouraged to go.

Chairman Finley said that Councilperson Blakey is going on the tour, however, Councilperson Harris has not made a commitment as of this date.

The Mayor said he would work to encourage Councilmembers to see this system, as he agrees with Commissioner Ahrens, you can look at numbers, you can talk philosophy, but to be there, see it, visit with people in the communities and hear the impact it has had on them, and their stake in developing the future of their community. St. Paul prides itself on City participation - this is a strong issue.

Commissioner Wedell had talked with Tom Sather of the MTC, they have a level of dollars at the MTC that if you fall below it, you have to take a look at discontinuance of service. There is no one line into downtown Minneapolis that is below the line. There is no line in St. Paul that is above the line, St. Paul has taken a lot of comfort as to what is available in bus service - this is really in jeopardy, and St. Paul needs to hear that as to what could be done as they would like to have everybody work to enhance that, but it has not been a high priority. We need to tie in transit as an infrastructure item, it is critical for St.Paul. They want to be helpful, but we need to be available to talk to them as to collectively what we can do.

Mayor Coleman said that those individuals who voted against light rail, they see themselves as being visionary, concerned about the future, they are ready to keep things as they are, and because they have that approach, and he believes that if we work with them, that they will see light rail as the right way, as if we build more highways, we will be more congested, we need means of transportation to tie communities together, so there may be hope for those folks who voted against it. He hopes that this administration will be more active in speaking out in support of working with the county and the metro area to build light rail. He is confident we may do well on this.

Commissioner Hunt stated that in her eleven years on the County Board, this is the first time she recalls a Mayor coming and talking with this Board - this signifies a new era.

Mayor Coleman assured everyone that his office door is always open.

Chairman Finley thanked the Mayor again for the comments on the Portland trip and interest in LRT.

2. Legislative Update -

Ms. DeSpiegelaere informed the Board that she received information late last week on the requests for funding. This was received too late to include in your packets, which she will distribute to members now.

The Regional Transit Board will be looking for $11 million for operating funds in FY 1995, and $5 million for operating funds for Vision for Transit.

High Speed Bus Coalition which we have not talked about, they will be asking for $2 million, this is the group from the southwestern suburbs that are promoting a dedicated bus on 35W and 494.

Nicollet Mall Shuttle is seeking $1 million, the Metropolitan Transit Commission, $3.9 million for quality improvements.

The LRT is $10 million for final engineering for Central Corridor.

For Greater Minnesota is also listed.

For those members who did attend the delegation meeting on Friday with members of the Legislature.

Commissioner Hunt commented that the questions which arose as to long term cost of LRT, the Citizens Report and the Editorial in the St. Paul Paper were also discussed by the delegation. These were critical of LRT. Commissioner Hunt suggested that possibly Chairman Finley and Ms. DeSpiegelaere might want to meet with these people personally to answer some of the concerns that had been raised, as she thinks there are some good answers.

Commissioner Ahrens said she felt that Chairman Finley's letter to the press was very good, and suggested that a copy of this be sent to the Representative who had raised come concerns, as this may answer some of those questions.

Commissioner Schaber added the comment that some Council members and citizens are concerned about light rail because of their proposed project on the East Side which may be at least 25 years off. So, therefore, they are not looking at the larger picture.

Chairman Finley added some details about the recent trip to Portland, they met with the Mayor of Portland, and some other people who were from New York. The Mayor of Portland was not an advocate of light rail, but she is now that she has been elected Mayor. There was a great deal of interest in riverfront. The consultant that we had selected to work on the Capitol Approach is the one who worked on the riverfront.

This was a whirlwind trip, but we met some very interesting people including county commissioners, representative from Ellerbe, persons responsible for the new stadium, etc.

3. Central Corridor

Ms. DeSpiegelaere informed the Board that the comment period on the Alternative Analysis closed Friday, February 18th. We do have a resolution from the City of St. Paul supporting light rail, and Minneapolis also. She does not know when the Minnesota Department of Transportation will be able to take a position. The next step will be the Hennepin Board and M/DOT to take a position on the Preferred Alternative, they have already indicated they will be coming back with it, after they receive their recommendations.

Ms. DeSpiegelaere said it was to have been about March 15, but it depends on when Commissioner Denn makes this decision.

Chairman Finley said in regard to the City, he has met with every single Councilperson personally before their vote, except Marie Grimm and Dave Thune - Mr. Thune was ill, but he was assured that he would support it. Councilperson Grimm was unable to see him, he did not hear from the calls that were left at her office. The vote was 4 to 3 for LRT.

Commissioner Thomas mentioned that she had heard that Dakota County is putting together a plan for high speed buses and various sophisticated bus systems over light rail.

Chairman Finley said that Dakota has stated that this plan is not in lieu of light rail at all. In fact, it is a connection between suburbs and not necessarily into the City of Minneapolis. It is the Apple Valley, Burnsville, Minnetonka, Wayzata - it is the ring around that is being looked at. Some of the Hennepin County municipalities are also included in that.

Chairman Finley had brought this matter up at the Joint Powers Board as he had wanted to know if this was in lieu of, and he was assured that it absolutely was not, they are not wavering on their having light rail, but they need that in addition to.

Ms. DeSpiegelaere said that the high speed bus could be a precurse to light rail. In Calgary for example, they expanded their buses considerably to pave the way for light rail corridors.

Ms. DeSpiegelaere added that some of the concerns that staff has will be debated, as we plan on a meeting next week. There will be a presentation next week in conjunction with the Joint Powers Board. One of the concerns that Commissioner Hunt and others may have is we are going to be competing in asking for funding.

4. A. Approve Amendment #3 to Contract Agreement No. 66617 with the State of Minnesota Department of Transportation; B. Authorize the Chairman of the Regional Railroad Authority so sign on behalf of the Authority.

Chairman Finley asked why we are extending these contracts.

Miss DeSpiegelaere explained that we do have the money, and these grant funds may be retained for future use.

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

WHEREAS, State Grant Contract #66617 provides funding for Northeast and South Corridor Alignment Studies and Phase II Preliminary Engineering and Environmental Impact Statement Studies for the Midway Corridor; and

WHEREAS, Amendment #3 to Contract #66617 with the State of Minnesota extends the contract period to 60 months to be effective through April 2, 1995; Now, Therefore, Be It

RESOLVED, That Amendment #3 to Contract #66617 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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

5. A. Approve Amendment #2 to Contract Agreement No. 67831 with the State of Minnesota Department of Transportation; B. Authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority.

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

WHEREAS, State Grant Contract #67831 provides funding for South Corridor Environmental Impact Statement Studies; and

WHEREAS, Amendment #2 to Contract #67831 with the State of Minnesota extends the contract period to 48 months to be effective through February 28, 1995; Now, Therefore, Be It

RESOLVED, That Amendment #2 to Contract #67831 is approved and the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the amendment on behalf of the Authority.

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

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

2

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
Originating Department

Authorized Signature _____ Date

**Board Action Requested**

Update on Central Corridor

**DISCUSSION ONLY**

**Request Justification**

Discussion will occur at Regional Railroad Authority 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<br>March 22, 1994<br>Board Date | Signature<br>Bette Rumpke<br>Signature | Date<br>3/17/94<br>Date |

3

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
Originating Department

K Westpfiegdaeie 3/14/94
Authorized Signature — Date

**Board Action Requested**

Impacts of LRT on the Fully Developed Area

**DISCUSSION ONLY**

**Request Justification**

See attached report.

**Budgeting and Accounting**
**County Attorney** Dan Mc Grath
**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 |
| March 22, 1994 | Peter Harnack | 3/17/94 |
| Board Date | Signature | Date |

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101
612 291-6359 TDD 612 291-0904

# Keeping the Twin Cities Vital

## IMPACTS OF LIGHT RAIL TRANSIT (LRT) ON THE FULLY DEVELOPED AREA

Appendix Two

February 1994

Prepared by Karen Lyons, Transportation Planner

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# EXECUTIVE SUMMARY

Light rail transit (LRT) is currently being evaluated in two corridors as one part of an overall transit system in the Twin Cities metropolitan area. The fully developed area study legislation called for the Council to examine the potential effects of light rail transit on the fully developed area. This report is a study of the anticipated impacts of LRT, and the potential benefits as a development tool that may be achieved if LRT is constructed in the region.

Light rail transit (LRT) services can have a positive impact on the fully developed area of the Twin Cities metropolitan area, both as transporation and a land-use strategy. If properly planned and designed, LRT can improve transit services available to fully developed area residents. LRT can help assure continued long-term access to the region's primary economic activity centers. It can also be used as a tool to guide a portion of the region's future development growth along those corridors where LRT is implemented. These potential positive impacts, however, cannot happen without aggressive planning and implementation efforts put in place during all LRT development. An essential condition for a successful LRT system is the careful design and coordination of the new LRT service with feeder bus routes which complement it, and with the remainder of the transit system. Another critical factor for success is the inclusion of strong land use and urban design components in all stages of LRT planning, engineering, final design and construction.

## LRT AS A LAND-USE STRATEGY

LRT and other major transit capital investments can serve as a long-term development tool to channel a portion of new regional growth along specific transportation corridors. New development would occur over time, primarily around stations. The full development potential would only be realized probably after 10 to 20 years of LRT operation, and would occur *only if there is available land and an overall regional demand for economic development, and only with aggressive proactive city involvement in attracting development.*

Construction of one or two LRT lines would not revolutionize the existing urban structure or profoundly change the current suburban development trends. Only a 40- to 50-year regional commitment to a fully integrated land-use/transportation strategy predicated on a strong transit system, including multiple LRT lines, could bring about significant cumulative changes in land-use clustering, improved regional accessibility, and travel behavior change. However, individual corridor-application of LRT would have a positive impact on the communities it traverses, especially around stations.

Rail transit improvements can also be used as catalysts to preserving healthy communities and revitalizing socially and economically declining communities. The areas one-half mile around stations can be redesigned as people-oriented places, creating more livable communities, by addressing area aesthetics, pedestrian/bicycle safety, security and movement, parks and open space needs, landscape and streetscape, traffic and parking controls, and building linkages.

Positive development benefits of LRT can be realized only with early, aggressive, proactive city action, to include detailed urban development. and design planning, redevelopment/revitalization incentives and investment, joint development initiatives, and effective land-use controls. Cities must aggressively pursue the types of development and urban design improvements that would be mutually beneficial to their communities and to the regional transit system. All of these activities need to closely involve neighborhood residents and businesses in order to create the kinds of communities that neighborhoods desire.

LRT and multiple other factors affecting land use need to be addressed together in a coordinated manner in order to achieve positive land-use impacts. These multiple factors include land/site availability, land clearance and assembly, decontamination of polluted sites, attractive social and economic conditions, community support, infrastructure provision, and appropriate zoning and mixed land uses. Affected municipalities should be

required to prepare detailed station area land use plans as LRT implementation progresses through engineering, design and construction stages.

## LRT AS A TRANSPORTATION STRATEGY

LRT is one of the multioccupant vehicle strategies that can strengthen the Twin Cities metropolitan area's regional transit system and reduce its dependence upon the single occupant automobile. Implementation of LRT offers an opportunity to enhance the regional commitment to transit not only because of the magnitude of the initial capital investment but also for other reasons as well. An LRT line represents a very visible and permanent commitment to transit. As a transit system on a separated right-of-way, it can provide faster, more reliable service. LRT can become the catalyst for major transit improvements in a given corridor, both in terms of service frequency and geographic coverage. Similar benefits can also be achieved with other major transit capital investments such as high occupancy vehicle (HOV) lanes. In either case, however, these service improvements are likely to require increases in transit operating funds.

Currently two LRT corridors are under consideration for implementation. These are the Central Corridor, running between downtown St. Paul and downtown Minneapolis, and the I-35W Corridor from downtown Minneapolis to 96th Street in Bloomington. The two proposed LRT alignments traverse two well-established, well-utilized, highly transit-dependent corridors. Both are entirely contained within the Fully Developed Area. The two LRT lines would encompass the two central business districts and the University of Minnesota, providing access to and linking the largest employment, education and population concentrations in the region.

Transit system service can be expanded through LRT and an extensive feeder transit system, enhancing regional mobility by offering more connections between different parts of the region. LRT lines with bus and circulator connections can permit more reverse-commute, suburb-to suburb, and central city linkages, offering both suburban and central city residents economic and social linkages to jobs, school, shopping, business and recreational activities.

LRT can enhance the comfort and attractiveness of the transit system, and improve speed, service frequency and ease of access to many more areas of the region. Greater operating efficiencies can be achieved, particularly in heavily traveled corridors where a single driver can operate several LRT vehicles.

LRT can also ease the increasing threat of traffic congestion in heavily traveled corridors such as the I-35W and Central Corridors, especially during peak periods, ensuring continued access to the region's primary activity centers. LRT can offer an attractive alternative to automobile use over the long-term in these corridors.

LRT can improve transportation especially for persons who are dependent on transit to meet their travel needs-----those with economic, physical or age-related limitations. It would be fully accessible to persons with disabilities. The entire regional transit system, including regular-route buses, community-based systems, and paratransit services would experience increased ridership as LRT and other service improvements are implemented.

## RELATIONSHIP OF LRT WITH THE REGIONAL BLUEPRINT

Many of the concepts embodied in this report are proposed in the new Regional Blueprint, the Metropolitan Council's action plan for economic growth and development in the region. The Blueprint proposes that the Council promote higher-density, mixed-use development along selected transportation corridors, including LRT corridors, and guide a portion of the region's future growth to such corridors. Regional transportation improvements would be closely coordinated with local land-use strategies to encourage more direct links between housing, jobs and transportation. The Council would work with local communities in these efforts,

encouraging more effective land-use policies, urban design and zoning controls to support higher density mixed-use development that is transit- and pedestrian-oriented.

The Metropolitan Council would require that municipalities traversed by an LRT line, such as Minneapolis, St. Paul, Richfield and Bloomington, prepare detailed station area land-use plans when LRT studies move into the final design and engineering stage. These plans should consider ways that cities can create higher density, transit- and pedestrian-friendly mixed-use nodes around stations. The Council would provide assistance in these efforts.

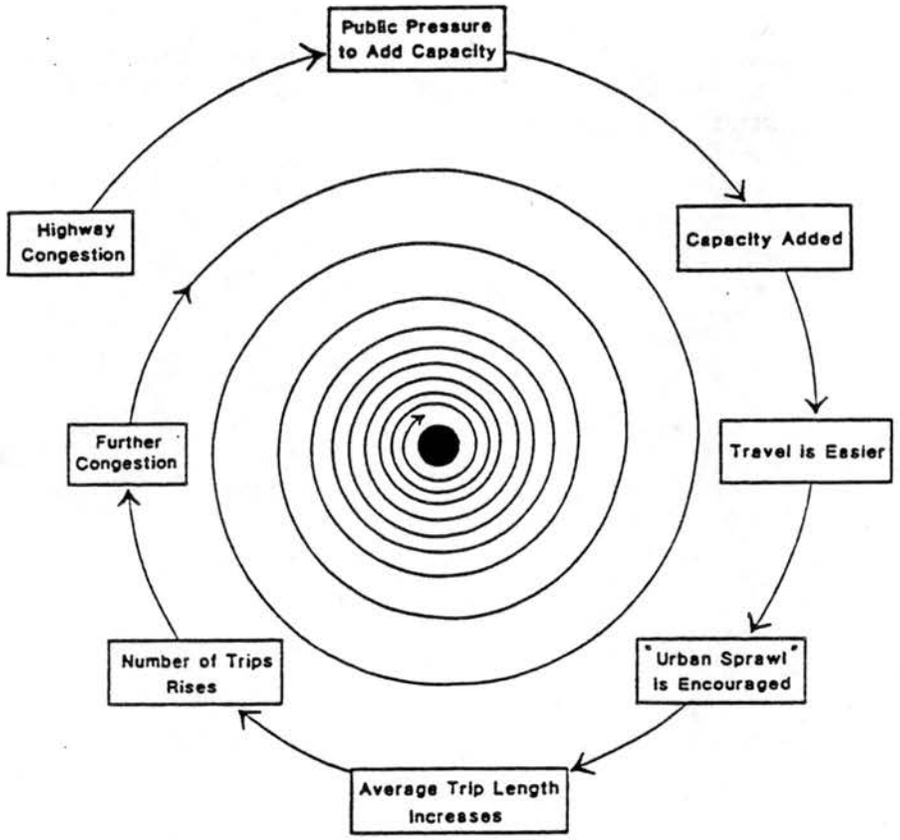
# I. INTRODUCTION AND BACKGROUND

This report has been prepared as a part of the Fully Developed Area Study required by 1991 Minnesota Laws Ch. 183, requiring that the Metropolitan Council examine the anticipated effects of a light rail transit (LRT) system on the economic and social condition of the fully developed area.

## REGIONAL TRANSPORTATION POLICY CONTEXT

The Metropolitan Council recognizes that the Twin Cities region needs a long-term transportation solution that goes beyond providing a major infusion of capital investments for additional highway capacity. The region cannot build its way out of congestion because of well documented financial, environmental and social constraints. Additional general purpose highway lane capacity provides short-term congestion relief, but in the long-term it encourages greater automobile use, promotes more development decentralization, and ultimately generates increased congestion (see Figure 1). Declining transit and car-occupancy levels need to be reversed. Transportation and land use/development strategies need to be better integrated.

FIGURE 1: THE BLACK-HOLE THEORY OF HIGHWAY INVESTMENT




Source: David A. Plane. "Urban Transportation: Policy Alternatives." The Geography of Urban Transportation. The Guilford Press, New York. Susan Hanson, Clark University, 1986.



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Four major concepts constitute the long-term transportation solution formulated by the Council:

**Strong Transportation Management:** Careful management of transportation supply and demand makes the existing system work more efficiently. This involves both roadway management and workplace-based management, and includes, among others, trip reduction strategies, ridesharing promotion, parking policies and traffic congestion management.

**Incentives for High-Occupancy Vehicle Use:** Strategies giving priority to multioccupant vehicles, such as special queue bypasses and lanes for carpoolers and bus users, and parking location and pricing incentives for those who share rides.

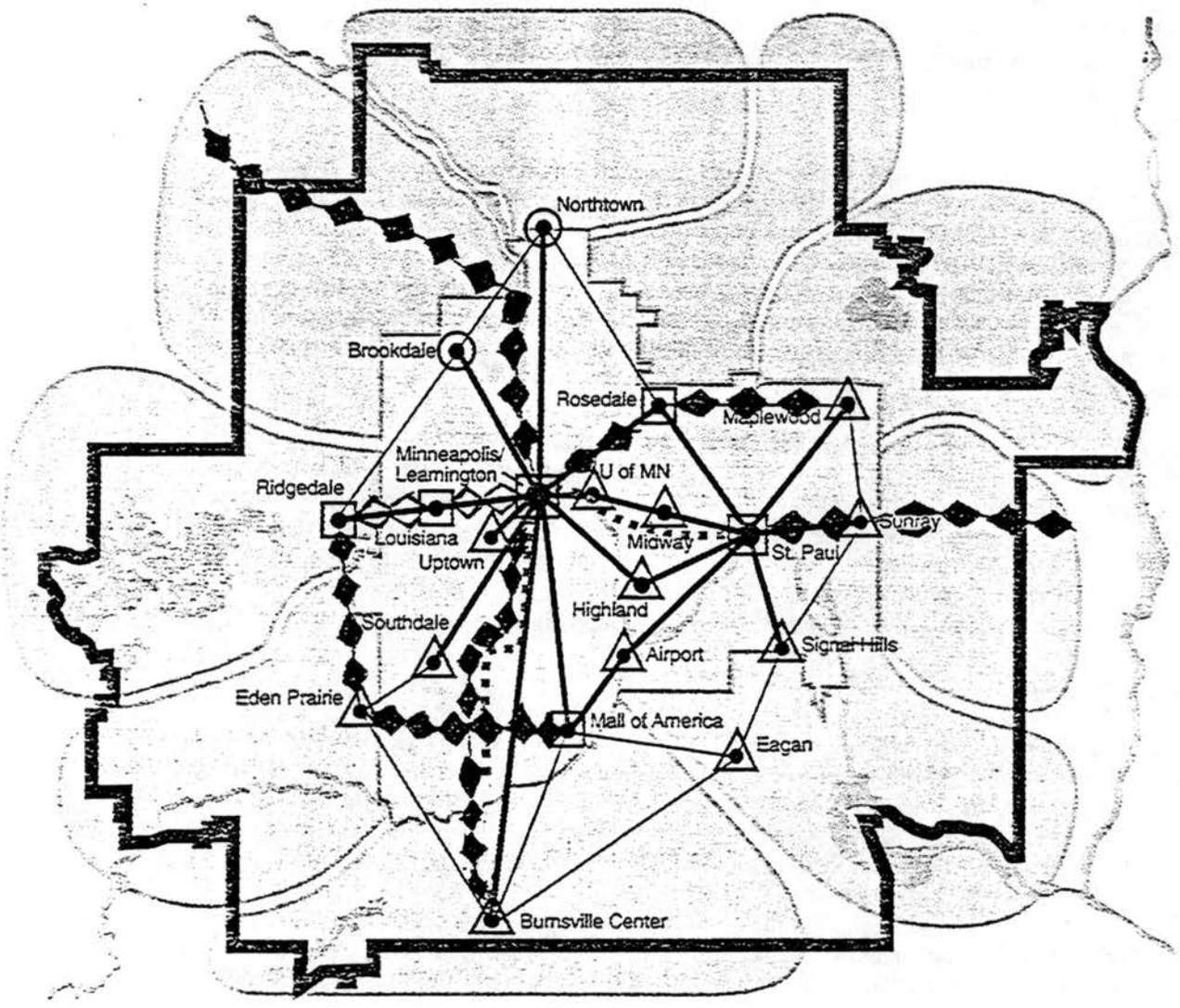
**Strengthened Transit Services:** This includes improved and reorganized transit operations to better meet changing needs and demands, low-capital improvements such as transit hubs and park-ride lots and major capital investments such as High-Occupancy Vehicle (HOV) lanes (I-35W, I-494, I-94 North and I-94 East, and possibly T.H. 36) and Light Rail Transit (LRT) lines (Central Corridor and I-35W South).

**More Efficient, Transit- and Pedestrian-Friendly Land Uses:** This involves guiding a portion of the region's development growth along major transit corridors, where transit- and pedestrian/bicycle-oriented environments are encouraged through regional and local invesments. Local land use policies and urban design practices should reinforce such environments through higher densities, mixed land use zoning, and pedestrian design.

This multioccupant vehicle system is depicted in Figure 2. The two proposed LRT corridors that are the focus of this report are only a part of the Metropolitan Council's overall multioccupant vehicle system planned for the Twin Cities Metropolitan area over the next 20 years.

Figure 2

REGIONAL MULTIOCCUPANT VEHICLE SYSTEM




LEGEND

- = 1992 Transit Hub Opening
- = 1993 Transit Hub Opening
- = 1994 and Beyond Transit Hub Opening
- = Core Service Area
- = Suburban Service Area
- = Express Service
- = Hub Connector Service
- = Transit Taxing District
- = Light Rail Transit
- = High Occupant Vehicle Lane Conversions or Additions

## PROPOSED REGIONAL LRT LINES

Status

The Central and I-35W corridors were recommended as the region's highest priority LRT corridors by the Regional Transit Board (RTB) in 1992. These two lines showed the highest performance characteristics of all nine LRT lines previously proposed for implementation. The Metropolitan Council concurred with the RTB recommendation and included the I-35W and Central LRT corridors in its 1992 Regional Transit Facilities Plan.

The I-35W Corridor is currently in the process of a final Environmental Impact Statement (EIS) study. A combination of LRT and high occupancy vehicle (HOV) lanes were selected by the Minnesota Department of Transportation (MN/DOT) Commissioner as the preferred alternative at the end of the draft EIS in early 1993. No funds are currently identified to finance the project. Construction would begin no sooner than 1998 and segments would be completed in phases over a period of possibly ten to fifteen years. The LRT line would extend from Downtown Minneapolis to about 95th or 96th Street in Bloomington. The exact alignment and station options for the LRT line north of 28th Street into Downtown Minneapolis needs to be further analyzed.

The Central Corridor LRT, which would connect Downtown Minneapolis and Downtown St. Paul, is presently undergoing an Alternatives Analysis/Draft EIS to be completed in early 1994. LRT is one of four options being considered along with no build, busway, and transportation system management (TSM) alternatives. (The TSM alternative is basically an enhanced bus service alternative.) The Ramsey County Regional Rail Authority, Hennepin County Regional Rail Authority and Mn/DOT will, in early 1994, select a preferred transit alternative. Any reconstruction of I-94 and LRT would begin no sooner than 1996 pending funding availability, after a final EIS is prepared. Construction of the line could be completed within three years.

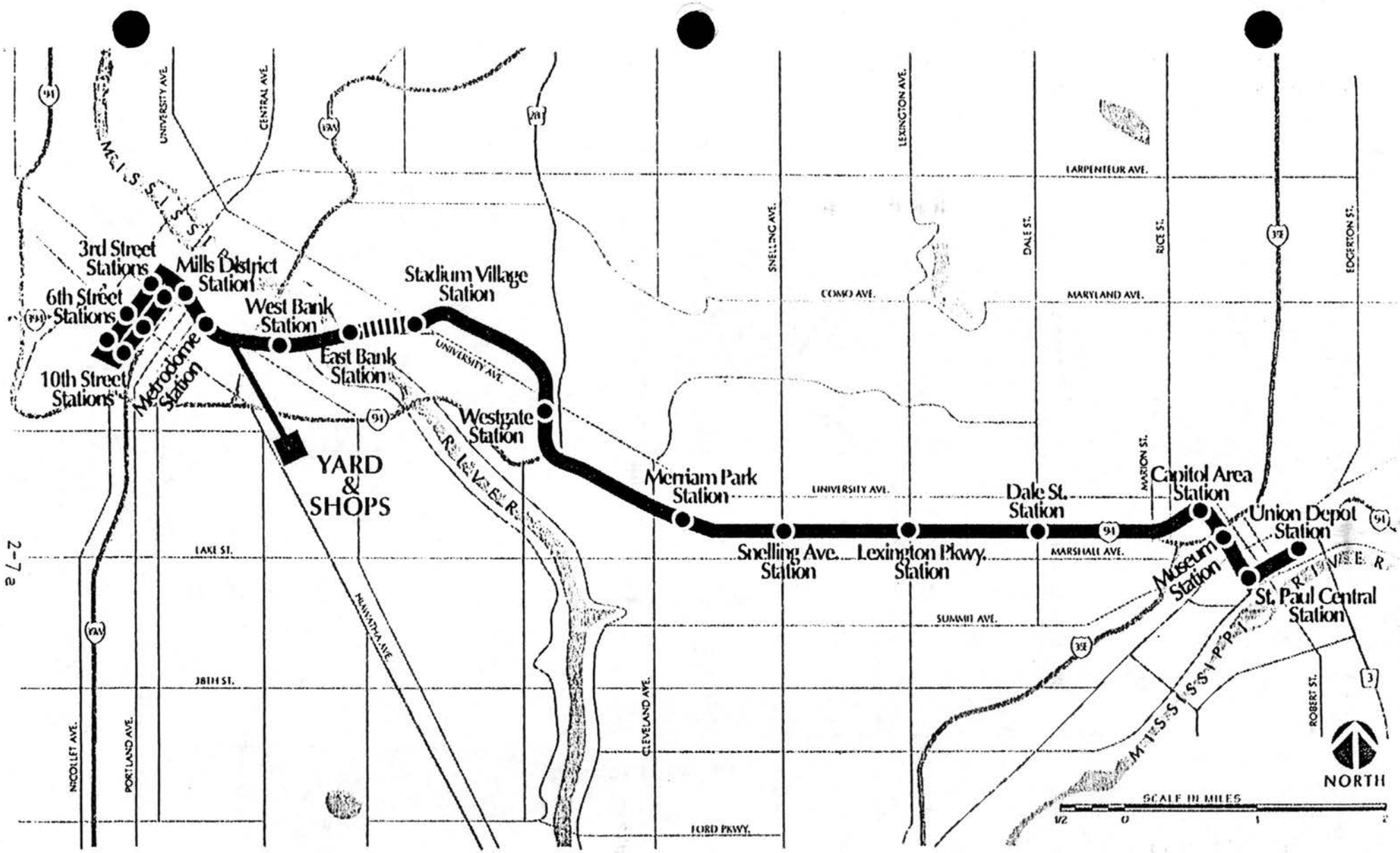
LRT Description

**Both of the proposed LRT alignments, the I-35W Corridor, and the Central Corridor, shown in Figures 3 and 4, lie entirely within the fully developed area. They encompass two central business districts, the University of Minnesota, and link the largest employment and education concentrations in the region.** These two LRT alignments are located in corridors that encompass about ten percent of the region's population, almost 250,000 people, and about one quarter of the region's jobs, or about 333,000 jobs, in addition to 41,000 University of Minnesota students.

**The Central Corridor** alignment extends approximately eleven miles from the Lowertown area of Downtown St. Paul to the Convention Center in Downtown Minneapolis. The Central Corridor contains nearly 150,000 residents, one quarter of the central cities' population. Approximately 137,000 jobs are located in Downtown Minneapolis, 50,000 in Downtown St. Paul and another 80,000 spread throughout the Central Corridor. The University enrolls 41,000 students and employs 18,000 persons.

The **I-35W LRT Corridor** is proposed to extend from the Convention Center in Downtown Minneapolis to 95th St. in Bloomington. Extension of the LRT to Burnsville would occur if ridership projections warrant such an extension. The I-35W Corridor has approximately 135,000 residents living within about 1/2 mile of the LRT alignment. About 137,000 jobs, to grow to 167,000 by 2010, are located in Downtown Minneapolis, and another 48,000 are located along the corridor south of downtown.

The two corridors are well-established, well-utilized transit corridors with a large existing transit ridership and a large number of people who are dependent upon transit. Both corridors have long had high transit usage

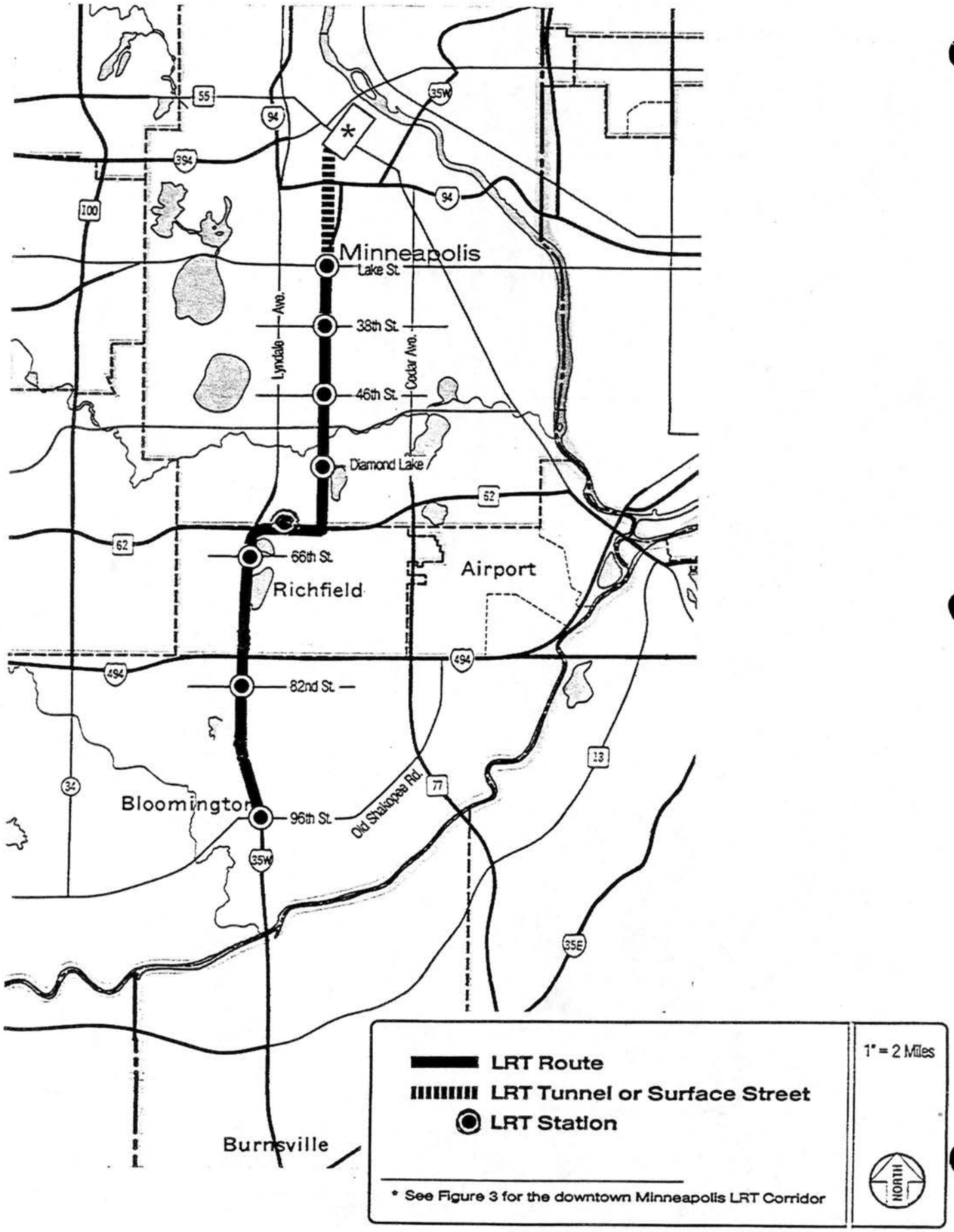



2-7a

Figure 3 **Central LRT Corridor**

Source:
Central Corridor Alternatives Analysis/
Environmental Impact Statement

Figure 4 **I-35W LRT Corridor**






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rates. **The I-35W and Central Corridor LRT lines combined are expected to carry approximately 65,000 riders in the year 2010, 25 percent of the total daily regional transit ridership. Between 80 and 90 percent of the riders would originate in fully developed area communities. The remainder, primarily from communities in Dakota and Scott counties, would access LRT stations located in the fully developed area either by feeder bus or private automobile (park/ride).**

**LRT would function as a higher-speed, line-haul, trunk-line transit service operating every 5 to 10 minutes. Some of its riders would be able to walk to the LRT stations but others would access the LRT line through extensive feeder bus route services and a system of park/ride sites.** Some existing bus service in these two corridors would be consolidated and replaced with LRT, including express bus routes serving 12,000 express bus passengers on I-35W and 6000 express riders from I-94. Certain local routes would be restructured with improved service levels and others would be added to feed into the LRT lines. Other bus routes would be maintained where they would provide faster trips for passengers than the LRT line.

In summary, the consolidated and restructured bus service and added new service would result in a much better level of transit service in the corridors where LRT lines would be built.

**Both the I-35W and Central corridors would use downtown street, local street and freeway median or side-slope. The Central Corridor LRT would also use railroad right-of-way, and the existing exclusive busway (U of M Transitway) alignment.** Both LRT alignments resemble the types seen in Portland, Santa Clara County (San Jose) and Calgary, where LRT uses portions of freeway, arterial and local street and rail rights-of-way. Appendix A shows different design concepts for freeway median, surface street, and rail right-of-way application.

Stations located in the freeway center medians (possible designs shown in Appendix B) would be located under the bridges that carry the major streets over the freeway. LRT passengers would arrive at the bridge stations as a pedestrian, bicyclist, auto passenger, or feeder or local shuttle bus rider, and take an elevator, escalator or stairs down to a loading platform in the center median of the freeway. Stations located on surface streets and railroad rights-of-way would be accessed more directly.

**Some LRT stations would be heavily destination-oriented for access to jobs, school, shopping, business and recreational opportunities; some would serve as major transit hubs for other regional corridors where bus passengers can transfer to the higher-speed LRT from other routes connecting at the stations; and other stations would serve residential neighborhood, mixed-use nodes.**

# II. LAND USE AND ECONOMIC IMPACTS OF LRT

Most of the research over the last ten to fifteen years regarding the effects of LRT and other rail transit systems on urban form, land use and development reaches the same major conclusions: **land use and neighborhood benefits can be achieved with LRT, but any direct beneficial effects of LRT investment would emerge primarily ten to twenty years or more after construction, mainly in nodes around LRT stations, and only when there is proactive city involvement.** This involvement would address the myriad of social, economic and physical issues associated with comprehensive land use planning and development in the vicinity of stations.

LRT appears to have a favorable public image in cities where it has been implemented. **Generally LRT is perceived as bringing cities an enhanced quality of life, improved civic image and an aid to marketing and promotion of the city and its resources.** Most of the research regarding property owner response to LRT once it is in full operation reports that property owners see the LRT as a generally non-intrusive public service that offers positive benefit to both businesses and residents.

## HIGHWAY AND RAIL IMPACT ON URBAN DEVELOPMENT

Questions often arise regarding the degree to which transportation investments impact urban development, particularly whether additional lane capacity, or even LRT, would encourage increased dispersion of suburban residential and employment development. Certainly, without transportation infrastructure, development is impossible. The form, location and size of urban settlements have been strongly influenced, throughout history, by changes in transportation technology. The vast highway network built over the past 40 to 50 years has significantly influenced metropolitan development patterns and locational decisions, and provided high levels of regional accessibility and mobility. This network provides enormous flexibility to locate almost anywhere in the metropolitan area. By the 1970's and 1980's, "....transportation considerations had become relatively less important in land use decisions....." (Giuliano, 1986).

The existence of a well developed transportation infrastructure is a necessary but not sufficient condition to ensure that land development would occur. Suburban development and decentralization of economic activity (urban sprawl) has taken place in metropolitan areas, such as Phoenix and many Canadian cities, even in the absence of a well developed freeway system. In addition, studies by Boarnet and Giuliano show that **once a major freeway facility is in place, and there is a well-developed network of freeways and roadways serving an entire multi-centered region, addition of new lane capacity, or a new commuter rail facility, on that major freeway would have only a negligible effect on land use patterns,** both residential and business land uses. For instance, the eastern portion of the Twin Cities Metropolitan Area has seen very little development in spite of being very well served for many years by the freeway system, while other parts of the region with less accessibility experienced significant development.

Even construction of a completely new highway or rail line would have little effect on the accessibility of the overall transportation network, and little effect on employment or population growth, whether redistributive or aggregate. No individual transportation project, no matter how large its dollar value, would have a significant impact on the overall metropolitan development structure.

**However, individual projects can undoubtedly have an important impact on local development; for instance, new freeway interchanges or transit stations can provide new development opportunities to specific parcels of land.** Individual transit projects can have a broader development impact over 40 to 50 years or more if they become part of a very long-term coordinated, more cost-efficient transportation/development strategy that

guides future growth along major transit corridors. Eventually such a strategy built around multiple fixed transit lines would bring about positive, cumulative changes in intensity of land uses, regional accessibility and travel behavior.

**Since the 1970's, other factors than transportation accessibility can better explain business and residential location.** Once a basic level of regional accessibility is fulfilled, no longer is transportation access a primary consideration for firms or workers in terms of location. In fact choice of location depends on other factors if locations are equally acceptable from a transportation standpoint. These factors are shown in Appendix C.

Probably the strongest determinants of locational decisions are the economic factors, coupled with vacant, available, developable land, the quality of an area's characteristics, and local political and community support. Many of the major determinants of housing and business location appear to be locally (city) controlled. **This points to the need, again, for strong, proactive community-based initiatives to achieve any potential benefits that the LRT lines would provide. Such community-based initiatives could be supported by regional agencies through financial assistance, infrastructure targeting, and other means.**

## LRT AS A DEVELOPMENT TOOL

**New rail transit lines in recent history have not had major effects on overall regional urban form. Nor is there any evidence that any rail investments have led to net new regional economic or population growth. In a strong economy, rail transit can help channel growth to certain corridors, but on its own, it won't create a new urban pattern or remake a region.** Future regional economic growth may be attracted to the LRT corridor, and some existing development may shift from other parts of the region to the LRT corridor, either with or without economic incentives to do so. Clustering of higher intensity development has occurred around rail transit stations, but as an overall impact on the region, suburban development patterns would likely still continue despite the presence of LRT. LRT by itself cannot remake a region.

Urban development can be focused and intensified around the stable framework provided by the LRT system. Where such land use impacts have occurred with rail transit, such as Toronto, Montreal, San Francisco, Boston, Portland and Philadelphia, they involved increases in intensity of land uses within a few blocks of each station. LRT tends to encourage commercial and residential development in areas around LRT stations. However, in virtually every city with rail transit, even in Toronto, where intense residential and mixed use development has occurred around the rail stations, the amount of new development induced to concentrate around stations has been only a very small fraction of all new regional development.

**Even if only ten percent of any region's projected growth over a twenty year period were to locate around rail transit stations, it could have a significant impact on development patterns. For the Twin Cities area, achieving such growth levels would mean that 30,000 jobs and 23,000 households would be channeled around LRT stations.**

## LRT AS A REDEVELOPMENT/REVITALIZATION TOOL

**LRT can be an effective tool for preserving the vitality of the region's core, especially for Downtown Minneapolis and Downtown St. Paul, and around LRT stations, all proposed to be located within the fully developed area.**

**LRT can be used as a redevelopment tool, a means to revitalize socially and economically declining communities.** Researchers have repeatedly shown that rail transit investments offer opportunity for development and community revitalization but are not sufficient in and of themselves. Rail transit investments can be coupled with urban revitalization and community investment funds to create or re-establish pedestrian-

oriented neighborhoods that are safe, livable, walkable communities. Revitalization programs may include housing rehabilitation, historic preservation, social service redesign, neighborhood security programs, job development, education and training programs, and streetscape, lighting and landscaping improvments. Existing businesses and residences can be upgraded to stabilize an existing community.

## FACTORS INFLUENCING LRT-RELATED DEVELOPMENT

Positive new development and revitalization around I-35W and Central Corridor LRT station areas would not take place overnight, nor would it occur merely because of the existence of LRT. LRT should be seen as one element of a coordinated package of efforts designed to revitalize a declining community economy and social order, but should not be viewed as the sole or primary tool to achieve that goal. A recent study by the University of Wisconsin, Milwaukee, found that rail transit investments can and have had a significant economic impact on urban and suburban communities, but only if that investment is coordinated with a comprehensive planning effort that takes into account other factors. An earlier study (Knight and Trigg, 1977) likewise found that rail transit improvements appeared to have been important catalysts to intensified development near downtown stations and around outlying stations, although only when supported by other favorable forces. **Successful cases of positive land use impacts have been those in which rail transit and a variety of other complementary factors were present and/or planned for together.**

The degree of LRT's economic development effect is dependent upon:

- **Regional economic development trends** during construction and operation of LRT. Knight and Trigg found the primary factor behind intensification of land use around rail stations was a strong economic market for new office, retail and higher density residential development. In period of prosperous real estate market activity, LRT can have a significant influence on concentrating new residential and commercial development adjacent to and surrounding stations. During periods of recession, LRT has little ability to influence the real estate market.

- **LRT station area economic, physical and social environment.** Social conditions in the LRT station areas need to attract and retain residential and commercial development markets. Community characteristics are important, including condition of existing land uses, school quality, safety, and other factors. The cost of development or redevelopment, including land clean-up, cannot outweigh the benefits of development.

- **Public sector support.** Proactive, aggressive, local (city) policy and initiatives are the key to achieving the directed development/redevelopment goals identified for LRT station areas by municipalitie's and affected neighborhood's residents and businesses. A comprehensive economic development plan would work with LRT as its centerpiece if coupled with land use planning, financial incentives to attract investment, provision of necessary infrastructure, land clean-up and land assembly, community involvement, zoning and other regulatory controls.

  Land use controls and incentives have much more power than the rail transit itself to help generate desired development. The most favorable development impacts are created with joint development initiatives. Early land use planning is also critical; in most cases where no discernable land use impacts have been achieved in conjunction with fixed route transit improvements, there appeared to be an absence of consideration of potential land use impacts in original planning efforts.

- **Community attitudes** regarding neighborhood change and the degree to which neighborhoods

are involved in the formation of the station area development and design plans, and see the potential positive impacts on the existing community.

- **Sufficient developable land or buildings suitable for redevelopment.**

- **Lending institution and investor support** for development/redevelopment projects.

Figure 5 shows the complexity of factors influencing the land use impacts achievable with LRT.

## BARRIERS TO COMPATIBLE STATION AREA DEVELOPMENT IN THE TWIN CITIES

The majority of the proposed LRT stations in the I-35W and Central Corridors are located within communities within the Fully Developed Area, where ridership potential is high, and in areas where development and redevelopment may be needed. However, **there are a number of challenges and barriers to achieving development and redevelopment around proposed stations** (identified by Knight & Trigg, 1977, and Center for Urban and Regional Affairs, 1993), **especially of the type that would most benefit a LRT investment.**

**1) Right-of-way and sufficient quantities of land suitable for development/redevelopment is not always available around stations in the fully developed communities.**

**2) Existing building structures may be obsolete, no longer physically functional or suitable for renovation and reuse.** However, it may be appropriate to acquire and replace such obsolete structures with more suitable, marketable development.

**3) Redevelopment within fully developed communities is oftentimes expensive and complicated solutions are needed to resolve issues that surface in the redevelopment process.** These include poor soil, flooding, groundwater contamination, and dilapidated structures. Land clearance is often needed. Reclamation of contaminated sites, many of which are in the Fully Developed Area, is very costly, and lending institutions often avoid such sites because of long-term liability to owners and lenders. Public subsidies to finance development, redevelopment and associated infrastructure favor less developed communities over Fully Developed Area cities; existing financing tools are frequently inadequate to cover such costs.

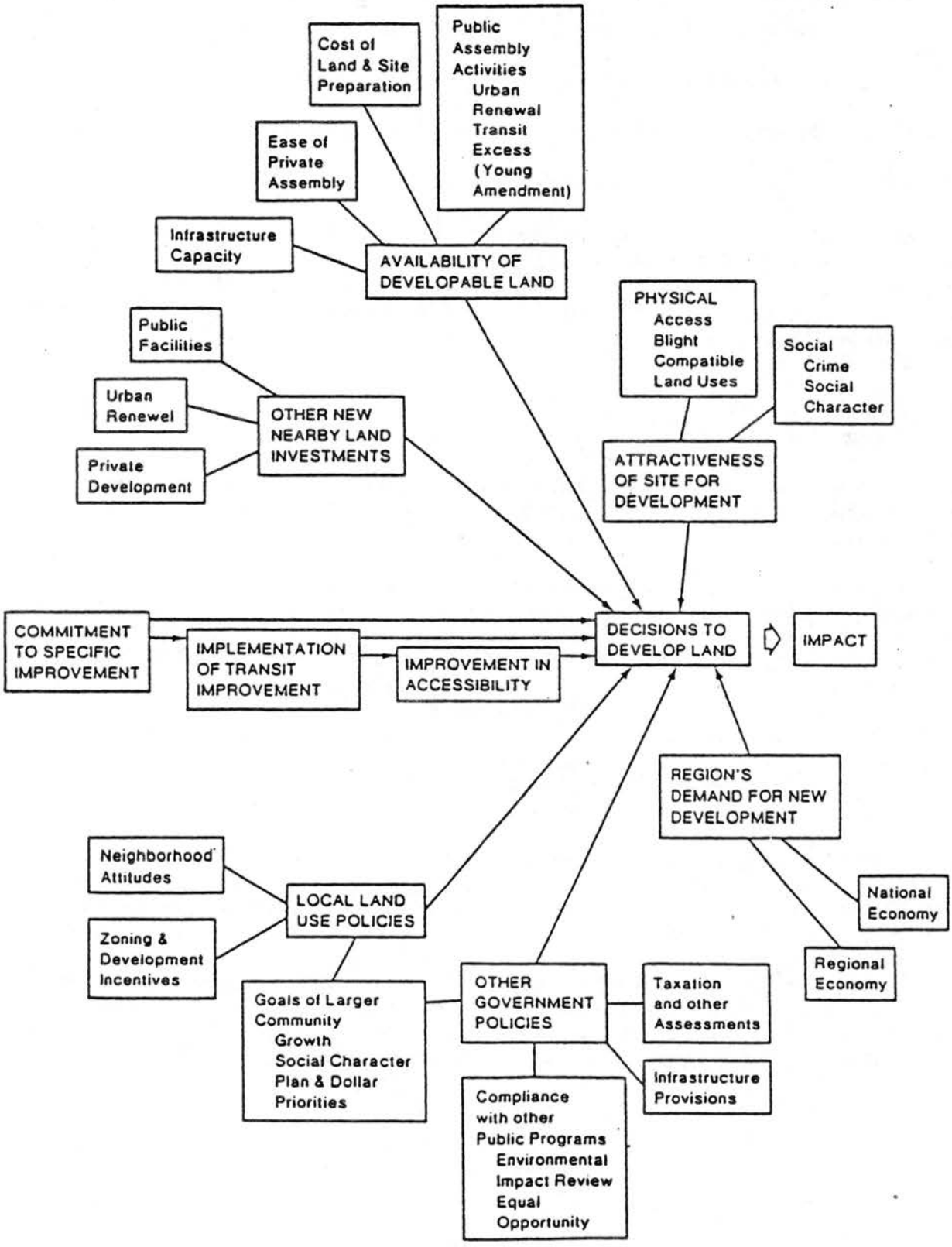
**4) Economic, social conditions and community amenities in the inner part of the region may not be as attractive to the development market, customers, and financers** as those sites on the fringe.

**5) The hunger for development oftentimes serves as a barrier to sensible development. Cities very often are desperate for and effectively compete for development and redevelopment projects by lifting or minimizing restrictions or regulations on that development, allowing types of land uses and/or intensities that are not transit-supportive.** The economic development arms of cities often fear that developers would be scared off and all hope of developing a site would be lost if there are too many regulations and mandates imposed upon a developer. And in a poor economy, most communities believe that almost any development is preferrable to no development. Furthermore, there is often pressure by the land owners to develop something because undeveloped land carries a high property tax for which there is no economic return. Requirements that are there are oftentimes negotiated, ignored or overlooked to make it as easy as possible for developers.



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FIGURE 5: FACTORS INFLUENCING LAND USE IMPACTS (KNIGHT AND TRIGG, 1977)



**6) Another barrier to compatible development is that economic development efforts are often passive efforts.** The city may wait for land speculators or developers to show interest in available property, rather than aggressively promote certain types and intensities of development. Oftentimes cities have not adequately examined desired urban development objectives for proposed LRT station areas. **Premature land acquisition and speculation may occur.** Regulatory controls may not restrict development that is incompatible with the long-term plan for the station area. **Most city regulations are vague guidelines, not specific or strong enough to achieve desired development schemes.** Without adequate land use controls, premature land speculation and acquisition can occur that can result in types and intensities of development that are inappropriate or incompatible with the desired transit-compatible land uses planned for the area.[2]

**7) Neighborhood opposition to proposed rezoning has made transit-oriented redevelopment difficult and time-consuming.** When rail transit stations have been placed within or near established residential neighborhoods, fear of new development has often resulted in opposition to intensification of development and even downzoning. Businesses and residents undoubtedly have very personal concerns about the impacts of construction, long-term presence of rail transit near their property and the impacts resulting from development. These concerns include loss of property value and reimbursement for any short- or long-term loss, locational displacement and fair return for buyout, potential increases in crime, and development deemed to be inappropriate for the area. City efforts to redevelop and intensify around station areas should include proactive participation by neighborhood residents and businesses in creating the kind of community the neighborhood desires.

**8) Another barrier to achieving supportive development is that the kind of pedestrian-friendly environment needed in the vicinity of LRT stations is difficult to achieve.** Developers are typically encouraged to accommodate automobiles to a maximum degree. City policies usually place the mobility emphasis on vehicle movement and parking accommodation as opposed to pedestrian movement. Financial lending institutions assess feasibility of a project at least partially on the degree of highway/automobile access and adequacy of parking. Traffic and pedestrian conflicts are the toughest to resolve in developed communities, and construction and reorientation of travel networks are often difficult, disruptive and expensive.

**9) Furthermore, the independent decision-making of various community departments and authorities that are responsible for different areas related to development planning and implementation makes it a complex process for a developer to deal with.** Even within one city, **independent decisions often work to the detriment of each other,** and can hinder a coordinated, multi-disciplined approach to LRT station area development.

Any of the above barriers that exist in the cities where LRT is to be constructed need to be addressed in order to maximize the land use benefits that LRT can offer.

## ANTICIPATED ECONOMIC IMPACTS OF REGIONAL LRT

LRT can benefit cities by creating a good opportunity for land use changes, especially intensification of residential and mixed use development around stations, that could, in turn, also benefit regional transit ridership. Cities can create incentives to intensify land uses within 1/4 to 1/2 mile of the stations, especially

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[2]For example, smaller-scale retail and service land uses, serving walk-up customers, are appropriate for LRT station areas; yet the scale of retail and service development has increased greatly over the past several years, dependent upon automobile access. Controls need to be applied that limit large-scale retail and service uses in certain station areas, and instead favor pedestrian- and transit-oriented mixed use residential development.

residential and mixed use development. This intensification does not mean extremely intense density levels. In fact, the types of land use densities that would be encouraged would be a minimum of 7, up to possibly 15-40, residential units per residential acre. The scale of development that would be encouraged is shown in Appendix D.

Other Cities' Experiences with Rail-Related Economic Development

**Housing Development:** Residential development, coupled with mixed uses, has greater transit ridership benefits than does commercial development alone in stations outside of major business concentrations such as the downtowns. Studies of transit useage rates for different types of development in close proximity to non-downtown rail stations show that commute-trip transit use is higher for residential development than for commercial office development (30 to 40 percent for residential vs. 10 percent for office). There is a growing preference, therefore, toward construction of transit-based housing around stations.

Eleven new three- to four-story residential complexes (totalling 4573 units, at an average of 37 units per acre), some mixed with shops, have been built in the Bay Area within the last five years 1/4 mile from a rail station, in lots around what had formerly been low-density residential and scattered commercial uses or that were used as large rail park/ride facilities (see Appendix D).

Within about one year, the units have been 98 percent occupied. The majority of the residents living in these housing units have automobiles, but use them mainly outside of commuting. Those housing projects accommodating seniors report that use of rail by seniors is especially high; 71 percent of the seniors in one development say they use the rail system regularly, as opposed to 50 percent of all other residents. Seven additional higher density residential mixed use developments are awaiting funding and construction. Most of these residential developments are market-rate housing as opposed to subsidized housing, but some subsidized units have been built into mixed-income projects. Several projects are categorized as luxury. Almost half of the projects planned or constructed are owner-occupied housing. What these residential developments have yet to improve upon is their pedestrian-orientation, vibrant community activity, and a "sense of place". Plans are under way in some of these California areas to create "transit villages" which address those features.

Portland's LRT has also attracted nine new market-rate apartment complexes since 1987 along an arterial street section of their LRT line. These complexes are two- and three-story buildings that average 25 units an acre and have high occupancy rates. One subsidized complex houses seniors. Portland is planning to develop a 181-unit (400 units per acre), high-rise subsidized housing project in conjunction with the construction of the new west side LRT which will begin service in 1997.

**Business Development:** While many factors are found to influence commercial firms' location decisions, including access to parking, price of propery, ability to expand, length of lease, and prestige of location, public transportation has been found to be a deciding factor in commercial firms' decisions to local in rail corridors.

New development of convenience goods and service establishments focusing on inpulse-buying, are likely around LRT stations. These may include food and beverage, retail, pharmacies, liquor stores, dry cleaners and other goods and services outlets. Higher priced goods establishments, such as furniture, appliance and auto sales, are not expected to be generated around LRT stations; these more auto-oriented retail activities are likely to be located between the stations. Office-related uses and support retail are the businesses most positively influenced by LRT. In cities with rail transit, light industrial and manufacturing use impacts have been less than on retail, office and residential uses. However, where universities and medical facilities are located near the rail corridor, research and high-tech industries have been developed. Hotel development often occurs at station locations in downtown areas, and also near convention centers, office parks, universities and hospitals served by rail transit. Where rail transit serves university settings, the role a university plays in encouraging joint development greatly impacts the amount and type of development that occurs on university property. In Calgary, limited support for joint development around the university resulted in low levels of

development, whereas in Boston, significant office and commercial development occurred around university settings in response to proactive joint development efforts.

In Buffalo and Calgary, LRT has stimulated a moderate level of retail redevelopment and supported new office and hotel development. In Cleveland and Buffalo, LRT was used as an economic development tool in terms of revitalizing the central business districts and retaining businesses, despite a soft economy. In Buffalo, $200 million in development commitments were attributed to LRT during the first year of construction.

Portland, Toronto and Sacramento cite LRT as an excellent site-specific development and redevelopment tool, specifically around stations. Success in those cities has been proportional to general economic market conditions at the time of LRT implementation and supportive public policies present to encourage joint development. In Toronto, Sacramento and Portland, the vast majority of all new commercial development has occurred in rail corridors.

In Toronto, rail transit has been coordinated with other public investments and strong community support in the form of zoning and tax incentives. Toronto's economic and social structure also complemented such development. It must be kept in mind that Toronto's development took about 20 years to occur.

Portland, in a strong economic market, has had 69 development/redevelopment projects worth over $1 billion immediately adjacent to the LRT since 1987. These include 60 new office and retail developments (40 in or near downtown) and nine new apartment complexes. While not all of this development can be directly attributed to LRT, it certainly strengthened Portland's downtown as the region's economic hub. Portland has also used the LRT as a centerpiece of their long-term transit/development strategy, aiming to channel a large portion of their future regional growth within major transit corridors.

Atlanta conducted detailed transit station area development studies around its heavy rail stations and created Special Public Interest Districts around certain stations to expedite zoning ordinance changes to allow higher-intensity nodal development. The transit authority in Atlanta leased air rights to corporations and private developers at certain stations, and the city invested in public infrastructure around the stations. As in other areas, the rail investment has strengthened downtown revitalization efforts, but it does not appear that Atlanta was able to use the rail system to revive inner area neighborhoods.

Federal transit urban initiatives money was targeted to Baltimore's distressed neighborhoods to pay for land acquisition and joint development in conjunction with a rail project, but little inner city redevelopment took place. Most of the development occurred in the downtown and may be attributed more to the economic boom experienced in the downtown during the 1980's. Baltimore had designated urban renewal areas around stations, planned land acquisition, studied development possibilities, and made some infrastructure improvements to encourage development. What appeared to be missing was sufficient additional economic development resources. While some urban renewal activity was targeted in these areas, most of the financing was targeted to downtown. Neighborhood revitalization in weak market areas appears to require aggressive efforts and massive reinvestment.

**Property Value Impacts**

Several studies have shown that construction of LRT stations in a neighborhood brings land speculation, escalation of demand for and changes in land ownership around stations, and modest increases in land and property values, and higher lease rates, even before construction commences. A location adjacent to or physically connected with an LRT station can be very appealing to potential homeowners or renters, as well as to certain types of commercial development because of the attractiveness of a permanent, fixed station site for enhanced regional access long into the future. The area around LRT stations may experience increased marketability especially for housing, (even luxury housing), particularly if coupled with efforts to enhance neighborhood livability, schools, and housing conditions. The value of access to transit becomes more and

more attractive as traffic congestion increases, and as the regional transit system expands.

These property impacts generally occur in several stages, including station site selection, land acquisition, construction, early operation and mature operation. But **whether individual property values would be enhanced or depressed, or whether property would sell, would be highly site-specific and depend on a number of factors, including lot size, ongoing nuisance factors (precondition traffic/rail noise, etc.), the value or detriment of being near an LRT station or alignment, the distance from the LRT station and alignment and other amenities in the vicinity such as schools, shopping, etc.** Current residents and prospective buyers may be uncertain and nervous as to the possible effect of LRT (changes in privacy, desirability, etc.) prior to or during construction.

**Residential property value increases between five and ten percent have been documented within close walking distances of rail stations after rail service was initiated.** Values of single-family homes near new station areas in Philadelphia, Boston and Washington where rail transit was extended increased 1 to 2 percent more annually than homes in locations not served by transit. Housing prices in Philadelphia neighborhoods with rail service were estimated in 1980 to be about 6.4 percent higher than housing prices in those neighborhoods without service (holding constant such factors as housing quality and highway accessibility). Residential property values around Portland's LRT stations are higher than the regional average. Between 1980 and 1991 property values have increased in the vicinity of Portland's LRT stations an average of 67.5 percent greater than county-wide increases in property values.

**Commercial developments' and rental residential property leasability and lease rates would also increase because of the enhanced marketability that an LRT station can provide.** Proximity to LRT stations is anticipated to increase commercial/industrial land values to the degree that LRT stations contribute toward customer or workforce access. Businesses that exist near stations, especially those in the office and retail markets, may offer competitive advantages over other parts of the region not served by rail because of the enhanced accessibility LRT would provide. Cultural and entertainment, sports, and restaurants would also likely benefit from this increased accessibility. Higher lease rates can be anticipated because of proximity to stations and the enhanced regional linkages provided with higher speed, higher capacity, fixed, visible transportation access. Lease rates of commercial buildings near station areas can be expected to increase up to 25 percent. Commercial land values increased $2 per square foot directly adjacent to Washington, D.C.'s Metro stations and $1 per sq. ft. one block from stations. Lease rates have increased $1 to $3 per square foot for office buildings in Toronto and Montreal within three blocks of the rail stations. LRT reportedly brought Downtown San Diego lease value increases of $10 per square foot. Similar increases in lease rates have been reported in Portland and Sacramento.

The largest positive property value and lease impacts are most likely to occur mainly around stations, where the stations are physically closer to existing development, and to available, developable land. The greatest property value impacts would occur near surface street and rail right-of-way, and least around freeway median stations which are more physically removed (between 200 and 300 feet) from any developable land or existing commercial and residential properties.

<u>Impacts on Retail Sales and Service Activity</u>

Convenience goods and service establishments (especially those serving the impulse-buying, convenience retail goods and services markets) would likewise benefit from increased business because of the level of traffic at LRT stations. Portland reports increased retail activity and sales after LRT implementation.

<u>Job Creation as a Result of LRT</u>

The number of new long-term employment opportunities created in LRT corridors is impossible to estimate

but would be directly related to the new development that results from cities' proactive economic development endeavors. However, no significant level of net new employment is anticipated in the region because of LRT, nor in these LRT corridors, beyond what has been forecasted, unless cities are extremely aggressive in channeling new job growth around stations.

Convenience and service employment might increase somewhat around stations in these two corridors.

A University of Wisconsin Milwaukee study estimated the number of jobs likely to be created during four- to five-year construction of a proposed 18-mile LRT system in Milwaukee to be approximately 6000 temporary new jobs. This would involve construction jobs and related employment, and employment occuring as a result of a ripple-effect of initial construction expenditures. It would create a net increase in local wages. This study also anticipated that an additional 100 permanent new jobs would be created in transit operations as a result of LRT.

The Central Corridor Alternatives Analysis estimated that 530 annual construction jobs would be created for building LRT in the Central Corridor, plus another 530 to 796 directly related to the construction industry. Another 100 to 140 permanent employment opportunities will be created to operate LRT.

Economic Development Opportunities in Central and I-35W LRT Corridors

**The longer-term economic development impacts anticipated in the I-35W and Central Corridors would be directly related to the degree of public policy initiatives, development incentives and economic support. A higher level of long-term economic development impacts would occur if public policy was aggressive in utilizing the LRT as a redevelopment tool.** Aggressive means would include establishing special development corporations and advance land acquisition programs to proactively encourage transit-related development, creating special tax incentives and capital development improvement programs, such as design amenities and public facilities as incentives to lure development, and establishing value-capture, tax-increment financing, and benefit assessment programs. All of these types of programs are considered "joint development" initiatives.

The Central Corridor, almost in its entirety, is a mix of land uses, single family and higher density residential, community services, government, retail, office, office/warehouse, university, medical, hospitality, entertainment and industrial uses. These land uses would likely remain with the implementation of LRT, and intensities may be increased slightly around LRT stations. The I-35W LRT Corridor south of Downtown Minneapolis is a mix of multi-family and single-family housing, community facilities, convenience retail, and industrial in Minneapolis and Richfield, and in the I-494 area is primarily commercial.

**Existing businesses in the downtowns and University areas, particularly office and retail activities, are expected to benefit the most, in terms of higher office and lease rates, from proximity to LRT stations** as a result of the enhanced regional linkages provided with higher speed, higher capacity transportation access. The downtowns would have a greater level of transportation capacity provided with LRT, which would allow a greater level of development expansion.

Because of the speed of connection between Downtown Minneapolis and Downtown St. Paul LRT is expected to have small but positive economic benefits on the large number of office activities in both downtowns, and along the Central Corridor. There has been a softening in office market absorption rates for about the last five years, and LRT in the Central and I-35W Corridors may offer a competitive advantage over other parts of the region because of the enhanced accessibility provided with LRT.

**Cultural, entertainment, and sports facilities around the I-35W and Central Corridor LRT lines and stations would likely benefit from the increased accessibility provided by the bus and LRT system.** These benefactors would include the Metrodome, Civic Center, the Ordway, Minneapolis Institute of Arts, Convention Center,

Minnesota History Center, the Minnesota Orchestra, and many others. **Restaurant and retail businesses would also be strengthened.**

**The Capitol area would have enhanced linkages to both downtowns, and small but still significant development opportunity exists through the creation of additional station area development sites around the Capitol.** The State Department of Administration identified a building area of 4.8 million square feet of potential development around Capitol Complex sites. The transit system and downtown St. Paul and the capitol area could benefit if future development, particularly government entities, were induced to locate in the Capitol Complex and downtown area.

**The best potential for redevelopment in the Central Corridor is in the Westgate and Stadium Village station areas. The Central Corridor area east of the University would likely be prime for higher-density residential redevelopment because of its proximity and access to both downtowns and to the University. Office development emerging in the western end of the Central Corridor would be encouraged and reinforced by the enhanced linkage to the two downtowns. There has been a trend toward office/warehouse and special research and development uses in this area, which is likely to be strengthened with LRT in the corridor. The Merriam Park station area may have some opportunity for small-scale redevelopment/reuse of buildings. Regional-oriented commercial development in the middle portion of the corridor would be enhanced by the increased access provided by LRT. The Snelling Avenue station area, mainly a residential, small-scale auto-oriented business and small office area, may have some revitalization opportunities, mainly with reuse of the MTC bus garage site and Montgomery Wards sites. The Lexington Avenue station area has only limited small-scale development/redevelopment potential;** existing uses in this area include a high school, playground, apartments, church, small commercial and a gasoline station. **Only minor development opportunities are thought to exist in the Dale Street station area,** surrounded by apartments, the Control Data facility now owned by the school district, single family and apartment residential, and oil change facility and minor commercial uses. **The Metrodome, Industry Square and Tech Corridor areas in Minneapolis should experience moderate development impacts from the presence of LRT.** Land currently acquired for parking could be turned into new office or residential development in these areas. **The Riverfront area also may be an area where new residential development may be feasible.**

**The best potential for redevelopment in the I-35W Corridor is the Crosstown area of Minneapolis at the northwest quadrant of I-35W and Crosstown Highway, in the area known as the Windom neighborhood. If a surface alignment is selected north of 28th Street along the freeway or on an adjacent local arterial, both the Phillips and Whittier neighborhoods in Minneapolis would benefit from redevelopment efforts. There are also good development opportunities in the I-494 area, especially in the northeast quadrant of I-494 and I-35W in Richfield, where redevelopment efforts are already taking place.**

# III. POTENTIAL TRANSPORTATION IMPACTS OF LRT

## LRT'S IMPACT ON TRANSIT

Impacts on Service: **LRT represents a strong regional commitment to transit, and therefore offers an opportunity to enhance the regional transit system by providing a fixed system in a separated right-of-way, coupled with an overall transit system expansion.** Regional access via the transit system can be enhanced with this system expansion. New services would be created, and bus services would be reoriented to feed into LRT stations. Some routes that provide faster, more direct trips would be maintained. LRT stations would be linked with multiple, convenient timed-transfer feeder bus connections.

**In most instances, the effectiveness of the transit system would be improved by providing faster, more reliable express services** between stops. Transit travel times generally would be improved in the two LRT corridors over the existing bus system. Travel times via LRT would be more and more competitive with the automobile as traffic congestion increases on parallel freeways and arterials.

**More connections within the LRT corridors would be offered with the LRT** lines and associated timed-transfer feeder routes and community circulators. Existing transit services can be reorganized into feeder bus routes focusing on the LRT stations where bus riders can either transfer toe the LRT line or to another bus line. In other words, the feeder bus service also becomes a local circulation network that enhances the connectivity between different areas within the LRT corridor. A system of park/ride sites at LRT stations also facilitates automobile access. Park-ride would be discouraged in the Central Corridor.

**Attitudinal research shows that LRT is more attractive to prospective users** than buses, and may be able to achieve a higher shift from automobile to transit use. This preference for rail may be associated with the reliability of and easy-to-remember fixed fixed facility and stations, weather-protected stops, fast service, high levels of all-day service, increased comfort and attractiveness of the vehicles, and proximity and ease of access to major activity centers within a convenient walk of a rail station or with one transfer onto the feeder bus system.

Impacts on Transit Ridership: **The two proposed LRT corridors have a large existing ridership base upon which to draw future LRT ridership.** This is essential to ensure success of the initial system's lines in terms of cost-effective operation. Between 13 to 14 percent of 1989 work trips in these two corridors were made on the bus, three times the regional average (see Appendix E).

Of the 65,000 daily LRT passengers forecasted for the year 2010 in the two proposed LRT corridors, up to 15,500 would be new riders who would not otherwise have used a non-improved bus system. LRT would replace existing bus services for 12,000 existing weekday express bus riders on I-35W, and 6,000 existing express riders in the Central Corridor. The remainder of the LRT passengers would be former local bus route patrons.

**LRT ridership in the I-35W Corridor is expected to reach 31,000 daily passengers** by the year 2010, and **the Central Corridor LRT is anticipated to serve 34,000 passengers daily.** If cities create incentives to intensify land uses within 1/4 to 1/2 mile of stations, a greater level of walk-in passengers can be anticipated beyond what the LRT ridership forecasts show.

**Because of the service expansion that LRT and its supporting bus service would represent, overall regional transit ridership would rise significantly.** The Twin Cities area would experience about a 20 percent regional ridership increase over existing ridership levels as a result of the service enhancements implemented in

conjunction with LRT construction in the I-35W and Central Corridors.

Impacts on Transit Users: **Regional transit users, and nonusers as well, would benefit** from the regional transit system expansion created with LRT implementation and the associated bus service improvements.

Service frequencies would be improved and points of access by transit would be expanded. The LRT lines, with their feeder bus and circulator connections to both downtowns, the University of Minnesota, the I-494 corridor and other parts of the region, would provide more convenient, faster more reverse-commute and suburb-to-suburb transit movement, and would provide both central city and suburban residents an alternative to the automobile, providing economic and social linkages to jobs, school, shopping, business, and recreational activities. In addition to serving the region's residents, visitors to the Twin Cities area would be well served by the location of the I-35W and Central Corridor LRT lines.

**South Minneapolis residents and St. Paul residents between the two downtowns, those living within 1/2 mile of the alignments, would benefit the most from LRT.** About 90 percent of the 34,000 Central Corridor year 2010 daily passengers would originate in the fully developed area. In fact 79 percent of these daily passengers would have origins or destinations in Minneapolis or St. Paul (54 percent in St. Paul).

It is estimated that 85 to 90 percent of the I-35W LRT's 31,000 daily passengers in 2010 would originate in the fully developed area communities. Most of the passengers in the I-35W corridor (70 percent) would use Minneapolis stations, about 30 percent stations in Richfield and Bloomington. The majority of the users of the I-35W LRT (57 percent) would reside (or originate) in Minneapolis. Only about 10 percent of the I-35W LRT users would live in communities south of the river.

The Central Corridor would have 65 percent of its ridership accessing stations by walking, 35 percent by feeder bus. Half of the I-35W Corridor LRT ridership would arrive at LRT stations by walking; 35 percent would arrive by feeder transit; and 15 percent by park/ride and auto drop-off.

Impacts on Transit-Dependent People: High concentrations of persons who must rely on transit to meet travel needs reside in tracts that are within 1/2 mile of the proposed LRT stations in the I-35W and Central Corridors. Providing a greater degree of access to all parts of the region for transit dependent persons is essential. **LRT in the I-35W and Central Corridors would better serve the needs of persons who are dependent upon transit not only for trips directly in these two corridors, but with the enhanced connections to the rest of the region that LRT and feeder services would provide.** One out of three LRT users are likely to be persons who are transit dependent.

Enhancing the transit system with LRT by providing additional regional linkages would especially benefit persons with economic limitations. Persons in low income households and households without access to automobiles are shown in Appendix F. Thirty percent of the Central Corridor's households are without access to an automobile, and 41 percent of the population in this corridor lives in low income households (defined as 200 percent of the poverty level). Approximately 27 percent of the households in the I-35W LRT Corridor are without access to an automobile, and 35 percent of the people in this corridor live in low income households.

LRT passenger fares would be the equivalent of bus fares, and transferring from feeder routes would be no-charge. Therefore, **LRT fare levels would not negatively impact persons with economic limitations.**

**Persons with disabilities would benefit from ease of access provided by LRT's level boarding, smooth ride, expanded service connections, and superior station access.**

Financial Impacts: LRT requires a major capital investment. The total capital costs for the I-35W Central Corridor LRT lines, including the regional LRT yards, shops and maintenance facilities, would be an estimated $794 million (1993 dollars). Because of the massive system expansion that is recommended to accompany LRT implementation, an additional $54 million in annual operational funds would be required to improve the overall regional transit system, which includes a substantial feeder transit network. To achieve the equivalent level of service with an all-bus system would exceed that cost because LRT can provide operating efficiencies, particularly in heavily traveled corridors where several LRT vehicles can be operated by a single individual.

**The initial capital investment in a cost-effective LRT facility has to be justified not only based upon those operating efficiencies, but also because of the user benefits and the role of the infrastructure improvement in helping to achieve other social, economic and environmental goals.**

Capital funding for the construction of LRT would likely involve a combination of federal funds, state funding, and possibly regional and local sources. Possible capital funding sources may include a regional sales tax, a regional property tax, a gasoline tax, or others. The initial LRT line could qualify for up to 50 to 80 percent federal funding. LRT users are expected to pay for approximately 65 percent of the operating costs of the system, with taxpayers funding operating subsidies.

## LRT'S IMPACT ON TRAFFIC

Traffic Congestion Impact: **Because LRT lines in the I-35W and Central corridors would only have a small impact on regional land use paterns, their impacts on overall regional travel patterns is also likely to be small. However, LRT can help relieve traffic congestion in individual corridors,** offering an attractive alternative to automobile use over the long-term.

Traffic congestion reduction attributed directly to LRT is related to the number of people in each corridor attracted to LRT from their cars. Up to 15, 500 of the 65,000 forecasted daily passengers for the Central and I-35W LRT lines would be former automobile users. While this number represents a small percentage of the total daily auto travel in those two transportation corridors (I-35W at 31st St. carried 191,000 vehicles daily in 1990, I-94 140,000 vehicles between Snelling and TH 280 in 1990), **a reduction of about 11,500 vehicles can have a significant impact in these severely congested and constrained corridors, especially if this diversion occurs primarily during peak periods.**

Some questions have been asked concerning the ability of the LRT to absorb existing and future traffic demand to the extent that would prevent the need for reconstruction or expansion of lane capacity in the I-35W and I-94 corridors. The reconstruction of I-94 was proposed by MnDOT because the freeway would reach the end of its useful life within the next ten years, needing total rebuilding, having been built in the mid-1960's. The project was envisioned primarily as a pavement and bridge replacement project that would not widen the roadway. Because of severe impacts that lane additions would have near the two downtowns and west of TH 280, no additional lanes would have been added. LRT is a viable way to add significant new capacity to the corridor. Any new travel demand in the Central Corridor beyond the 34,000 daily passengers forcasted for 2010 could be accommodated on the LRT. **LRT in the Central Corridor would improve mobility in the corridor for the long-term, easing the increasing threat of traffic congestion and ensuring continued access to the region's primary activity centers.** The corridor would be very well served by all-day frequently operating transit, linked with connecting bus service, so that travelers to the activity centers within the corridor would not need to use an auto to access their destinations. **Transit would become a very attractive alternative.**

**In the case of the I-35W corridor, it is clear that increases in both transit service and in highway lane capacity are needed to support the level of travel demand created by economic development and population growth that is occurring in the downtown and suburban cities.** According to the I-35W Draft EIS, building



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LRT by itself, without any increases in lane capacity on the freeway, would result in estimated traffic increases of 20 to 130 percent on different parallel local streets and highways. For example, it is estimated that 2000 southbound trips during the p.m. peak would be diverted to local streets parallel to I-35W at Lake Street. These trips would not fit on the freeway in 2010 as it exists today, nor would these 2000 trips be destined for places to which the LRT would have access. These 2000 trips would have to fit onto parallel local streets, three of which (Lyndale, Blaisdell and Nicollet) are presently highly or at least moderately congested during p.m. peak, enough that they may need capacity improvements in the immediate future. Throughout the I-35W corridor from downtown to the river, segments of seven different parallel local streets would need significant geometric improvements by 2010, even with the addition of one regular lane in each direction south of 46th Street as well as the LRT. If that additional lane is not built, and assuming you could convince more people to use LRT and increase ridership on the LRT by 50 percent over what is forecasted, possibly 50,000 additional trips per day would still need to be accommodated on local streets. **While local streets may have some capacity to absorb additional traffic created by constraining highway capacity, this may have a detrimental impact on local neighborhoods, especially along those seven streets where property acquisition may be needed for roadway geometric improvements.**

LRT's Impact on Circulation Patterns: LRT station areas and the two downtowns would experience changes to local pedestrian, automobile and transit circulation, access and parking as a result of transit and pedestrian re-orientation in these areas, as well as due to any new development/redevelopment. New transit stations may increase vehicle traffic levels, particularly directly adjacent to stations. Pedestrian traffic would certainly increase around each station. These circulation changes could actually improve the livable quality of these areas, however, over what exists today, especially if emphasis is placed upon people and pedestrians over the the automobile. Some areas would actually experience increased accessibility and activity, especially by pedestrians, due to the LRT. **If these circulation changes are handled well, the improvements in regional access and pedestrian orientation around LRT lines and stations would offset any changes to the local access.**

## LRT'S IMPACT ON PARKING

**LRT has the potential to reduce parking needs in higher density areas, where use of an automobile may no longer be required for many people.** Typically, cities with LRT place limitations on parking supply, resulting in higher transit use, minimizing growth in auto traffic, shifting greater demand for travel onto transit. Portland, San Francisco, Seattle, Calgary, Toronto and Vancouver have all enacted zoning ordinances that establish maximum allowable parking spaces. Side benefits occur, including improving the desirability and quality of downtown and station environments by permitting more productive land uses, minimizing auto demand, and saving subsidies typically spent on parking structures or lots costing anywhere from $3,000 to $15,000 per stall. Parking pricing controls typically recognize the economic benefit of short-term parking needed by commercial and retail businesses, but minimize use of spaces for long-term parking and instead encouraging use of transit. Large public subsidies spent on long-term auto parking diminishes the effectiveness of the transit system. Elimination of parking facilities also would allow more productive uses of scare downtown land.

Because up to 15,500 new riders would be attracted to LRT, the need for large new parking garages in Downtown Minneapolis and Downtown St. Paul could be eliminated. In addition, elimination of parking facilities would allow more productive uses of scarce downtown land.

**Park-and-ride lots would be encouraged only in LRT station areas in the I-35W corridor south of Diamond Lake Road. Parking management strategies would be applied at inner area LRT stations to discourage inappropriate parking. In certain locations, on-street or other parking may be restricted, such as in LRT station areas and along surface street alignments.** Alternative parking, critical to residents and certain businesses, would need to be explored in more detailed future studies.

## LRT'S NOISE, VIBRATION & VISUAL IMPACTS

**According to LRT systems in other parts of the country, noise, vibration and visual environmental changes brought with LRT operation are not major issues. Where there would be negative impacts, mitigation measures would be applied to eliminate such impacts.** More detail on these impacts and mitigation measures are found in the Central Corridor Alternatives Analysis and I-35W Environmental Impact Statement.

Noise: LRT runs quietly on straight track. Even on curves the new wheel technology and lubrication devices stifle the noise almost entirely, so that LRT now can operate at 10 percent of the noise that the old steel wheel technology exhibits. Although there would still be some noise impacts from LRT, **these noise impacts would be negligible relative to background noise levels already present.** Especially in the downtowns the existing urban environment and its pre-existing noise would minimize additional noise impacts.

**The stations are the noisiest places where LRT runs, but this noise is attributed mainly to auto traffic noise at these locations.** Noise increases related to pick-up and drop-off traffic would be anticipated, however, only if auto traffic volumes increase by double, which is not forecasted at any of the stations. The majority of Portland's LRT noise complaints are due to the bells at the LRT crossing gates, that are designed to warn people of a LRT train approaching, as it is "too quiet".

**Most of the noise in the freeway portions of the I-35W and I-94 LRT Corridors would be generated, as it is today, by automobile traffic. The additional impact of LRT on noise in the freeway corridor would be minor.** Short-term passby noise would be generated by LRT vehicles, but the most efficient, quiet LRT hardware designed to minimize noise would be used. **In the areas where LRT would run on surface streets or on rail right-of-way, noise mitigation measures would be applied.** Noise can be mitigated by plantings, noise walls, if appropriate, changes in land use adjacent to the track and stations, reducing LRT speed and in some cases elevation differentials between the LRT and the adjacent land use.

Vibration: **Vibration from LRT vehicle pass-by would generally be imperceptible,** since the LRT would typically run more than 50 feet from existing establishments.

Visual Environment: **LRT construction would alter existing views to adjacent properties in many areas.** LRT requires overhead power and therefore new structures and overhead wires would be erected that change the visual environment. High platform stations would also change the visual environment. Noise walls, landscaping and bridges could in some places alter or block existing views. Removal of buildings and trees could also alter views. Most visual impacts can be mitigated by tree screenings and other types of mitigation measures (see Appendix G).

In the freeway sections of the Central Corridor and I-35W Corridor, there would be more retaining walls and less grassy embankments, but because the freeway alignments are presently not visually appealing, no additional negative impacts would be created due to LRT.

**LRT construction can be used as an opportunity to enhance the visual amenities of each affected neighborhood.** Such opportunities can be pursued through the development of a design concept document that can guide the physical and aesthetic design of the LRT stations and highway reconstruction. This document would address aesthetic treatment of structures, materials, railings, street furniture, lighting, landscaping, and noise barriers, as well as treatments specific to particular areas. Neighborhood participation in the design concept would be encouraged.

## LRT'S IMPACT ON AIR QUALITY AND ENERGY SAVINGS

LRT would have a positive impact on energy and air quality. Generally, electrically powered LRT is more



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energy efficient and less polluting than petroleum-fueled automobiles and buses. **Air pollution reduction and energy savings can be achieved with LRT, the levels directly related to the number of people attracted to LRT from their cars.**

Each LRT corridor would see an overall reduction of about 3 percent corridor-wide in automobile-generated carbon monoxide on a daily basis, with potentially greater improvements in air quality at intersections where carbon monoxide is currently a problem. There would also be reductions in hydrocarbons and nitrogen. Special mitigation would be applied in both LRT corridors to ensure that air pollution does not become a problem where auto traffic conflicts might increase as a result of LRT operation, or where there have already been problems with carbon moxoxide air pollution (such as at Snelling and Lexington Avenues' intersection with University Avenue).

LRT would consume about 85 percent of the energy per passenger vehicle or car mile than a bus. LRT is also expected to reduce additional direct energy consumed by automobiles because of the auto diversions to LRT. There also may be indirect energy savings if traffic congestion improves on the freeways and local parallel arterials, easing traffic flow, reducing delays and decreasing overall travel times. However, the difference would probably be less than a 5 to 10 percent reduction in energy.

# IV. IMPLEMENTATION OF LRT & SUPPORTIVE DEVELOPMENT

## LRT CONSTRUCTION

The construction of LRT in association with the reconstruction of I-94 and I-35W would last approximately ten years in the case of I-35W, and three to five years for the Central Corridor. Construction activities would be phased in segments. Therefore, each particular segment under construction can probably expect a small degree of temporary, localized impacts, primarily confined to a six to 18 month time frame. Where there are more complex construction issues to deal with, such as in the downtowns, the university area or at common sections of freeways, the primary negative impacts may occur over a longer time frame, possibly 36 months.

The reconstruction of both I-35W and I-94 have been anticipated by Mn/DOT for the last several years. Because the LRT is planned for construction in the freeway rights-of-way for most of their lengths (from Western to Fairview in St. Paul for the Central Corridor and from 98th Street to 28th Street in the I-35W Corridor), **the additional construction period negative impacts of LRT would be only marginal directly adjacent to the freeway right-of-way.** Such impacts would occur from the freeway reconstruction even if LRT is not built in these corridors. The incremental construction impacts of LRT would be relatively minimal. Modest additional delays and impacts may take place because of the LRT requirements at the freeway's intersections.

**Where LRT is to be constructed on the University of Minnesota Transitway and in the rail right-of-way in the Central Corridor (west of Fairview), negative construction-period impacts would be minimal.**

**The impacts of LRT construction on the portions of the alignments on surface streets are expected to be slightly greater than that of construction in the freeway medians, University transitway and rail rights-of-way. The impacts of surface street construction of LRT in the downtowns, Capitol, Westgate and University areas are likely to be of the most concern.**

The impacts include direct construction impacts, transportation impacts, property acquisition and relocation, and construction-period economic impacts. The extent and location of these impacts and mitigation measures are described in the Alternatives Analysis for the Central Corridor and the I-35W Environmental Impact Statement.

Direct Construction Impacts: Direct construction impacts include truck and construction equipment noise, vibration from such equipment as pavement breakers, and air quality impacts from truck and construction equipment emissions and fugitive dust from construction sites. Such impacts would be confined to distinct time periods and tied to construction phasing. The most impacts would occur during alignment grading and site preparation, and should not last for more than a few weeks at any location. Mitgation measures would include equipment noise and vibration control features, physical barriers at the edges of construction zones, phasing and time of day of construction, and spraying of water or other dust suppresants.

Construction Period Transportation Impacts: The impacts of construction would involve traffic diversions to alternate streets and intersections, traffic congestion on adjacent roadways, loss of on-street parking, lane or total street closures and closure of intersections/overpasses. Parking impacts due to LRT construction may include restrictions on street parking, and rerouting of vehicles to alternative parking spaces. A comprehensive traffic management plan would be prepared for each corridor to determine overall construction phasing,

information dissemination and temporary circulation needs. Motorists, transit operators and users, businesses and residents would be advised of changes well in advance of construction of the extent and duration of changes and would be advised of recommended alternative routes or transit options.

Property Acquisition, Displacements and Relocation: Property acquisition and associated relocation of businesses and residents with the construction of LRT in any corridor are highly dependent upon the final specific alignments selected and the exact placement of the LRT guideways, stations, support facilities and other structures in conjunction with available roadway or other right-of-way. These would be defined in future engineering studies. Preliminary estimates of portions of properties or entire properties needed for acquisition and relocation are found in the Alternatives Analysis/DEIS for the Central Corridor and the I-35W Environmental Impact Statement

A limited amount of privately owned commercial and residential properties would be needed for LRT in both corridors where the alignment is outside of the freeway and transitway right-of-way. Most of the acquisitions necessary in the freeway portion of the I-35W Corridor would be required because of the proposed highway improvements, not because of the addition of LRT.

Acquisitions generally would begin three years prior to construction. Hardship acquisitions (low income households) would take place first. Mn/DOT's relocation advisors and local community services assist in relocation. Residents whose properties are to be acquired would be encouraged to relocate within the same neighborhood, but the choice is the resident's. Property acquisition and relocation for transportation improvements would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Construction Period Economic Impacts: The impacts of LRT construction activity are of the most immediate and important concern to businesses and residents in the I-35W and Central Corridors. There are some commercial and residential property owners who would experience greater construction period impacts than others.

**Economic impacts on residences and businesses during the construction period mainly revolve around transportation access.** Where there are construction-period resident and business impacts, **these impacts can be minimized or eased** to a great degree by maintaining access through various mitigation measures, such as construction staging, re-routing traffic to major arterials, convenient auto and pedestrian crossings in construction zones, easy alternative parking and loading access, alternative bus routes, late-night construction (away from residential areas, however), providing good direction on alternative access through a well defined, coordinated marketing and promotion program, as well as other methods, and through coordination with other transportation and development projects. Normal traffic patterns would be somewhat changed around the freeway interchanges, and along streets that are along or intersect the LRT alignments. Parking may be removed from streets. Both LRT corridors would have access provided through parallel major arterials. The freeway portions of the two corridors would have connecting bridges that have either one lane open or traffic re-routed to adjacent bridges. The economic health of individual businesses, households and neighborhoods would, therefore, be maintained during the reconstruction through such mitigation methods.

**In general, negative construction-period business impacts would be confined to a distinct time period tied to construction phasing, and to particular business types.** No business's access would be completely shut off from the freeway or other major roadways. Both corridors' businesses would have access through parallel major arterials. Connecting bridges would either have one lane open, or traffic would be re-routed to adjacent bridges. Where LRT is constructed in street and rail right-of-way, a greater degree of construction disruption is likely.

In terms of business impacts, rail and major roadway reconstruction projects typically:

- Primarily impact businesses directly adjacent to or having critical access restricted by the reconstruction.
- Have different impacts at different locations.
- Most disrupt adjacent businesses that have at least 20 to 30 percent of their activity derived from impulse-buying and small convenience goods establishments with limited off-street parking, businesses that may already be marginally profitable, and businesses that depend upon quick in-and-out of customers (such as dry cleaning). These types of retail operations directly adjacent to construction typically have experienced a 20 to 30 percent loss in sales. BBP estimates that about 23 percent of all businesses throughout the entire Central Corridor are of these types. However only a small portion of these are directly adjacent to the proposed LRT construction.
- Do not greatly impact comparison goods establishments, such as appliance and auto dealers, and establishments with off-street parking, as long as reasonably good access is provided.
- Can benefit businesses during reconstruction where auto turn movements are allowed, where pedestrians can easily access the business, or in locations where auto trips are diverted. Many of the businesses in the I-35W and Central Corridors may serve local clientele who do not need access via the freeways. In fact, businesses along parallel arterials, such as University Avenue in the Central Corridor may benefit from the increased business activity generated when auto traffic is diverted from the freeway during reconstruction. Businesses may want to consider restructuring or remerchandising to respond to new markets that may be created with reconstruction and with future LRT. Customer/client volumes should return to normal levels following construction's completion. [3]

## ACHIEVING LRT-SUPPORTIVE DEVELOPMENT

Station Area Land Use Planning

It is essential that there be preliminary land use planning groundwork set early in the LRT planning process for the desired development and urban design schemes for any particular area to be achieved. Station area land use planning would begin during the initial planning phases of LRT, during preliminary design, and be completed during final design and engineering, just before construction. Implementation of station area land use plans, the development phase, would begin once construction is completed and continue during system operation.

The Metropolitan Council's 1993 amendment to the Transportation Development Guide/Policy Plan incorporated a land use planning process, requiring that cities where LRT is to be implemented develop detailed station area land use plans that consider the creation of higher intensity, mixed uses that are transit- and pedestrian-friendly. The Metropolitan Council would provide assistance to local units of government in development of such plans to ensure that the types and scale of development, urban design improvements, and regulatory controls, are mutually beneficial to the communities and to the regional transit system.

Figure 6 and the following table show the level of land use and development planning that should occur at each stage of LRT planning and engineering.

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[3]"Economic/Land use Impacts of LRT in the Midway Corridor", Ramsey County Regional Rail Authority and Hennepin County Regional Rail Authority, by Basile Baumann Prost & Associates, Inc., 1990.

| LRT Development Phase | City Land Use & Development Planning Activities |
|---|---|
| Phase I: Preliminary Design & EIS Scoping, Alternatives Analysis (AA) | General land use evaluation and preliminary analysis of development, redevelopment and revitalization opportunities along proposed alignment and around potential stations |
| Phase II: Preliminary Engineering & Draft EIS | Station area land use planning for areas within 1/4 to 1/2 mile of proposed stations; identify comprehensive land use and transportation amendments, as well as regulatory changes, that may be necessary. |
| Phase III: Final Design & Engineering | Detailed Station Area Land Use Plan development, to include a complete station area inventory, master plan and schematic design, market/feasibility studies, revised land use types and intensities, compatible land uses, pedestrian and vehicle access improvements, landscaping, a capital improvement program and development financing scheme |
| Phase IV: LRT Construction | Station Area Land Use Plan Implementation, carrying out development/redevelopment and capital improvement activities |
| Phase V: LRT Operation | Continued implementation of desired development and redevelopment. |

Neighborhood businesses and residents, as well as developers and financiers, should be involved in all stages of station area land use planning and design. More detailed direction to cities in developing station area land use plans, identified in the 1990 "LRT/Land Use Coordination" element of the RTB's LRT Coordination Plan, is included in Appendix H.

Formulation of Transit/Land Use Planning and Development Models

The environments within 1/4 to 1/2 mile of LRT stations are envisioned to be busy, active, safe people places. LRT stations can be focal points around which higher residential and employment densities can be created to attract more riders and achieve greater recovery of operating costs.
Achieving the most favorable impacts that LRT can provide would require concerted city efforts to intensify development around station areas, with emphasis on residential development, geared toward creation of livable, pedestrian- and transit-oriented mixed use neighborhoods.

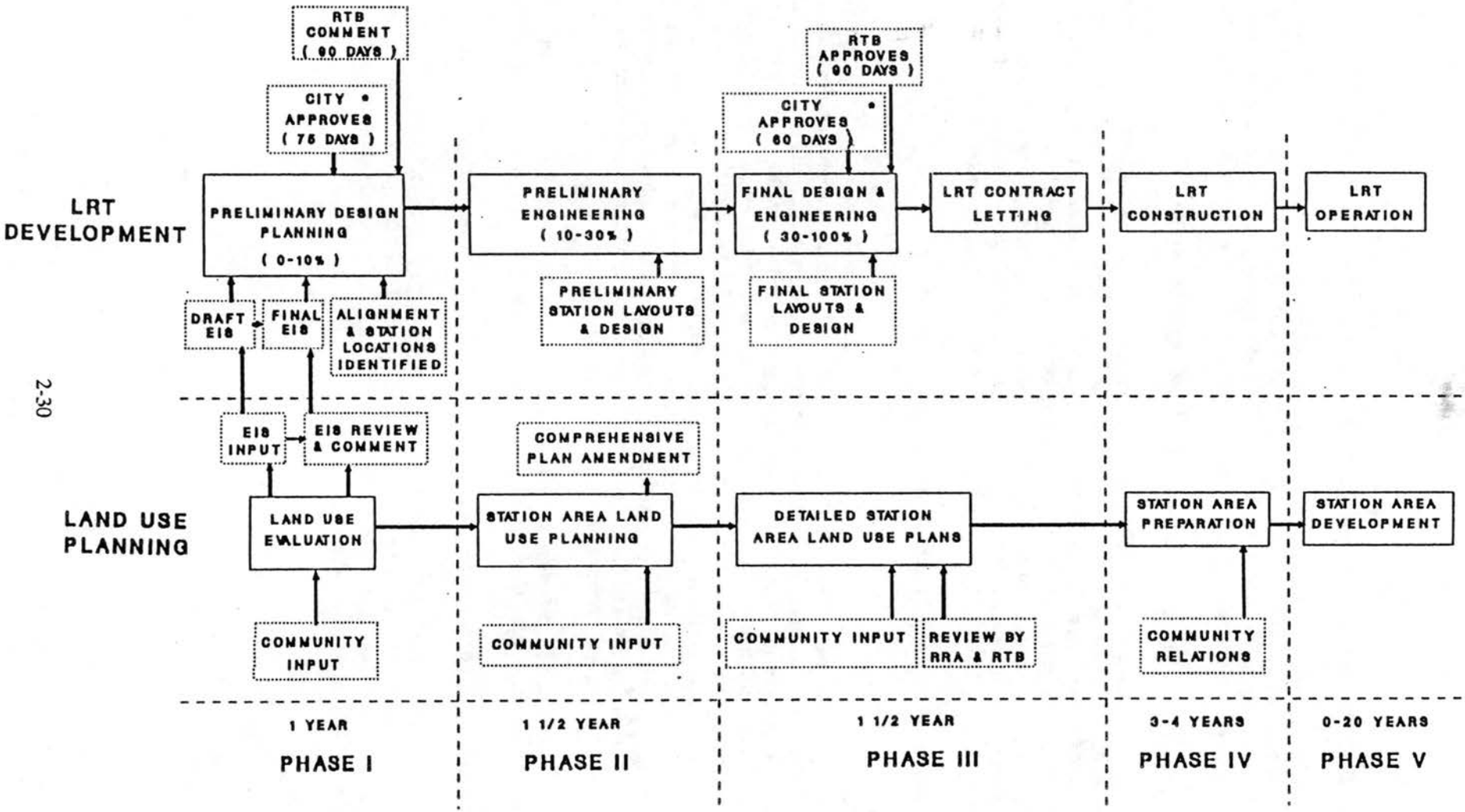
Three cities on the west coast, Portland, Sacramento and San Diego, have produced transit-oriented development models for channeling growth and development around high-frequency transit corridors, making these areas vibrant, higher-density, pedestrian-oriented areas with mixing of uses. These models, described in Appendix I, are being increasingly viewed as a conceptual framework necessary to achieve community consensus on the development vision for a region, down to the community level.

Essentially, those cities have identified existing and future high-frequency transit corridors and developed land use designations that reflect desired types of development districts that might be considered by cities within 1/4 to 1/2 mile around major transit stops. Minimum density targets have been established, as well as compatible development types, supportive parking policies and pedestrian-oriented design standards, as part of this effort.

A similar model might be considered for adoption in the Twin Cities area as part of implementation of the Regional Blueprint.

## Figure 6

## LRT/LAND USE COORDINATION PROCESS




• IF CITY DISAPPROVES, RTB HOLDS PUBLIC HEARING AND WITHIN 90 DAYS RECOMMENDS AMENDED PRELIMINARY AND / OR FINAL DESIGN PLAN.

Source: RTB's LRT Coordination Plan 1990

Channeling Residential Development and Social/Government Services to Transit Nodes

Higher intensity residential development, coupled with mixed uses, should be channeled to LRT station areas, and along corridors with frequently operating fixed route transit. Replacement housing and new affordable housing could be targeted to such transit nodes. New and relocating federal, state, county and city public services/agencies should be encouraged, or possibly mandated, to locate around transit corridors.

Financial Incentives for Transit- and Pedestrian-Oriented Development

Redevelopment and reinvestment funds could be targeted to high-frequency transit corridors, particularly around designated mixed use nodes (or development districts). This could be done by placing higher priority for any regional funding, such as ISTEA, housing, or new redevelopment funding, on improvements along such corridors. Projects eligible for such regional funding would include: development of specific plans; site acquisition; removal of substandard or underutilized structures; environmental clean-up; land write-downs or price reductions; low interest loans; tax abatement; interest rate subsidies and/or tax credits; low income housing subsidies; structured parking. Joint development efforts should be encouraged.

Specific plans would be a prerequisite to funding any of the above.

Joint Development

Joint development efforts are desirable and often necessary to achieve the favorable land use impacts that rail can offer. Cities, housing and redevelopment agencies, transit agencies, and/or state departments of transportation team up with private sector development partners in joint development efforts to create well-designed, mixed-use development around stations, ensuring that station neighborhoods have good transit access, activities, services, and amenities within walking distance. Joint development intiatives are aggressive, proactive means of capturing the economic development potential of an LRT investment. Such means would include establishing special development corporations and advance land acquisition programs to proactively encourage transit-related development, creating special tax incentives and capital development improvements programs, such as design amenities and public facilities as incentives to lure development, and establishing value-capture, tax-increment financing and benefit assessment programs.

The Council should encourage furthering of regional expertise in the area of joint development methods in order to achieve itegrated joint development at LRT stations, park/rides, and other transit locations.

Technical Assistance, Outreach, and Education

The 1993 Amendment to the Transportation Development Guide/Policy Plan indicated that the Metropolitan Council would develop an educational program that delineates the Council's expectations with regard to higher density, mixed-use nodes and pedestrian oriented environments. Slide shows, videos, model ordinances, and guidelines might be the media used in such an effort.

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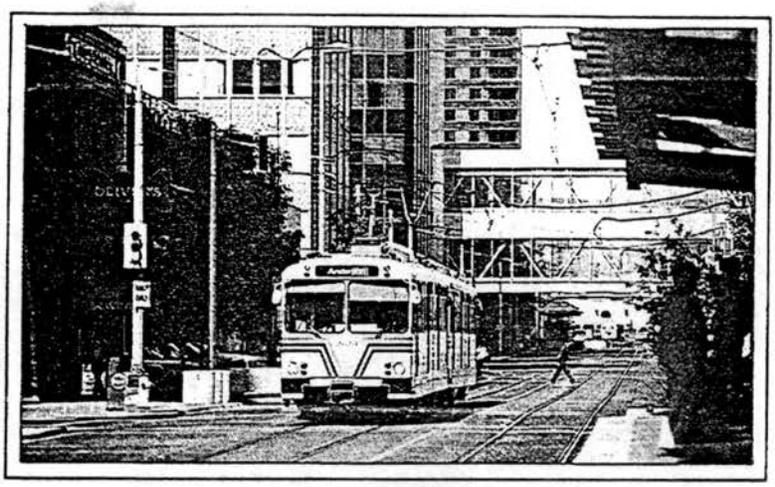
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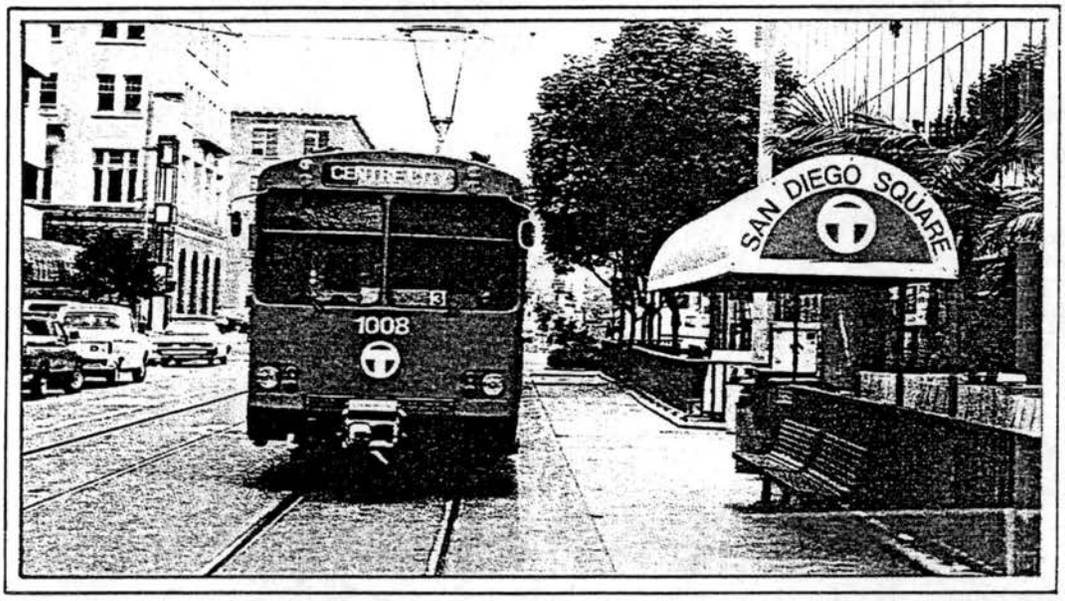
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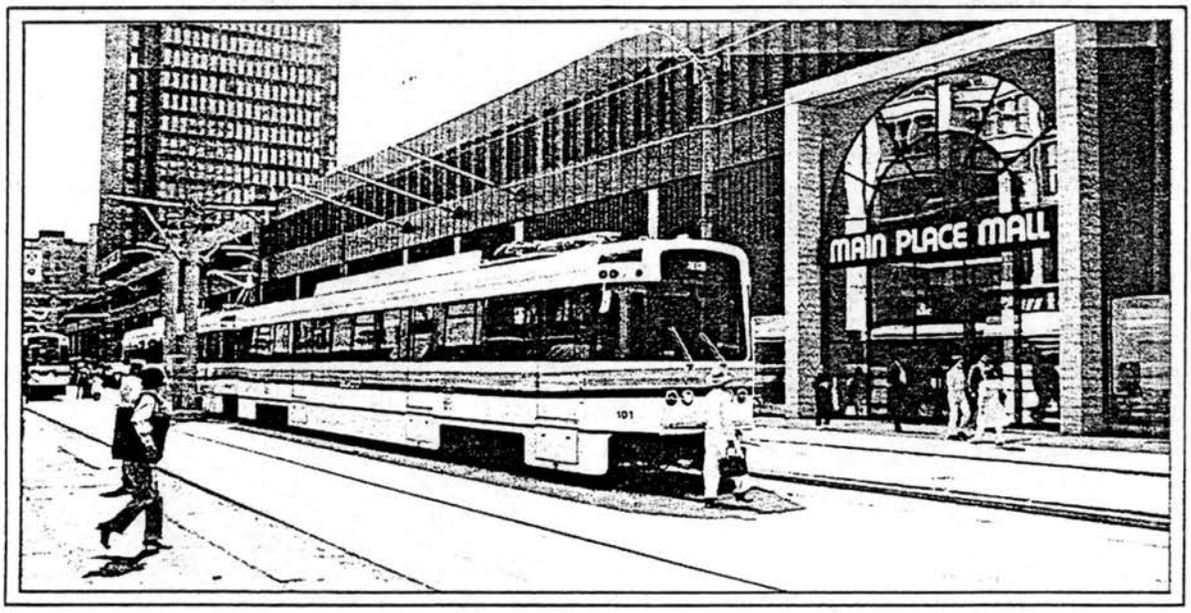
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# APPENDICES

APPENDIX A:
DOWNTOWN STREET
APPLICATION
OF LRT

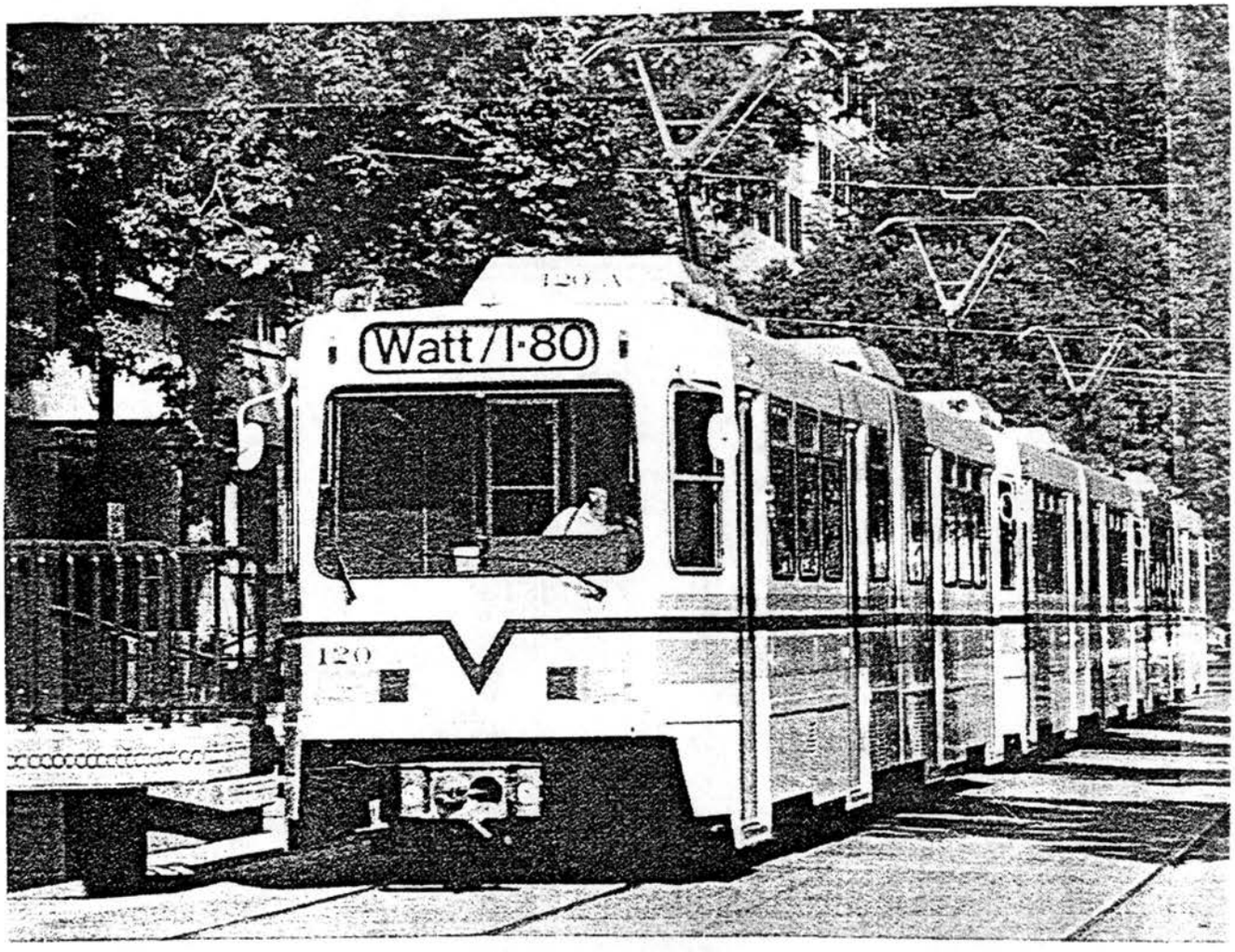





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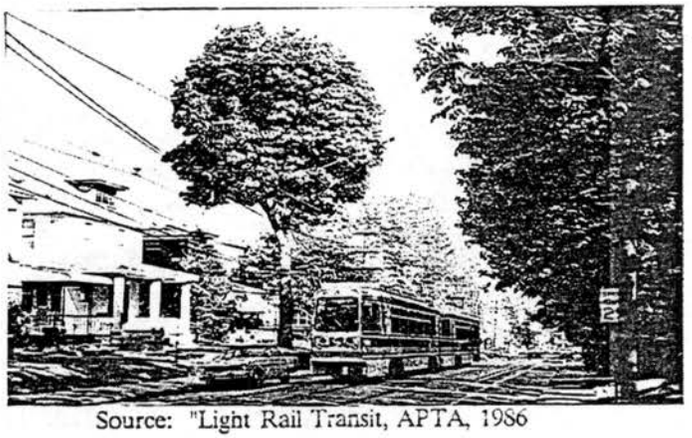
APPENDIX A (CONTINUED):
LOCAL STREET APPLICATION OF LRT




Source: "Light Rail Planner's Guide", Published by Railway Age, February, 1988.

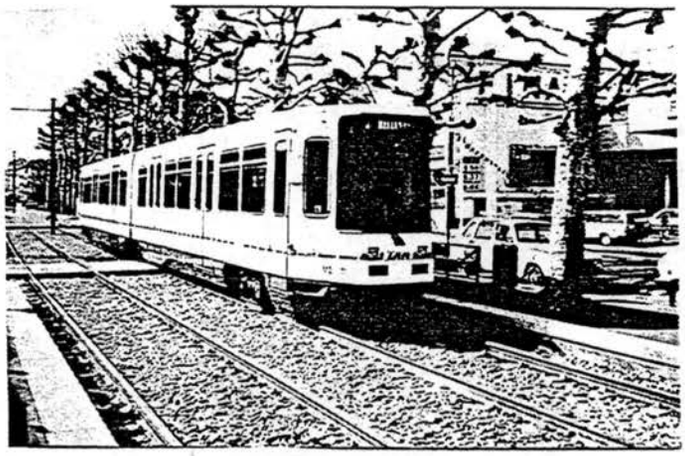


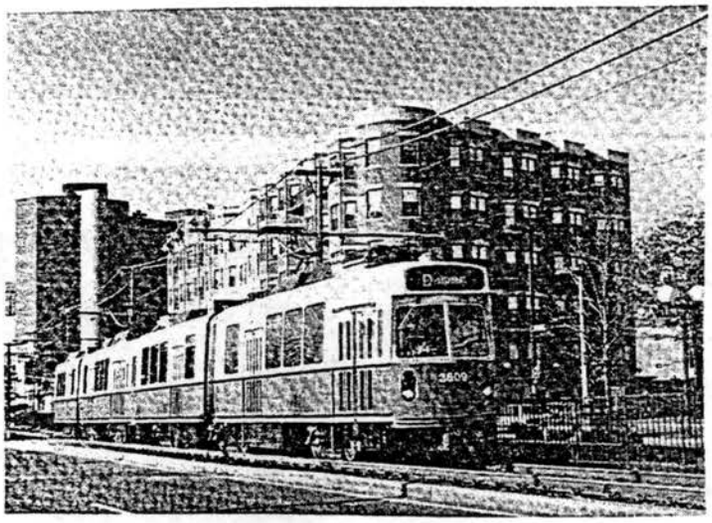
Older systems, like SEPTA's in Philadelphia, share the streets with automobile traffic.
Source: "Light Rail Planner's Guide", 1988



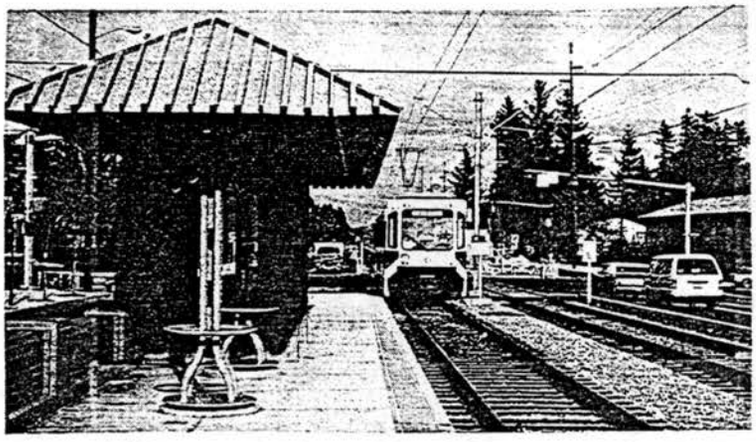
Source: "Light Rail Transit, APTA, 1986

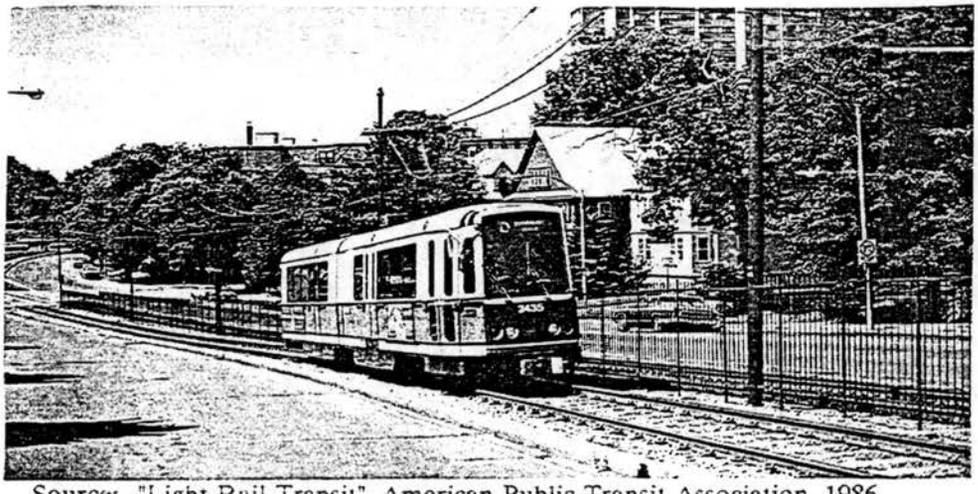
APPENDIX A (CONTINUNED)
STREET MEDIAN APPLICATION OF LRT





Source: "Light Rail Planner's Guide", 1988

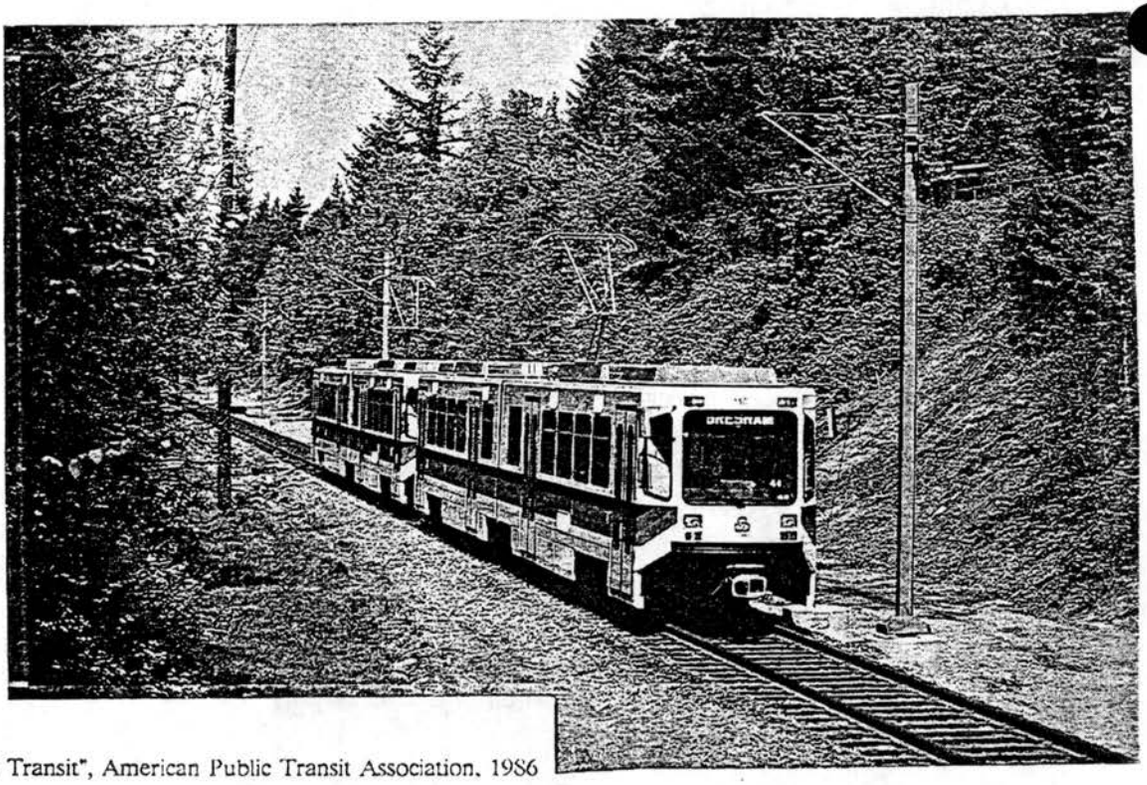




Source: "Light Rail Transit", American Public Transit Association, 1986

APPENDIX A (CONTINUED)
RAIL RIGHT-OF-WAY APPLICATION OF LRT





Source: "Light Rail Transit", American Public Transit Association, 1986

APPENDIX A (CONTINUED)
RAIL RIGHT-OF-WAY APPLICATION OF LRT (CONTINUED)

(University of Minnesota Transitway:
part of the proposed Central Corridor LRT alignment)



Source:

University of Minnesota
Facilities Management

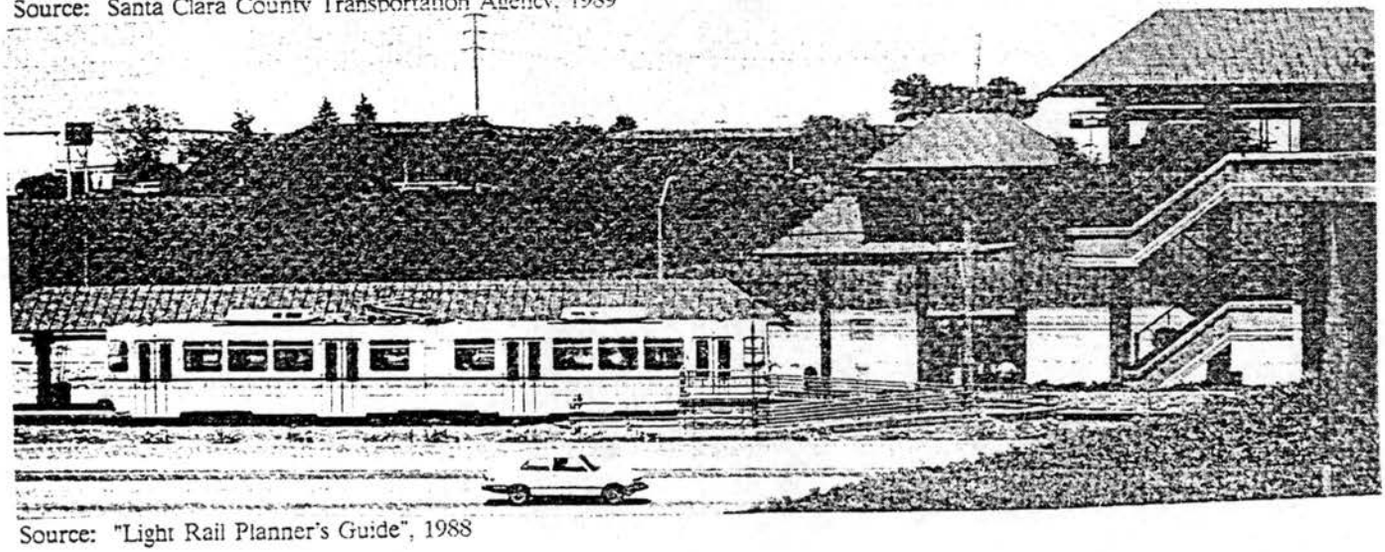


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APPENDIX A (CONTINUED)
FREEWAY MEDIAN APPLICATION OF LRT



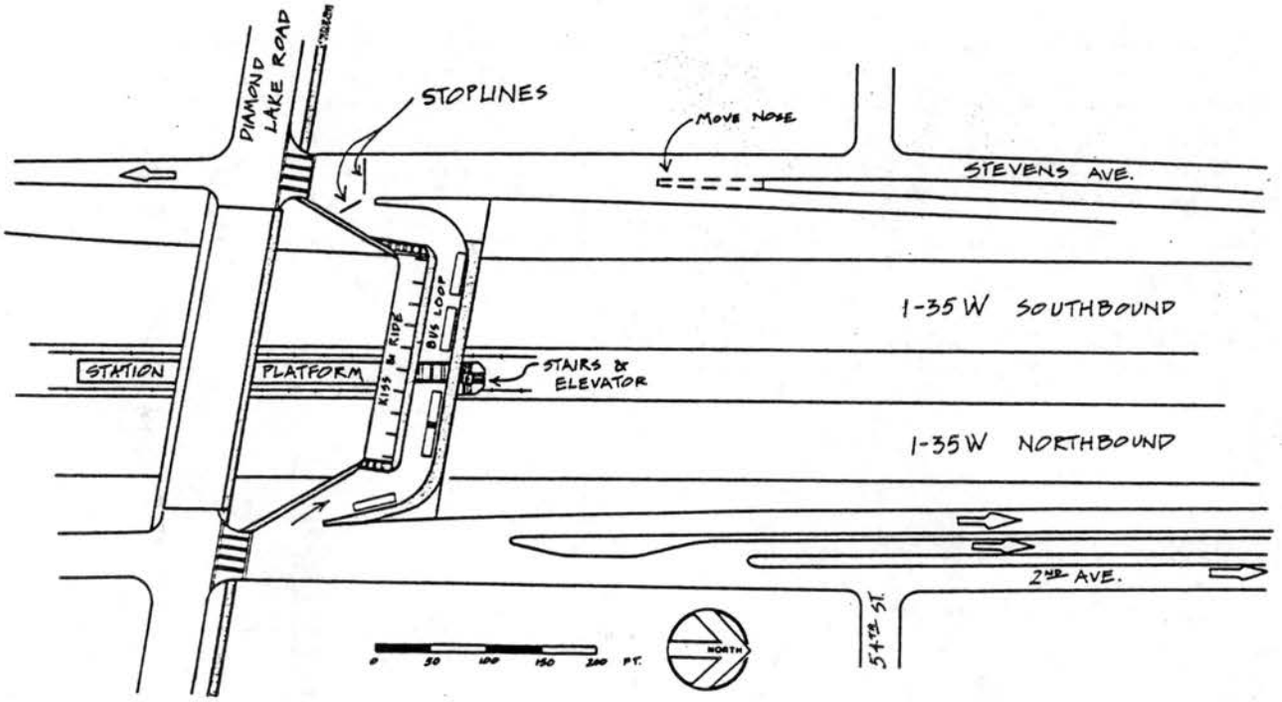

Source: Santa Clara County Transportation Agency, 1989



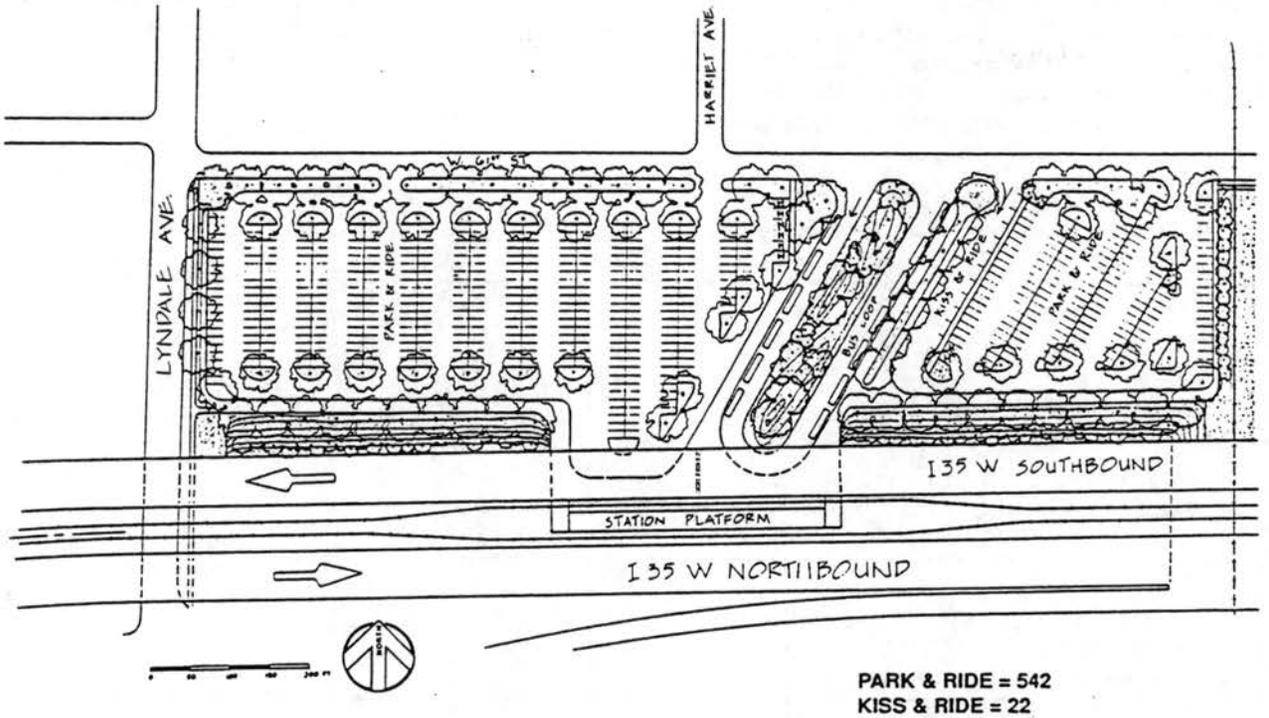
Source: "Light Rail Planner's Guide", 1988

# APPENDIX B

## POTENTIAL FREEWAY STATION DESIGNS




I-35W Preliminary Design Studies Phase 2: EIS




**PARK & RIDE = 542**
**KISS & RIDE = 22**
**HANDICAPPED = 8**
**BUS = 13**



47

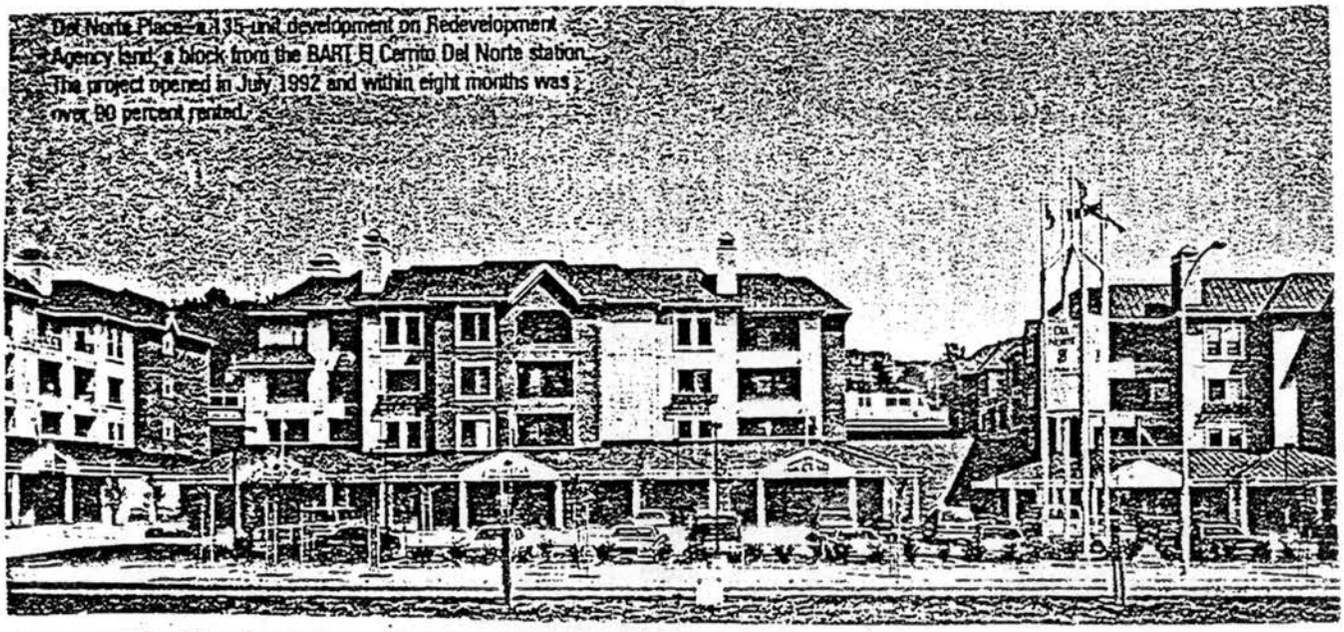
# APPENDIX C

## DETERMINANTS OF BUSINESS AND RESIDENTIAL LOCATION DECISIONS

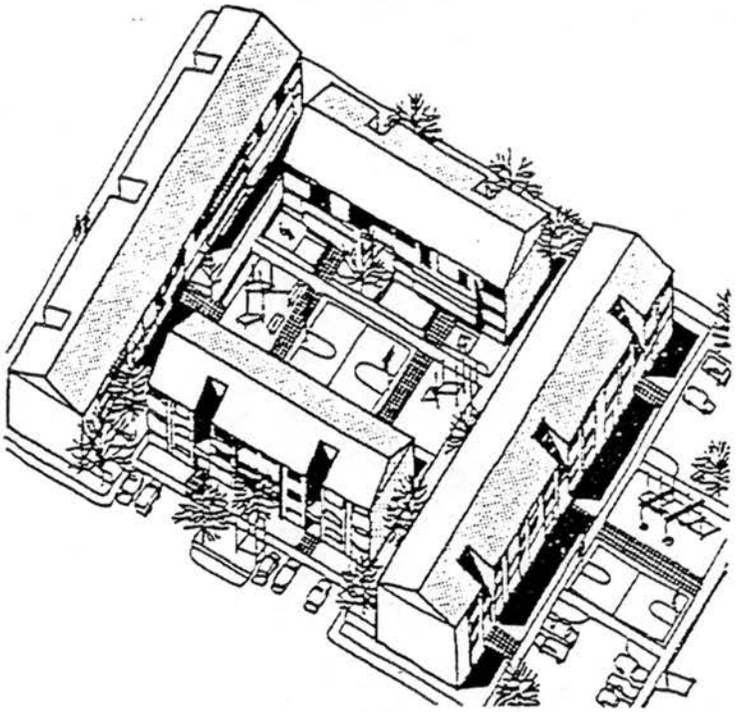
| FACTORS INFLUENCING LOCATION DECISIONS: | BY RESIDENTS | BY BUSINESSES |
|---|---|---|
| **LAND**<br>AVAILABLE LAND OF SUFFICIENT QUALITY<br>Vacant, developable land | X | X |
| **ECONOMICS**<br>SITE COSTS<br>Including acquisition, land assembly, land clearance, relocation costs, environmental clean-up of contaminated sites | X | X |
| POLICIES OF LENDING INSTITUTIONS, INVESTORS<br>Both public and private | X | X |
| LIABILITY AND RISK TO OWNERS, LENDERS, INVESTORS<br>Especially with contaminated sites | X | X |
| RESALE VALUE<br>Rate of return on housing investment/resale value of property | X | X |
| **AREA CHARACTERISTICS**<br>QUALITY OF ENVIRONMENT, NEIGHBORHOOD CHARACTERISTICS AND AMENITIES<br>Including access to natural amenities such as lakes, parks, recreational and cultural opportunities, local public services, perceived quality of schools, perceived safety of area, upkeep of neighborhood landscaping and buildings, etc. | X | X |
| AGGLOMERATION ECONOMIES AND CHOICES<br>Business and resident preference for clustering around like or supportive land uses | X | X |
| **LOCAL SUPPORT**<br>SUPPORTIVE POLITICAL INSTITUTIONS/POLICIES<br>Through zoning, financial incentives, fiscal policy, and government policies that create favorable market conditions | X | X |
| FAVORABLE COMMUNITY ATTITUDES<br>Including grass roots acceptance, project approvals from adjacent property owners, minimal neighborhood opposition | X | X |
| **ACCESS**<br>PROXIMITY TO DOWNTOWNS AND/OR REGIONAL BUSINESS CONCENTRATIONS<br>And access to different employment centers | X | X |

| FACTORS INFLUENCING LOCATION DECISIONS: | BY RESIDENTS | BY BUSINESSES |
|---|---|---|
| ACCESS TO AND VISIBILITY FROM MAJOR FREEWAYS AND ARTERIALS | | x |
| LABOR FORCE AVAILABILITY AND CHARACTERISTICS | | X |
| **PREFERENCES**<br>PERSONAL PREFERENCES OF LOCATION DECISION-MAKERS<br>Typically CEO desiring to locate near residence | | X |
| **INFRASTRUCTURE**<br>INFRASTRUCTURE DURABILITY<br>Sewers, streets, etc. | X | X |
| EXISTING BUILDING SUITABILITY<br>Suitability of existing structures for reuse/renovation | X | X |
| **COMMUTING**<br>PARKING AVAILABILITY/COST, COST OF COMMUTING AND TRAVEL TIME<br>But only when extremely high | X | X |

# APPENDIX D: POTENTIAL SCALE OF LRT-RELATED DEVELOPMENT




Source: "The Bay Area's Emerging Transit-Based Housing", Michael Bernick, Urban Land, July 1993.

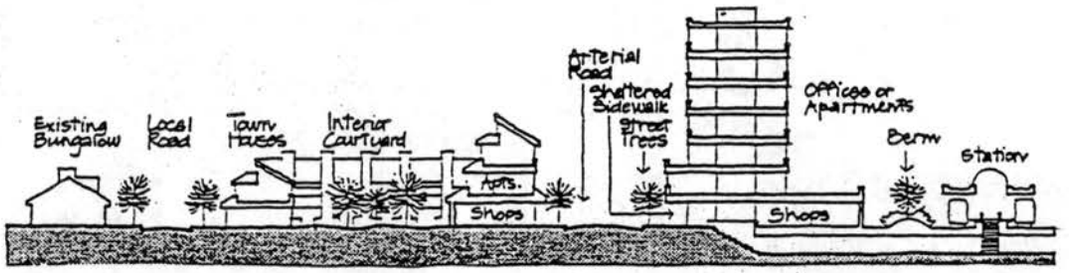


*Walk-up Multiple Family Housing Designed to Create Secure Communal Areas*

Source: "Design Guidelines for Creating Defensible Space", Oscar Newman; from City of Edmonton's Northeast LRT Corridor Land Use Plans

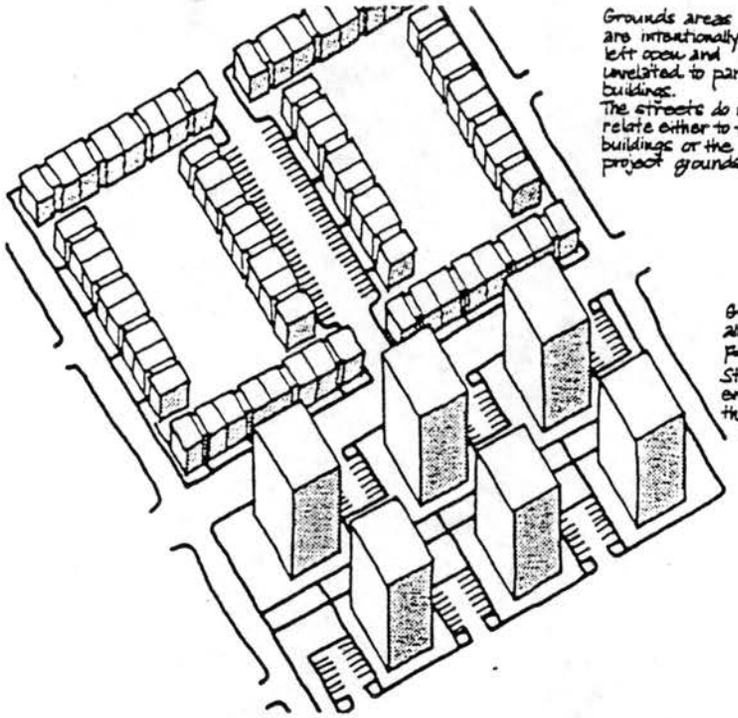
## APPENDIX D (CONTINUED)

## POTENTIAL SCALE OF LRT-RELATED DEVELOPMENT



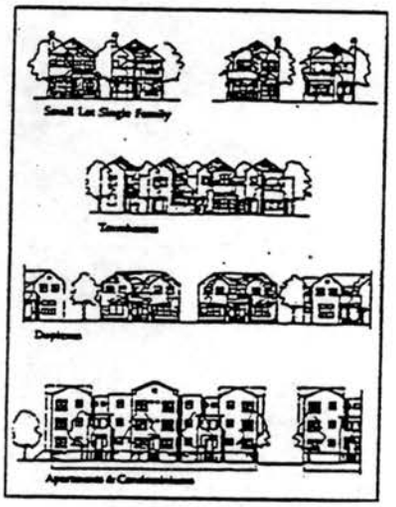

"Transition Zoning" buffers existing family housing from high-rise buildings while providing greater densities around the stations

Source: City of Edmonton's Northeast LRT Corridor Land Use Plans




*Comparison Between Low-Rise Courtyard Development and High-Rise Scheme at the Same Density*

Source: "Design Guidelines for Creating Defensible Space", Oscar Newman; from City of Edmonton's Northeast LRT Corridor Land Use Plans



Source: Planning and Design for Transit, Portland Tri-Met, 1993



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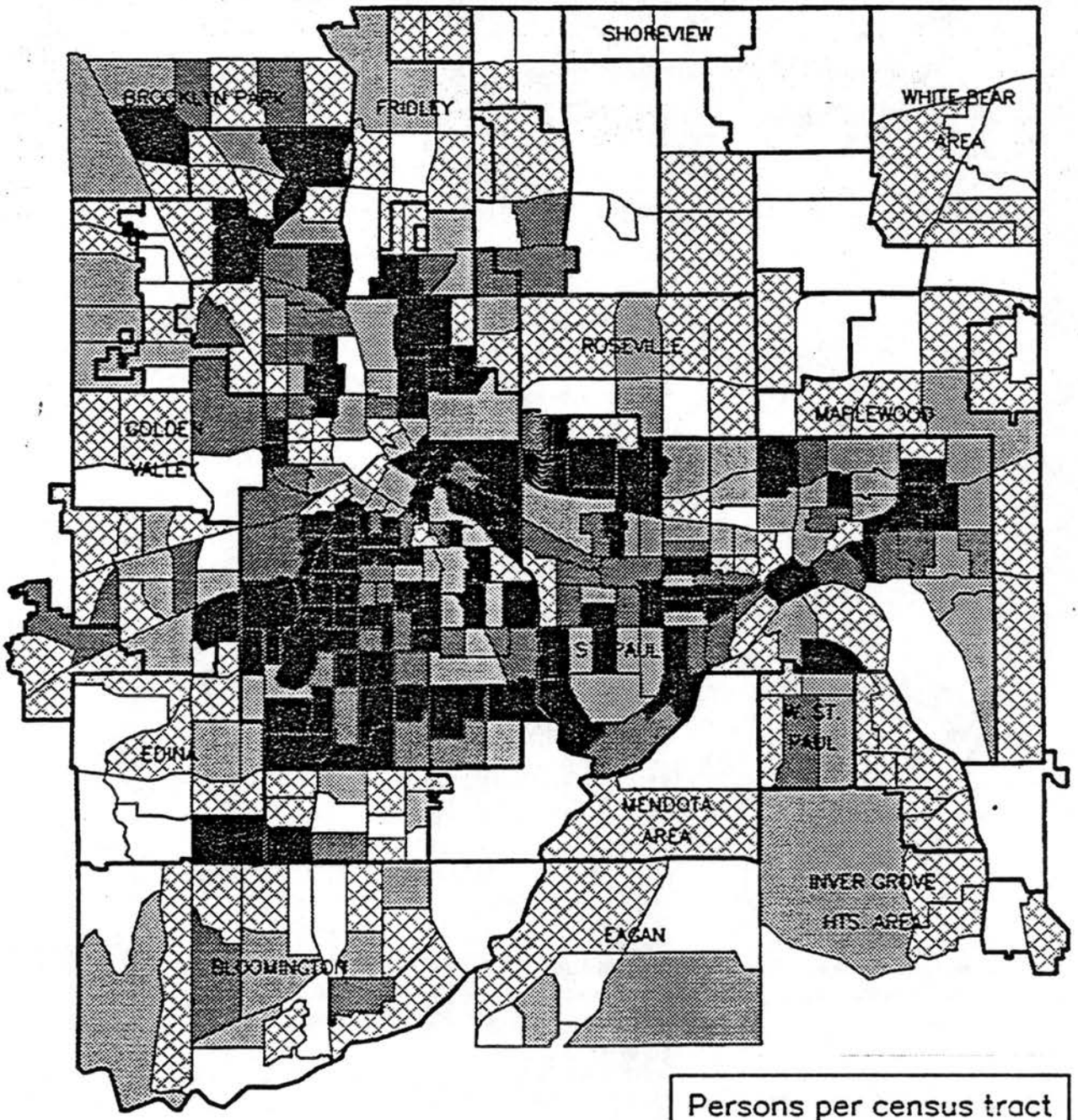
APPENDIX E

# Persons using Transit* for work trip

## by census tracts, 1990

(Minneapolis–St. Paul and adjacent suburban areas)

* identifying Bus/Trolley as work travel mode

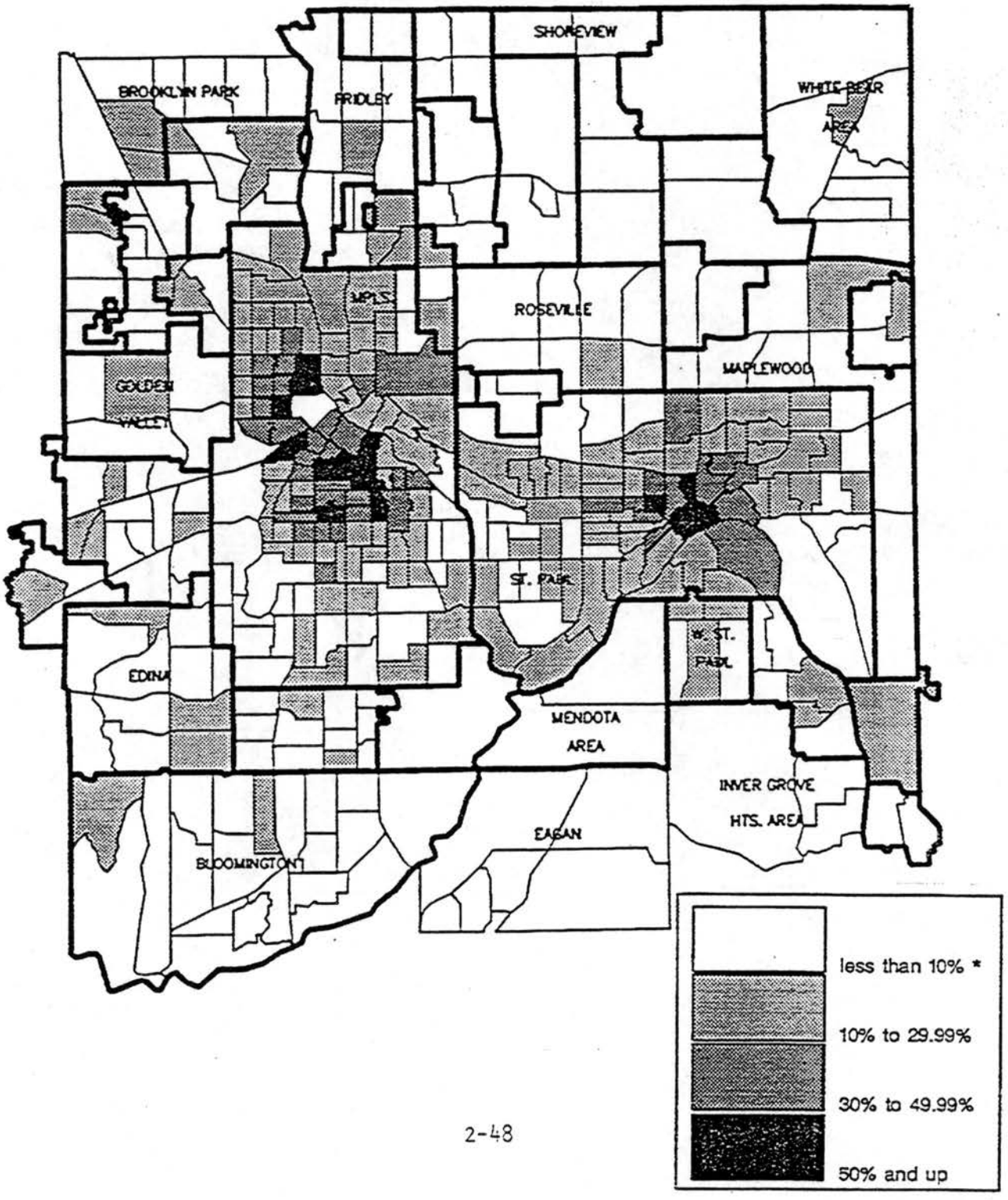





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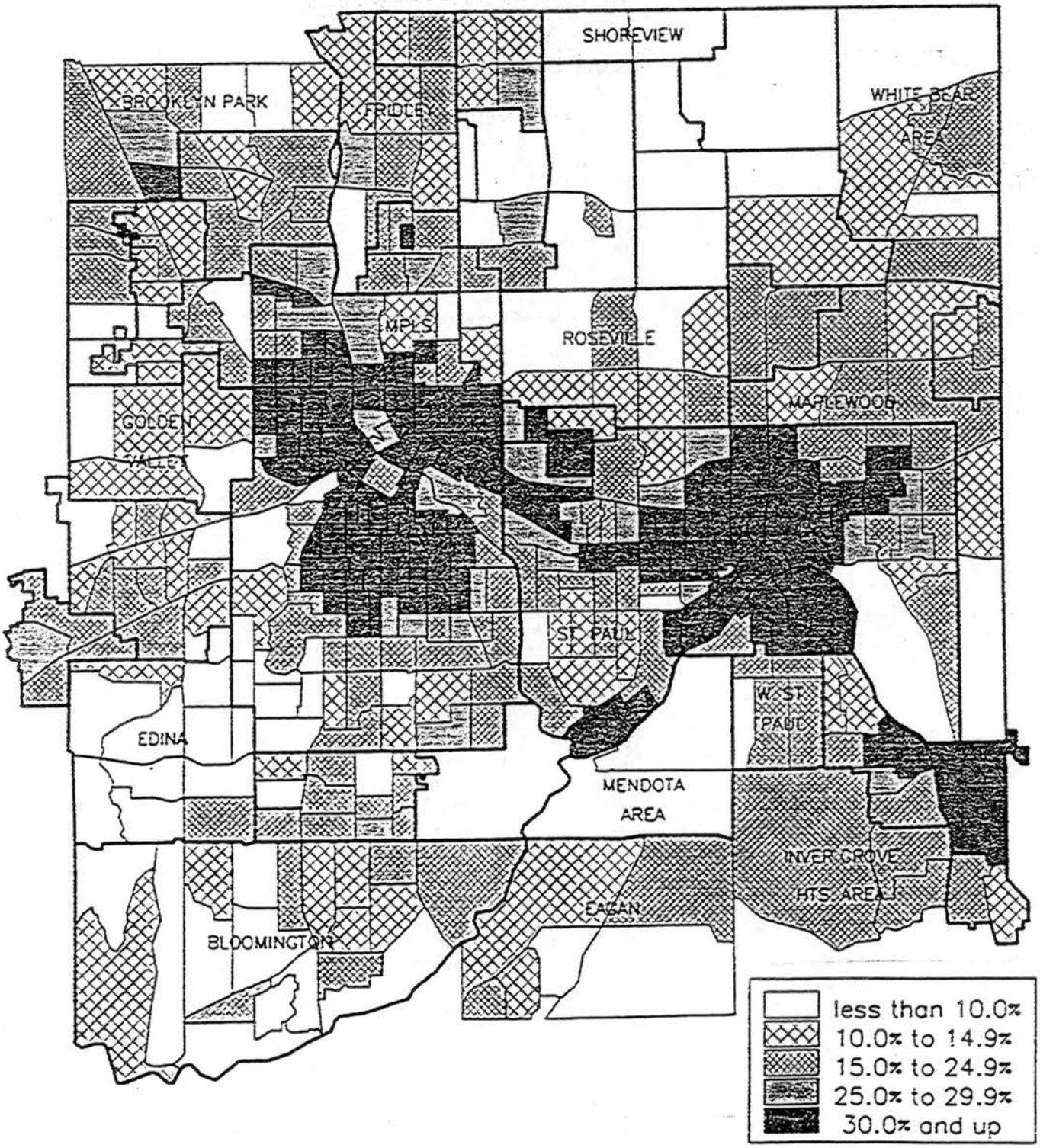
APPENDIX F

# Percent Zero Car Household Concentration, 1990
## by census tract
(Minneapolis/St. Paul and adjacent suburban areas)



# APPENDIX F (CONTINUED)
# PERCENT OF PERSONS LIVING IN LOW INCOME HOUSEHOLDS

(INCOME AT OR BELOW TWICE THE POVERTY LEVEL)



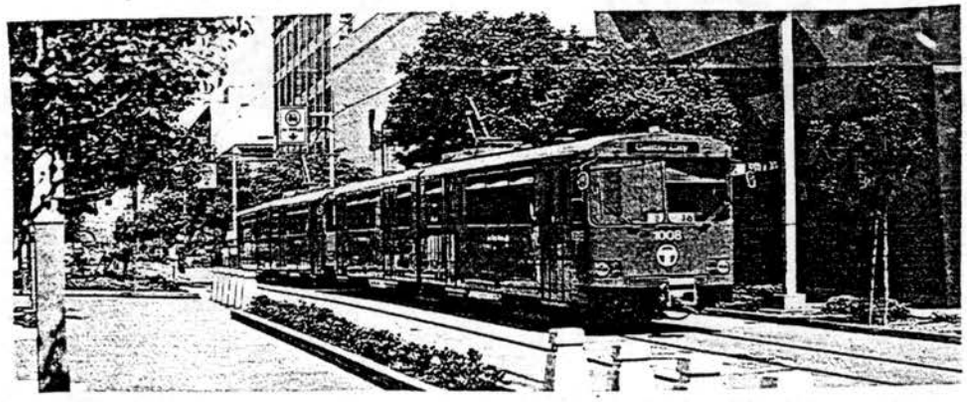



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# APPENDIX G
# POTENTIAL VISUAL MITIGATION OF LRT




Source: Fred Glick Associates, Portland



Source: "Light Rail Transit", American Public Transit Association, 1986

# APPENDIX H
# STATION AREA LAND USE PLANNING PROCESS
from the "LRT/Land Use Coordination" element of the
PHASE I. Regional Transit Board's LRT Coordination Plan, 1990

## LAND USE EVALUATION

Where LRT has been identified within the RTB's adopted Regional LRT plan, cities should undertake a general review of city land use and transportation comprehensive plans and policies, zoning, social, economic and physical characteristics, and community features, structures and amenities that lie within 1/4 to 1/2 mile of the proposed alignments. As part of this process the city should, at a minimum, evaluate:

- The potential role of each proposed LRT line in achieving the city's development goals and objectives and desirable level of urban growth acceptable to the city. This evaluation should assess development and redevelopment opportunities around potential station sites, based upon vacant, developable, and redevelopable land. Broad alternative land use concepts for potential station areas should be considered, that might include "no-change" (preservation of existing neighborhoods and land uses), intensification, changed land use designations, down zoning, or other concepts.
- Comprehensive land use and transportation policies and goals that might require amendment in order that the city's comprehensive plan be supportive of LRT. Cities might find it necessary to undertake such amendments prior to the formal city review of the LRT preliminary design plan.
- The potential impacts of the LRT lines on the corridor as a whole, valued community amenities that should be preserved, and the issues, impacts, and mitigation measures that the regional rail authorities should address in the EIS process and in further LRT engineering phases.
- Accessibility issues as they relate to station location, such as the city's view of station spacing, and sizing and location of LRT park/ride facilities, as well as associated vehicle access requirements.

The city should conduct this evaluation in an interactive manner with the regional rail authority in the preliminary design planning phase (0-10 percent engineering) and in preparing the land use element of the Environmental Impact Statement (EIS). During Phase I, preferably as part of the EIS scoping process, the city should prepare an outline of issues that the rail authority should address in preparing the EIS, emphasizing land use issues. It should be recognized that EIS preparation and review, while shown in Figure 1 occurring during Phase I, may for certain corridors extend into Phase II.

During Phase I, the city, working closely with the rail authority, should seek business and neighborhood input. Communication with property owners is recommended to show how stable businesses and residences can be preserved, buffered and even enhanced with LRT, and how possible associated development in station areas can benefit a community.

The end of the preliminary design stage results in an alignment selection and preliminary station locations identified. The land use evaluation conducted by the cities during Phase I can be utilized in the city review of preliminary design plans and can be expanded upon during Phase II.

PHASE II.

STATION AREA LAND USE PLANNING

During the LRT preliminary engineering stage, a city should expand and refine the evaluation done during Phase I. Station area land use planning during this phase should involve:

- Station area land use planning boundary identification (generally, within 1/4 to 1/2 mile of the station site). Neighborhoods, commercial areas, and natural community features may define the station area boundaries.
- Preliminary station area plans that identify, for each identified station location, one or two land use concepts that take into account stable neighborhoods, areas requiring redevelopment, and underdeveloped land. Alternative land use concepts might include "no-change" (preservation of existing land uses), intensification, higher residential densities, mixed uses, down-zoning, and multiple variations of these concepts within a particular station area. These concepts should be communicated with public officials and property owners within the broader station area boundaries through preliminary urban design drawings and plans. Business and resident input can be used to develop and further refine the station area land use concepts.
- Comprehensive land use and transportation amendments that are necessary to support station area land use planning and development. These amendments would bring the city's comprehensive plan into conformance with the mandatory requirements of local comprehensive plans identified in Appendix C of the Metropolitan Council's Transportation Development Guide/Policy Plan. These amendments should be completed prior to initiation of LRT final design and engineering.
- Development/redevelopment opportunities around proposed station locations, based upon vacant, developable, and redevelopable land, and a desirable level of urban growth that is acceptable to the city.
- Further review of sizing and location of LRT park/ride facilities, and associated vehicle access requirements.
- Valued community amenities that need to be preserved.
- Issues, potential impacts, and possible mitigation measures that the regional rail authorities should address in final engineering and design, and
- A draft community relations plan, developed jointly with the rail authority, to be implemented during final engineering and construction phases of LRT development.

Station area land use planning should be conducted by the city in an interactive manner with the rail authority during the 10 to 30 percent level of preliminary engineering for the LRT line.

The city, working with county rail authorities, should use business and neighborhood input in developing the station area plans and in identifying potential issues, impacts and mitigation measures. Graphic illustrations of potential revisions to land use and zoning where development opportunities exist, identification of stable areas where land use, zoning and community amenities will be preserved, and identification of areas where impacts may need to be mitigated will help the community better understand how LRT implementation will affect their community.

PHASE III.

DETAILED STATION AREA LAND USE PLANNING

Phase III, detailed station area land use planning, would only be necessary when a corridor moves into the final design and engineering stage of LRT development (30 to 100 percent engineering).

Phases I and II may reveal that certain proposed station locations do not require any formal land use or zoning changes, and the county rail authorities during final engineering stages will effectively mitigate any impacts resulting from park/ride, feeder buses, transit platforms and shelters. The rail authorities would work with the city, adjacent businesses, and neighborhoods in addressing issues. No further station area planning may need to take place. The cities, working with the county rail authorities, would use the planning tools developed in Phase II to communicate with neighborhoods.

However, where an LRT station area requires land use and/or significant access changes, or where a city may wish to redevelop, intensify or upgrade, a Detailed Station Area Land Use Plan should be prepared by the city. This plan should be developed in an interactive manner with the preparation of the Final Engineering and Design Plan (30 to 100 percent engineering) for the LRT line. Detailed Station Area Land Use Plans should be reviewed by the regional rail authority and by the RTB. The following suggests tasks the city should undertake during Phase III.

Existing Station Area Inventory

- Redefinition of the station area boundaries;
- Existing land uses and land supply analysis;
- Existing square feet of development;
- Land and improvement values;
- Land ownership;
- Condition of structures;
- Vacant or marginally developed sites, and inappropriate or deteriorated uses;
- Current zoning requirements;
- Existing and forecasted population, employment and housing;
- Public facilities (schools, fire and police protection)
- Utilities (water, sewer, telephone, gas and electric)
- Existing and forecasted traffic counts, existing and planned street network, and right-of-way width, pavement width, number of lanes, signals;
- Existing and proposed street and lot/ramp parking;
- Current and future station area circulation needs;
- Urban form and urban character (neighborhood and landscape features)
- Existing urban edge (setbacks), curb cuts, parking lots, sidewalks and pedestrian amenities;
- Current area activities and trends;
- Amenities to be preserved, such as parks, trees, stable attractive environments, schools, pleasant features;
- Issues and problems to be mitigated, including pedestrian and vehicular access needs, and visual and noise impacts;

Land Use Planning Considerations

- Identification of potential development opportunities for each station area.
- Development of revised goals, policies, principles and guidelines for each station area in response to the alternative land use concept desired, as appropriate to the community setting. Examples of alternative development options are discussed in Part 3.
- Definition of the land use capacity of the station area, including land use density limits and land use designations based on community development goals and access constraints due to roadway capacity, and other data collected in the inventory.
- Preparation of an economic market analysis, to include total market potential for residential, office, retail, hotel and commercial uses based on trends, current economic conditions, population, housing and employment growth projections.
- Development of final land use goals, land use options, density ranges based upon capacity and economic market analysis.
- Development of final station area land use plan, including:

    - Revised land use types and intensities, considering station area planning rings;
    - Building height restrictions;
    - Pedestrian access and amenities, vehicular access (necessary street improvements), parking controls;
    - Mitigation plan for off-station park/ride, feeder bus, and general traffic increases;
    - Urban design concept and architectural theme;
    - Refinement of the community relations plan in conjunction with rail authority.

Implementation Plan

Cities should prepare an implementation plan to include regulatory changes, capital improvements and financial considerations. Major tasks would include:

- Further amendment of comprehensive land use and transportation plans, if necessary;
- Revise zoning ordinance to accomplish community objectives with respect to LRT, possibly incorporating special overlay zoning and including performance standards;
- Review, and if necessary, amend redevelopment plan;
- Consider development moratoriums or transition zoning in order to protect station areas and line rights of way, and to ensure development that enhances community goals and LRT use;

- Prepare a capital improvements plan that covers:
  * Enhancements--street additions, pedestrian amenities, plazas, esplanades enhancements for persons with disabilities, bike paths, parks, desired types of open and public spaces, trials, and other options (See Part 3: Building and Infrastructure Standards)
  * Landscaping, buffering and other mitigation methods
- Prepare a property acquisition plan for redevelopment purposes
- Prepare a station area financial plan that outlines options for financial arrangements for development in vicinity of stations, a financial and fiscal feasibility analysis, that includes evaluation of land and air rights values, project capital and operating costs, income, financing and equity requirements and analysis of cash flow and returned equity,
- Identify development incentives such as bonus incentives for developer provision of transit-related amenities.

The preparation of the Implementation Plan should be completed prior to construction but could extend beyond the Final Design and Engineering phase and into the period when construction contracts would be let. (See Appendix A for selected illustrations of other cities' land use planning approaches in preparing for LRT.)

PHASE IV: STATION AREA PREPARATION

Once construction is initiated, the cities will have to address actual implementation of development proposals and define a development strategy in the station area. Three possible strategy options can be considered:

- Laissez Faire approach: the city reacts to development proposals by the private sector.
- Private/Public Partnership approach: the city works actively with the private sector to jointly put together development proposals.
- Project Packaging approach: the city or a development corporation created for this purpose takes the lead in putting together development proposals.

The last two options have proven to be more successful in producing new development along rail lines. In either case the following tasks have to be performed either jointly (i.e. public/private partnership) or by the public sector (i.e. project packaging):

- Acquire land for development and provide relocation assistance
- Negotiate with developers to obtain commitments for station area development
- Implement financial plan

The final steps in the process are as follows:

- In close cooperation with the rail authority, implement a community relations element that involves work with neighborhood businesses and residents to preserve and/or improve the character of the neighborhood by implementing land use preservation, buffering, landscaping etc.
- Implement station access improvements

APPENDIX I

STATION AREA LAND USE PLANNING & DEVELOPMENT MODELS

**Portland, Oregon:** **(Source: Planning and Design for Transit, Portland TRI-MET (Tri-County Metropolitan Transportation District of Oregon, in association with consultants Blayney Dyett Greenberg, Calthorpe Associates, Leland Consulting Group, Tashman Associates, Copyright 1993.)**

Portland has one nine-mile LRT line. Ultimately, LRT in Portland would be expanded to a six-line system. Portland's existing LRT line utilizes local and arterial surface street, expressway sideslope, and rail right-of-way. Ridership has increased by 30 percent over the last five years since opening, totalling 24,375 passengers per weekday in 1992. Ridership levels and new development appear to be strongest in the downtown/convention center areas, and in the surface street and rail rights-of-way. New commercial and residential development adjacent to stations has totalled almost $1.2 billion since the LRT opened in 1987. This includes 60 new commercial and nine new residential developments.

Portland Tri-Met (Tri-County Metropolitan Transportation District of Oregon, the regional transit provider) has a "Transit Supportive Development" strategy that supports a multimodal transportation system (including walking, transit, bicycling, ridesharing and automobiles), and encourages efficient use of land within Portland's Urban Growth Boundary. This is accomplished through:

- Increasing residential and employment densities in clusters along existing and planned transit corridors and at station nodes; all new moderate and high density housing and employment would be encouraged to locate within walking distance of transit.
- Mixing of land uses (residential, employment, shopping, public facilities/services) that reduces the need to make separate vehicle trips for various purposes.
- Establishing pedestrian-oriented districts along corridors and within nodes through urban design modifications and improvements, without excluding the auto. (In fact, the concept recognizes that the majority of all trips would continue to be in cars.) Sidewalks are along all streets; building design and setbacks are oriented to the walker; vacant space is "in-filled"; and parking is in the rear or in structures off the street.
- Providing multiple and direct street connections to transit and shopping; streets are lined by trees and buildings and autos move at a slower pace; major arterials provide for thru-traffic, access, and bus service while emphasizing pedestrian crosswalks and signals.

Walking and transit within these nodes are viable transportation options. High-frequency transit corridors, with 10 to 20 minute frequencies, are designated by Metro, Tri-Met and local jurisdictions. Ten-minute corridors would be targeted for more intensive housing and employment uses; corridors with less frequent transit would have lower density residential and neighborhood uses.
Emphasis on residential development around transit stations is an outgrowth of previous conclusions that medium and higher density residential presents the greatest short-term opportunity for transit supportive development. Residential projects may also generate the greatest transit ridership, as compared with commercial or industrial forms of developmnet.



6 1

Within these corridors, five types of development districts are identified oriented within 1/4 to 1/2 mile around transit stops:

| | Target Ave. Densities | |
|---|---|---|
| | D.U. per Net Res.Acres | Non-Res. Ave. FAR |
| - **Mixed Use Centers:** CBD's(downtown areas), suburban business districts and town centers. | 15-70 | .5 - 1.0 |
| - **Urban Neighborhoods:** Higher density residential neighborhoods with active commercial core, some offices. Occur around LRT stations. | 15-40 | .5 - 1.0 |
| - **Urban Corridors:** High density linear mixed use communities along corridors with frequent bus service. Redevelopment and infill residential/mixed-use development contribute toward increasing density. | 15-40 | .5 - .75 |
| - **Suburban Neighborhoods:** Moderate-density residential areas with 10-20 minute bus or feeder bus service. | 7-35 | .35 - .5 |
| - **Suburban Employment Centers:** Institutional/light industrial campuses served by bus service linked to a transit hub and/or LRT station. Uses typically low density with poor pedestrian linkages (difficult to serve by transit). The intent is to retrofit these centers to be pedestrian/transit oriented. | 7-35 | .25 |

Tri-Met identified four development types that may be profitable in Portland:

- Low rise high-density housing: three stories of housing built above parking at 40 to 70 units per acre.
- Low rise high-density housing for low-income seniors: three stories of housing built above parking with interior weather-protected circulation and reduced parking requirements at 75 to 110 units per acre.
- Row housing: attached housing in clusters of 2 to 10 units, typically for purchase.
- Office, restaurant and service mixed development: three story office building, one story restaurant with shared parking.

Each pedestrian district would have a mix of residential types to meet minimum and average density standards. Such standards vary based on local context and transit proximity. The mix of types of would include small and standard size lot single-family homes, single-family homes with ancillary units (carriage homes), duplexes, townhomes, garden apartments, condominiums, and housing above retail. A core commercial center adjacent to the transit station would be the focus of each district, and parks and open space and public uses, such as day care, recreation, community centers and other civic facilities would equal about 5 percent of the land area of each district.

Planning and design guidelines, including a model zoning ordinance incorporating overlay zoning, PUD, and supplemental development standards, are recommendations for local governments to consider to encourage transit and pedestrian oriented development.

Transit use would increase over time along transit corridors as development occurs and as residents and employees realize the convenience of transit. Ten-minute bus corridors may eventually be upgraded to LRT.

Key actions for implementing transit-supportive development include:

- Citizen participation
- Public/private cooperation in identifying and promoting economic opportunities for transit supportive development
- Comprehensive land use plan revision
- Balancing market choices with planning and development regulations, and including demonstration projects, incentives and educational efforts to influence development consistent with regional policy

Factors that would support transit supportive development:

- Market and demographic forces which call for higher-density residential, office, and supportive retail development
- Coordination of land use regulations with transportation plans to promote higher-density, mixed uses
- Active public sector participation in public/private partnerships
- Equalizing the relative cost in terms of time and expense by auto

Public Incentives for Transit-Supportive Development:

- Public acquisition of suitable sites in key locations near transit stations, near public attractions, adjacent to emerging shopping districts or other locations where public wishes to effect changes in form of transit supportive development.
- Acquisition of key properties that might not be available to developers such as those in strong neighborhoods and quality shopping facilities.
- Removal of substandard or underutilized structures.
- Price reduction in the transfer amount of the land to the private developer, conserving developer's front-end capital and soft costs, and in the end reduce the sale price of the development.
- Low interest loans.
- Land write-downs.
- Foregiveness of public fees.
- Tax abatement.
- Interest rate subsidy and or tax credits.
- Low income hosuing subsidies through urban renewal agencies, state and federal housing programs.
- Provision of structured parking using public investment; could reduce land area and direct capital investment.

**San Diego, California:** **(Source: From the Transportation Exchange *Update*, The Environmental Exchange, Washington, April 1993, summarizing Transit-Oriented Design Guidelines, City of San Diego, with Consulting Assistance of Calthorpe Associates, 1992.)**

Transit-Oriented Design Guidelines were passed by the San Diego City Council to ensure that new development and neighborhood infill are transit and pedestrian-friendly. Transit-Oriented Development ordinances shape communities into mixed use, compact designs favoring non-auto modes. What is stressed in the TOD concept is the importance of relatively small and incremental design changes, as oppposed to big plans and large new developments. TOD neighborhoods range in size from 20 to 160 acres within an average 200 foot walking distance of a transit stop and core commercial area. Pedestrian activity is stimulated by mixing new uses with existing uses.

There are two types of TODs, urban and neighborhood:

**Urban TOD's** are located on rail or express bus lines and permit high levels of commercial development, offices, shopping centers; in other words, high job-creation centers. Moderate to high density housing (a 12-60 unit, 4-story apartment building is considered moderate) also fits into the urban TOD. Urban TODS contain key core commercial areas, with major and local retail, grocery, professional offices, restaurants and other commercial and light employee-intensive industry. A village green or public plaza serves as a focal point.

In **neighborhood TOD's** housing and commercial developments are less dense with a focus towards residential and local shopping centers. The areas nearest the station are moderate to high-density, with secondary, lower-density areas around this primary ring. This secondary area is intended for single-family housing and low density development, like schools. Retail uses competing with TOD retail are not permitted in secondary areas. Neighborhood TOD's have a residential or shopping focus, with a mix of single-family houses and apartments. Neighborhood TOD's must be on a bus line with frequent service or within 10 minutes of transit travel time from LRT or express bus stop. Active streetscape, central public places, and distinct identifiable neighborhoods characterize neighborhood TOD's. Compact, diverse, affordable mixed-housing opportunities are present.
Buildings in both kinds of TODs must orient to the street, bring activities and interesting features closer to the pedestrian. Personal safety is promoted through active, pedestrian environments. Low density uses (estate, industrial, highway commercial complexes) are not to be located in a neighborhood TOD or secondary area.

City planning is amending its municipal code to include a new mixed use zone and add pedestrian oriented features to commercial zones. The city is also amending its general plan to identify development opportunity areas. The street design manual is being revised to allow the city the flexibility to adjust street design standards to meet the intent of the TOD guidelines.

**Sacramento County, California: (Source: Transit-Oriented Development Design Guidelines, Sacramento County Planning and Community Development Department, prepared by Calthorpe Associates in association with Mintier & Associates, November 1990.)**

Transit-Oriented Development Design Guidelines were developed for Sacramento County to maximize the use of existing urban areas, reduce consumption of non-urban areas, link land use with transit, reduce auto trips, vehicle miles and air pollutant emissions, provide a diversity of housing types and design the urban area more efficiently. The location, mix and configuration of land uses encourage convenient use of alternatives to auto, make efficient use of land, better serve needs of diverse households, and create more identifiable, affordable, livable communties that are free of gridlock and personal safety concerns. The communities are more affordable for diverse households because they require efficient use of land, and have a variety of housing types at various costs and densities in convenient locations. Open space is preserved, infrastructure is efficient, and public amenitites well used.

TOD's are developed around a core commercial area and transit stop/station averaging 1/4 mile radius from the stop/station. TOD's are located either on a Trunk Line (light rail or express bus) or on a feeder bus line network within 10 minutes transit travel time from a Trunk Line. TOD's can be developed at higher residential and/or commercial intensities.

The TOD strategy concentrates mixed use developments in pedestrian-friendly areas of two basic types at strategic points along the regional transit system. These types include Urban TOD's and Neighborhood TOD's. **Urban TOD's** are located close to the primary transit system (at rail stops, transfer stations or on bus trunk lines), with an orientation to higher density commercial and residential uses; secondary areas of lower density housing, schools, community parks, and commercial and employment uses would surround urban TOD's and be located within biking distance of (no further than one mile from) the TOD stop. **Neighborhood TOD's** would have a greater emphasis on residential uses and locally-based shopping and be located on a feeder bus line within 10 minutes from an LRT station or transfer station.

TOD's can be small (20 acres of mixed use infill) or large (160 acre TOD plus 840 acres of associated secondary area). TODs can be developed in new growth areas, or in developed areas through infill, reuse, and revitalization.

TODs can be applied in four types of settings: Infill areas on vacant parcels surrounded by urban development; revialization areas in urbanized areas where the quality of development is significantly deteriorated to land is underutilized; reuse areas for underutilized retail, office, or industrial sites; and urban growth areas in essentially underdeveloped areas on periphery of the developed portions of the county.

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
**Originating Department**

**Authorized Signature** **Date**

**Board Action Requested**

Legislative update.

**DISCUSSION ONLY**

**Request Justification**

See attached position of Metro LRT Joint Powers Board.

**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** |
| March 22, 1994 | Bette Kuypers | 3/17/94 |
| **Board Date** | **Signature** | **Date** |

# STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

| Bill No. | Authors | Subject - FUNDING FOR LRT | Status |
|---|---|---|---|
| HF XXXX | Wecjman | Amendment to omnibus bonding bill provides $10 million state funds for LRT in Central Corridor for final engineering. | Economic Dev. Committee considers 3/18/94. |

| Bill No. | Authors | Subject - GAS TAX INCREASE | Status |
|---|---|---|---|
| SF 2098 | Langseth<br>Vickerman<br>Hanson<br>Johnston | Gas tax increase, MVET transfer creates a transit assistance fund, increases gas tax from 20 to 25 cents and indexes it, modifies motor vehicle excise tax transfer, appropriates revenue to roads and transit. | In Transportation Committee. |
| No companion | | | |

| Bill No. | Authors | Subject - PHALEN CORRIDOR | Status |
|---|---|---|---|
| SF 2221 | Kelly | Appropriates $1 million for St. Paul for Phalen Corridor, a redevelopment program to transform an "underutilized" railroad corridor. | In Jobs Committee. |
| HF 2575 | Farrell | | In Economic Dev. Committee. |

| Bill No. | Authors | Subject - METRO COUNCIL, REGIONAL TRANSIT BOARD, METROPOLITAN TRANSIT COMMISSION | Status |
|---|---|---|---|
| SF 2015 | Flynn | Elects Metro Council, abolishes Regional Transit Board and Metropolitan Transit Commission, transfers RTB and MTC responsibilities to Metro Council. | On General Orders. |
| HF 2276 | Orfield | | Amended in committee. Referred to Transportation Committee. |

STATE TRANSIT LEGISLATION - 1994 LEGISLATIVE SESSION

| Bill No. | Authors | Subject - MILEAGE TAX STUDY | Status |
|---|---|---|---|
| HF 1816 | Lieder<br>Osthoff | Appropriates funds for Mn/DOT to study replacing current highway user taxes with mileage tax using data from recorders in each vehicle. | In Economic Dev. Committee. |
| SF 2151 | Langseth | | In Transportation Committee. |

| Bill No. | Authors | Subject - METRO HIGHWAYS/TRANSIT | Status |
|---|---|---|---|
| SF 1896 | Pappas<br>Krentz<br>Chmielewski<br>Ranum | Section 9 block grant funds may only be spent on metro trunk highways for improvements ancillary to transit improvements, Metro Council's Transportation Development Guide must include additional sections relating to transit and highways, relates highway projects to comprehensive choice. | Passed in Transportation Committee. |
| HF 2172 | Orfield<br>Carruthers<br>Lieder | | In Transportation & Transit Committee. |

| Bill No. | Authors | Subject - GAS TAX INCREASE AND DEFINITION, CONSTITUTIONAL AMENDMENT | Status |
|---|---|---|---|
| HF 2173 | Orfield<br>Bergson<br>Carruthers<br>I. Anderson | Allows use of highway user tax funds for transit projects in highway corridors, specifies that LRT in Central Corridor and Minneapolis Northeast Corridor are first priority, halts reconstruction of 35W until LRT is constructed, provides for 610 to be constructed before or at same time as 35W, increases gas tax 5 cents per gallon, proposes constitutional amendment to undedicated gas tax. | In Transportation & Transit Committee. |

No companion

LRT JOINT POWERS BOARD LEGISLATIVE STRATEGY
Adopted October 28, 1993
(Revised December 1, 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.

In 1994, Congress will reauthorize ISTEA, providing an opportunity for the earmarking of funds for the Central Corridor. The Legislature, however, must authorize some funding to demonstrate to Congress the local commitment to LRT.

B. Legislative Positions

The LRT Joint Powers Board supports legislation that would:

1. authorize state bonding for $10 million for LRT;
2. seek a state appropriation of $10 million for LRT development;
3. authorize staff to submit an application to

Congressman Sabo for the earmarking of funds for the Central Corridor in the reauthorization of ISTEA;

4. seek full funding (including the use of appropriate new taxes if necessary) of a comprehensive transportation package, including LRT and other existing transit service for FY 1995 and beyond; and
5. dedicate existing transit funding and new sources of transit funding.

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 (Commissioner Paul McCarron).

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 Business Partnership to identify additional tools; and
4. Building additional support for LRT through a public relations effort.

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# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

## REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

**Originating Department**

Kathryn Delpiezzo 3/15/94

**Authorized Signature** **Date**

**Board Action Requested**

Draft Northeast Corridor Management Plan

**DISCUSSION ONLY**

**Request Justification**

See Plan attached.

**Budgeting and Accounting**

**County Attorney** Dan Mike Mills

**Risk Manager**

**Data Processing**

**Previous Action taken on Request**

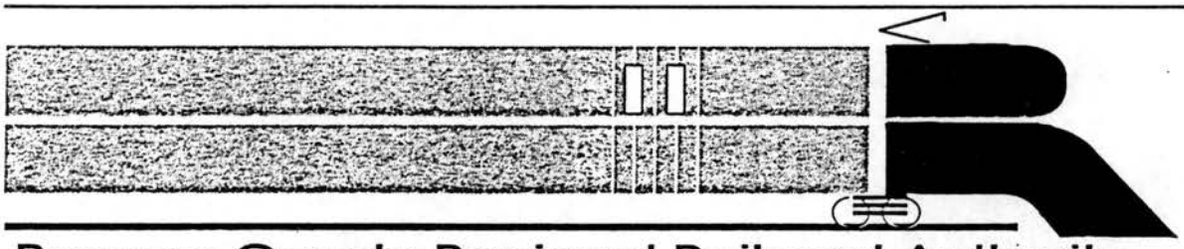
**Date / Time Received By**

**Comments / Recommendation**

**Documentation certified complete for:**

| | | |
|---|---|---|
| Committee / Meeting Date | Signature | Date |
| Committee / Meeting Date<br>March 22, 1994 | Signature<br>Bette Kuypers | Date<br>3/17/94 |
| Board Date | Signature | Date |

# Northeast Corridor Management Plan



**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

March, 1994

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Northeast Corridor Management Plan

March 10, 1994

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## EXECUTIVE SUMMARY

This corridor management plan relates to 6.4 miles of abandoned railroad right of way purchased by Ramsey County Regional Railroad Authority (RCRRA) from Burlington Northern Railroad Company in 1992. The property extends from Kellogg Boulevard in downtown St. Paul to Beam Avenue in Maplewood.

The property was acquired to preserve it as an option for the Ramsey County northeast light rail transit corridor and for joint recreational trail use. Light rail transit development will not occur in this corridor during the near term, and an agreement has been entered into with both Ramsey County and the City of St. Paul for the development of recreational trails on the right of way. With the commencement of construction of these trails in 1994, physical maintenance and security for the entire property will be handled by the County and City. However, during the period prior to any light rail transit development on the right of way, RCRRA will continue to exercise its rights as property owner to preserve the property for future light rail transit use.

Management issues for this property were grouped into four general areas, use of property, access to property, sale of property, and a related information program.

Four other public jurisdictions were consulted as to their management practices in these four areas: Minnesota Department of Transportation, Office of Railroads and Waterways; Hennepin County Regional Railroad Authority; Minnesota Department of Natural Resources, Trails and Waterways; and the Ramsey County Parks and Recreation Department. These jurisdictions evaluate most management issues on a case-by-case basis using guidelines which have been developed on a staff level.

The management guidelines recommended in this plan are based on written and unwritten guidelines of the other agencies as they best apply to the northeast corridor. Decision-making criteria are presented for each of the four general areas and are developed in a manner which allows situational evaluation of issues by RCRRA staff as they arise.

A timeline for implementation of this plan and the management activities contained herein is included, as well as an estimate of applicable costs and revenues.

## INTRODUCTION

In December, 1992, Ramsey County Regional Railroad Authority purchased from Burlington Northern Railroad Company 6.4 miles of abandoned railroad right of way extending from Kellogg Boulevard in Downtown St. Paul to Beam Avenue in Maplewood. The property was acquired based on the recommendations of the Ramsey County Comprehensive Light Rail Transit Plan and the Northeast Corridor Light Rail Transit Alignment Study, in order to preserve the right of way as an alignment option for light rail transit in the Ramsey County northeast corridor and for shared recreational trail use.

Because RCRRA has not previously owned property, there are no existing policies or practices directly relating to the management of real estate. The purpose of the plan is to:

- provide background information along with plans for present and future use of the property,
- identify and anticipate major management issues affecting the property,
- present an overview of management practices of other public entities which own similar property, and
- outline a recommended decision making process for evaluation of individual management issues.

As a first step in developing a corridor management plan for this property, four goals have been identified:

1. To preserve the corridor for potential future light rail transit and concurrent recreational trail use.
2. To address unauthorized encroachment onto the right of way by requiring removal or formalization through written agreements, whichever is consistent with public use.
3. To maintain the right of way in a manner which minimizes costs, where appropriate, and makes the corridor an asset to the communities through which it passes.
4. To establish a cooperative working relationship with the owners of properties adjacent to and near the corridor.

These four goals combined with a review and analysis of the property management practices of other jurisdictions provide the basis for the recommendations in this plan.

## BACKGROUND

### Property description

The northeast corridor right of way extends from Kellogg Boulevard in downtown St. Paul to Beam Avenue in Maplewood (See Figure 1). The majority of this property, amounting to 90.51 acres, was purchased by RCRRA from Burlington Northern Railroad Company on December 17, 1992. A portion of the right of way near Highway 36 and Gervais Avenue had been purchased earlier by the State of Minnesota, Department of Transportation (Mn/DOT). It is anticipated that RCRRA will reach an agreement in the spring of 1994 to use the Mn/DOT-owned portion of the corridor.

The property is generally 100 feet wide, although it widens and narrows at various points along its length as it passes through park lands, industrial areas, and residential neighborhoods. The property's topography also varies dramatically as the corridor rises from a steeply sloped ravine area in the Swede Hollow area of St. Paul to an elevated berm as it reaches Lake Phalen and continues northward to Beam Avenue.

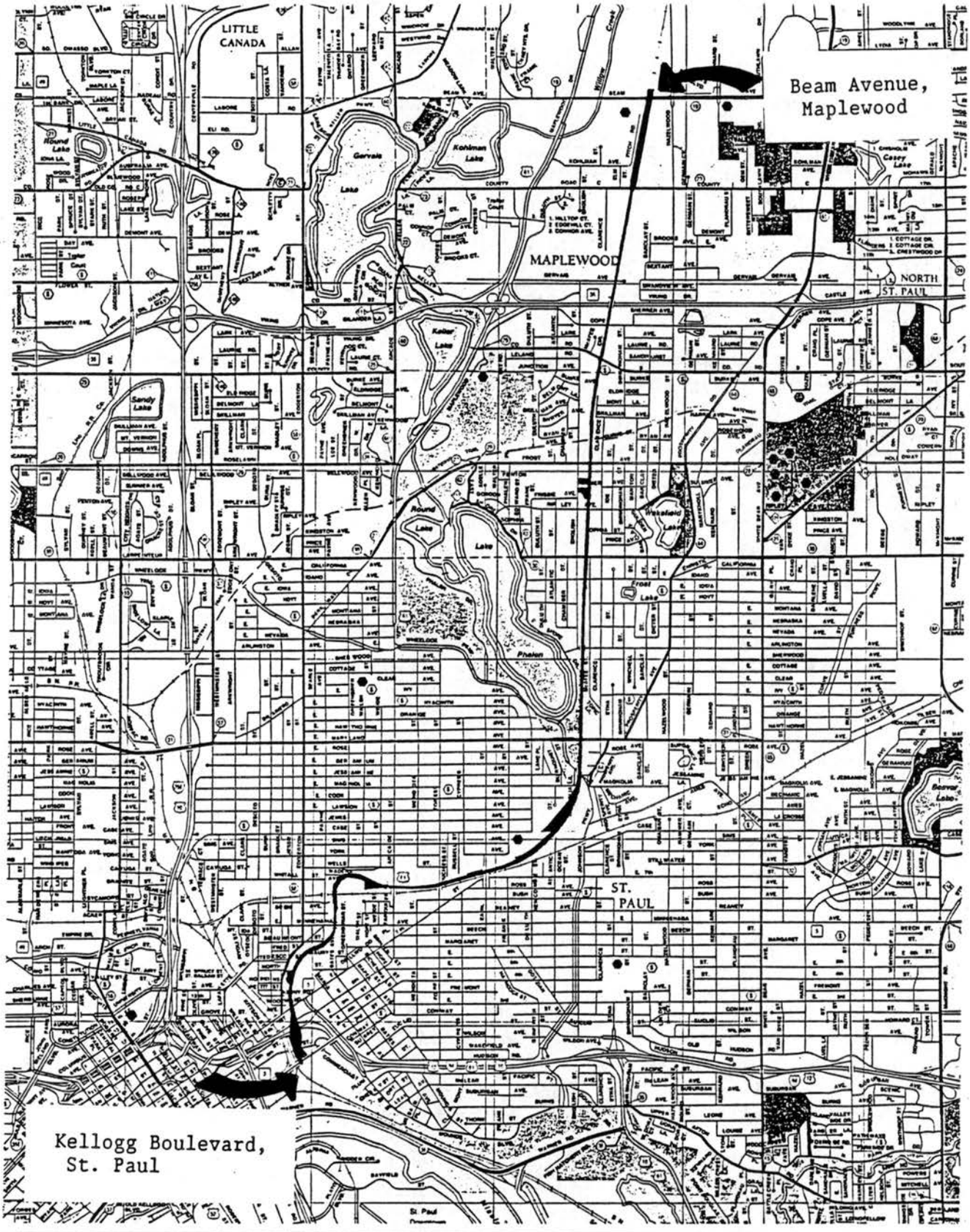
Twenty public roadways cross the right of way, by means of overpass bridges at Kellogg Boulevard, East 7th Street, Minnehaha Avenue, Arcade Street, Forest Street, Earl Street, and County Road C, and by means of underpass bridges at East 4th Street, Johnson Parkway, Highway 36 and Beam Avenue. The remaining crossings, East Maryland Avenue, East Arlington Avenue, East Idaho Avenue, Larpenteur Avenue, Ripley Avenue, Frost Avenue, County Road B, Cope Avenue, and Gervais Avenue are at grade. The right of way passes over a pedestrian tunnel south of Maryland Avenue near Lake Phalen, and passes under the operating tracks of the Chicago and North Western Railroad north of Minnehaha Avenue. The right of way crosses the State of Minnesota, Department of Natural Resources (DNR) Gateway Trail at grade north of Frost Avenue. During the reconstruction of Interstate 94 in 1989, highway bridges crossing over the right of way were removed and replaced with fill, creating a steep earthen barrier which now physically severs the corridor.

Burlington Northern removed its tracks, ties, and related equipment from the property upon abandonment, and the right of way remains unimproved and vacant.

RCRRA commissioned a Phase I environmental study of the right of way during the summer of 1993, and the results revealed no indication of harmful or hazardous substances affecting the property.

Portions of the right of way are encumbered by leases, licenses, permits, and easements which authorize uses for electric, telephone, and fiber optic cables, water and sewer lines, buildings, fences, driveways, parking areas, storage areas, retaining walls, and bridge, rail, and roadway crossings.

Figure 1: Location of Northeast Corridor



Intended use of property

In December of 1989, RCRRA completed a Comprehensive Light Rail Transit Plan for Ramsey County. This plan identified the northeast corridor of Ramsey County as one of several potential corridors for the implementation of light rail transit within 20 years. In August of 1991, RCRRA completed a Ramsey County Northeast Corridor Alignment Study, which assessed the suitability of specific locations for LRT within the corridor. The conclusion of this study was that the abandoned Burlington Northern right of way and an alignment following I-35E had the best potential for LRT development in the northeast corridor. The plan and study also recommended that RCRRA proceed with the purchase of the abandoned Burlington Northern right of way for joint LRT and trail use.

RCRRA purchased the right of way from Burlington Northern in 1992 with the assistance of Minnesota State Rail Bank funds, with the intention of preserving the right of way as an option for future light rail transit and for joint recreational trail use. The development of light rail transit in the northeast corridor is not anticipated to occur in the near future.

The Northeast Corridor Alignment Study also recognized the potential of this corridor for shared trail and LRT use. After acquiring the right of way, RCRRA entered into a joint powers agreement with both Ramsey County and the City of St. Paul for the development and operation of the corridor for recreational trail and future LRT use. Two segments of the regional trail corridor are planned for construction during 1994, and will run from East 7th Street to the east side of Lake Phalen in St. Paul (City trail), and from Frost Avenue to Beam Avenue in Maplewood (County trail). The portions of the right of way from Kellogg Boulevard to East 7th Street and from the east side of Lake Phalen to Frost Avenue will remain undeveloped at this time, although the master plan for the trail corridor envisions a trail along the full length of the property. Easements will be executed in the spring of 1994 providing for the use of the property by the City and County for trail purposes.

Once construction of the trails has commenced, physical maintenance and security for the entire property will be handled directly by Ramsey County and the City of St. Paul. Rules and regulations governing public use of the trails will be established and enforced by the City and County. At that time, RCRRA will become responsible for physical maintenance and security only if a light rail transit system is built on this property, and only then for that portion of the corridor required for the light rail transitway. If light rail transit is developed on the property, the trails will be allowed to jointly occupy the corridor, where feasible.

## PROPERTY MANAGEMENT ISSUES

This plan addresses the period prior to the development of any transit use on the corridor by RCRRA. Throughout this period, RCRRA will exercise and maintain its ownership rights to the property and will continue to manage it in accordance with its long range goal to preserve the right of way for possible future light rail transit use.

Management issues have been categorized into four general areas:

1. Use of property

   The property is presently subject to unauthorized encroachment by adjoining property owners. These unauthorized encroachments include fences, retaining walls, parking areas, equipment storage areas, gardens, and structures ranging from buildings and garages to sheds, tree houses, and dog houses. Leases, licenses, permits, and easements also encumber the property and formally provide for a variety of public and private uses. The majority of these agreements and encroachments predate RCRRA's acquisition of the property, and some will need to be removed in order to accommodate construction of the recreational trails on the property. Additionally, RCRRA has received requests for usage of other portions of the property. Future encroachments and land use requests should also be anticipated.

2. Access to property

   The property is affected by the illegal dumping of various materials, including yard wastes, tires, earth and fill, appliances, furniture, railroad ties, snow, and various other types of trash and refuse. Such activities present the potential for liability and possible environmental contamination, and are of immediate concern. Public access to the property has, for the most part, not been restricted or prohibited.

3. Sale of property

   In two areas the right of way boundary widens to a point where some property could be considered surplus for present or future transportation/trail needs. One of these areas, located southerly of Frost Avenue, has been leased to a private lumber company for several years. The second area lies adjacent to the City of St. Paul's Case and Duluth recreation center property. Requests to purchase portions of the right of way have been received by RCRRA and future inquiries should also be anticipated.

4. Information program relating to property

   RCRRA is committed to a strong community information and involvement program. The communication of RCRRA's intentions with respect to the use and development of the corridor to property owners adjoining and near to the right of way will also be addressed in this plan.

## PRACTICES OF OTHER JURISDICTIONS AND CONSIDERATIONS

In preparing this report, RCRRA contacted other public agencies to inquire about their methods of property management. The four most similar entities, based on property type, present and future property use, and governmental relation, are:

1. Minnesota Department of Transportation, Office of Railroads and Waterways (Mn/DOT). Mn/DOT owns 110.5 miles of abandoned railroad right of way in greater Minnesota, and preserves the same for future transportation use as part of the State Rail Bank program. (Mn/DOT, through the State Rail Bank program, assisted in the purchase of the former Burlington Northern right of way by RCRRA and continues to hold a security interest in the property.) Mn/DOT faces similar management issues and allows interim uses of its property, primarily for snowmobile trails.

2. Hennepin County Regional Railroad Authority (HCRRA). HCRRA manages 39.3 miles of abandoned railroad right of way, and has experienced similar problems to those presently faced by RCRRA, including illegal dumping and unauthorized encroachments. HCRRA has long range plans (light rail transit) for this property similar to those of RCRRA, and has allowed use of portions of its right of way for trail purposes.

3. Minnesota Department of Natural Resources, Office of Trails and Waterways (DNR). DNR manages over 500 miles of abandoned railroad right of way statewide, primarily for public recreational trail purposes. DNR has also experienced on a wide scale all of the problems RCRRA is now faced with, including dumping and illegal encroachment.

4. Ramsey County, Parks and Recreation Department. The Ramsey County Parks and Recreation Department manages park and open space properties within Ramsey County. The present and long range uses of these lands are not similar to those of RCRRA, although similar access and encroachment issues have been experienced.

The practices of these jurisdictions on the four property management issues are outlined as follows:

Use of property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

   Abandoned rail rights of way acquired by Mn/DOT under the State Rail Bank program may be leased for other uses while being preserved for future transportation purposes. Proposed other uses for rail bank property may be considered if they meet one or more of the following conditions:

   A. uses that were in effect prior to department acquisition of the property;

   B. uses that minimize maintenance costs and maximize income to the



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program;

C. uses that are not in conflict with adjacent land uses; and

D. uses that provide a benefit to the state.

Uses in effect while the property is being preserved may be continued at the time the property becomes utilized for a transportation purpose, if such uses do not interfere with the utilization of the property.

Mn/DOT will generally execute a lease providing for other uses at a market rent. Public utilities are granted licenses in accordance with Mn/DOT policy relating to use of highway rights of way. Mn/DOT has chosen to administer abandoned rights of way on a limited access principle, and will not grant permission for new at-grade crossings of the right of way or for new structures to be built on the right of way.

2. Hennepin County Regional Railroad Authority.

HCRRA prohibits the use of its property for illegal purposes and for any purpose which may damage the land environmentally or threaten HCRRA's property rights. Otherwise, HCRRA generally grants permits for those uses which provide some benefit to the HCRRA property, such as landscaping or fencing, and a one-time $100 processing fee is charged. For those uses which do not benefit the HCRRA property, a lease with a market rent is generally applied. The HCRRA board approves all leases, but does not review permits. HCRRA has found this approach to be good public policy, and encroaching parties are usually receptive to signing a written agreement. HCRRA has adopted three written policies pertaining to the management of its property, which are summarized as follows:

1. New grade crossings are prohibited without a board variance

2. Snow dumping on HCRRA property is prohibited without a board variance

3. $100 fee established for lateral crossings or temporary uses of HCRRA property (fee waived for governmental agencies). Longitudinal crossings are reviewed on a case-by-case basis and require a fee commensurate with the diminished value of the land.

3. Minnesota Department of Natural Resources, Trails and Waterways.

Use of DNR trail rights of way is governed by a State law which prohibits the private use of public property. DNR strictly enforces this statute with respect to encroachments. DNR will provide a written agreement to a private party only if it is determined by staff that the encroachment is an improvement that cannot or should not be moved. Otherwise, all private encroachments are removed. Permits or licenses are generally granted for uses which serve a public purpose, such as utility crossings. Consideration for agreements are based on rate tables established by DNR. Consideration may be waived if the requesting party is a not-for-profit

public or governmental entity.

4. Ramsey County, Parks and Recreation Department.

Use of Ramsey County park and open space property is governed by state statute, the Ramsey County Home Rule Charter and Ramsey County ordinance. The Ramsey County Parks and Recreation Department issues permits for special recreational uses of areas and facilities under its jurisdiction. Permits are granted only for uses and activities that are consistent with park, recreational and open space purposes. Permits are issued routinely for the use of picnic shelters and ice arenas, as well as for conducting special park events. Non-recreational use of park and open space property by private parties is prohibited.

In addition to permits for recreational uses, permits (licenses or easements) have been granted for public utilities on Ramsey County park and open space property provided installation and maintenance of these utilities do not conflict with current and future use of the property. Generally, pipelines, transmission lines and other manmade structures must be placed underground; surface use may be granted for stormwater drainage and water impoundments subject to county design approval. Public utility permits to other governmental units are generally granted without remuneration; however, the governmental unit must agree to pay all construction and maintenance costs and agree not to assess park property for any costs associated with the improvements. Fees for the installation of other public utilities may be negotiated. Permits, licenses and easements for public utilities are subject to approval by the Ramsey County Board of Commissioners.

Considerations: The approaches taken by DNR and Ramsey County Parks and Recreation reflect a strategy to protect property which is not in an interim use, and which is dedicated to a specific public purpose. These agencies are well-established and have developed practices from past experience with a broad range of situations and issues. Mn/DOT and HCRRA manage property awaiting future development, and will allow interim uses of their land as long as future options are preserved. The latter approach better conforms with the current status of the RCRRA property and the stated goals of this interim management plan.

Access to property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

Mn/DOT has installed fencing in areas of the right of way in which dangerous conditions exist, particularly near bridges. Mn/DOT will also install fencing in areas in which a dumping or liability concern is evident. Access restriction decisions are made on a staff level. If an adjoining property owner requests that a fence be installed, Mn/DOT assumes the initial installation cost and expects the adjoining property owner to



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assume maintenance responsibility for the fence.

2. Hennepin County Regional Railroad Authority.

   HCRRA has also installed fencing in problem areas of its property in order to restrict illegal dumping or for liability reasons as determined by HCRRA's insurance carrier. The decision to install a fence is made by staff and generally based on cost. Fences have also been installed to prevent trespass at the request of adjoining property owners, who assume the maintenance responsibility for such fences as a condition of their installation. Public access is generally not restricted on the property.

3. Minnesota Department of Natural Resources, Trails and Waterways.

   DNR installs fencing in problem areas of its property in order to restrict illegal trespass onto adjoining property, to contain livestock, or to prevent dumping. The decision to install a fence is made by staff and generally done as a last resort to resolve a problem. Adjoining property owners are asked to sign a fencing agreement to provide for DNR's installation of a fence, which obligates the adjoining property owner to maintain the fence for 21 years.

4. Ramsey County, Parks and Recreation Department.

   Ramsey County Parks and Recreation has controlled public access to certain areas of its property in which frequent dumping and vehicular trespass problems have been encountered. Ramsey County Parks and Recreation attempts to control access with methods that preserve its property in a natural state, and has used tree planting instead of fencing in some instances. Warning signs are first installed in an attempt to remedy a problem; access is restricted if other methods of resolution fail. The installation decision is made by staff.

Considerations: For each entity consulted, the decision to restrict access is made on a staff level and is generally done as a last resort. Cost and maintenance of the restrictive device are also factors in the decision. This approach is also recommended for RCRRA, in order that problems relating to dumping, encroachment, security, or liability can be addressed quickly upon identification.

Sale of property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

   The sale of abandoned rail rights of way acquired by Mn/DOT under the State rail bank program is regulated by State law. The Commissioner of Transportation may convey any rail line or right of way, for consideration or for no consideration, and upon other terms as the commissioner may determine to be in the public interest, only to another state agency or to a governmental subdivision of the state having power by law to utilize it

for transportation use. Mn/DOT may not sell rail bank property to a private party. If property is sold, the following procedure must be followed:

a. The commissioner must publish a public notice of Mn/DOT's intent to dispose of the property once a week for two consecutive weeks in at least one newspaper of general circulation in each county where the property is located.

b. Mn/DOT must conduct one public meeting to provide information on the proposed disposition and to seek comments.

c. After the meeting, the commissioner shall decide whether or not to dispose of the property.

d. Notice of the commissioner's decision is published.

2. Hennepin County Regional Railroad Authority.

HCRRA has no written policy relating to its method for disposing of surplus property. As a regional railroad authority, HCRRA is established under the authority of Minnesota Statutes 398A, which provides HCRRA the power to sell or otherwise dispose of real property as it sees fit. HCRRA has, by its own choice, chosen to follow the unwritten protocol of Hennepin County, in that surplus property is generally sold to the public through a competitive bidding process. The HCRRA board is first asked to declare the property surplus and authorize its sale, and subsequently to approve the terms of sale. HCRRA has chosen, on one occasion, to offer a property for sale to an existing lessee without first offering the property for sale to the public.

3. Minnesota Department of Natural Resources, Trails and Waterways

The sale of surplus State property, including abandoned rail rights of way acquired by DNR, is regulated by State law. Trails and Waterways staff make the determination if any property is surplus to the needs of DNR. If a surplus designation is made, the land is sold at a public auction. State appraisers establish a minimum sale price.

4. Ramsey County, Parks and Recreation Department.

Pursuant to the Ramsey County Home Rule Charter, the county board has the power to sell, lease or otherwise dispose of park property upon such terms as it considers best in the public interest. In the event the intended use is not consistent with park purposes, before disposal of any real property for such inconsistent use, the county board holds a public hearing as to the intended use of the property, after first providing at least twenty days written notice of the hearing date to the municipality in which the property is located and to all owners of land within 1,000 feet of the real property to be disposed.

In addition, Ramsey County enacted a "no net loss of park lands" policy in 1993, which provides that the conversion of park and open space land to other uses will not be considered unless no other reasonable alternative exists, or said property was determined to be surplus at the time of acquisition. Where in the interest of the public and no other reasonable alternative exists, Ramsey County park and open space land may be converted to another use provided such land and recreational facilities are replaced in an equivalent amount, in a comparable location, and of similar quality.

Considerations: Sale procedures vary in accordance with the different uses of property by the different owners. Sales of real estate by Mn/DOT and DNR are regulated by State law. Sales by Ramsey County are regulated by the Ramsey County charter and the no net loss policy. Neither HCRRA nor RCRRA are bound by restrictions, and may dispose of property as each deems in its best interest. Having been established under the same authority as RCRRA, and possessing similar property, HCRRA allows the public the opportunity to purchase surplus HCRRA property through a competitive bidding process, unless a special condition is evident. Conformance to similar standards would best suit the goals of this plan.

Information program relating to property

1. Minnesota Department of Transportation, Office of Railroads and Waterways.

   State law provides for public and agency participation in the acquisition, disposition, or utilization of abandoned rail rights of way under the State Rail Bank program. This statute requires the commissioner to publish a notice of the proposed action and to also hold a public meeting to seek public comment on the action. Mn/DOT also installs signs at road crossings of its property to inform the public of Mn/DOT ownership.

2. Hennepin County Regional Railroad Authority.

   Neighboring property owners or community groups are generally not contacted by HCRRA unless a problem situation is encountered. HCRRA does install signs at entrance points and road crossings on its property, and also in areas where trespass or dumping has occurred.

3. Minnesota Department of Natural Resources, Trails and Waterways.

   DNR has done a variety of things to inform the surrounding community of its property ownership, from holding town meetings or open houses to mailing letters to each adjoining property owner. DNR installs signs along the boundaries of its rights of way and also at entrance points to its trails.

4. Ramsey County, Parks and Recreation Department.

   Ramsey County Parks and Recreation has limited formal contact with adjacent property owners, due to the large number of properties adjoining the Ramsey

County park and open space lands. Most communications are initiated by the adjoining property owner, and typically involve a problem or complaint. Ramsey County Parks and Recreation has installed signs and boundary markers on its property to identify the land as park or open space land.

Considerations: In general, sign installation has been the only action shared among the four entities to inform the public of property ownership and use status. Contact with adjoining property owners most often occurs if a problem arises. Establishing a cooperative relationship with neighbors and community groups will likely require that a proactive approach be taken to communicate the management and development plan for the corridor.

## RECOMMENDATIONS

Based on a review of the practices of other jurisdictions, written policies regarding use and management of property appear to be infrequently adopted and prepared as a response to specific, repeated problems. Instead, issues are evaluated situationally using general guidelines that have developed on a staff level, but have not been placed in written form. These guidelines include the actual decision-making criteria and processes used to resolve identified problems.

The guidelines recommended for RCRRA are based on the written and unwritten management practices of other entities as they best apply to RCRRA and its property.

The recommendation is to adopt the following guidelines, rather than inflexible rules, and to allow RCRRA to modify its guidelines at any time. The guidelines are consistent with RCRRA's authority to acquire, use, and dispose of property as it sees fit, in accordance with Minnesota Statutes 398A.

Use of property

Requests for use of the right of way must be made in writing to RCRRA, and will be addressed using the following guidelines:

1. All uses of the right of way must be documented with a written agreement.

2. Requests for usage will be evaluated by RCRRA staff on a situational basis, as follows (see also Figure 2):

    a. Any usage which adversely affects the present or planned future use of the property will not be permitted.

    b. Any usage which may be illegal, which may cause environmental damage, or which may create a security or liability concern for RCRRA or the surrounding community will not be permitted.

    c. All permits issued will be subject to the following conditions:

        1. Payment to RCRRA of a $100 administrative processing fee, which may be waived for other governmental entities,

        2. RCRRA's option to cancel the agreement upon no more than 30 days written notice,

        3. At termination the premises must be vacated and restored to its former state at the sole cost and responsibility of the user,

        4. Assignability only with the consent of RCRRA,

        5. The user's evidence of liability insurance at levels recommended

by Ramsey County Risk Management, with RCRRA named as an additional insured on the policy, and

6. Additional conditions that may be imposed to protect the health, safety, or welfare of the public or to protect any public or private property interests, as determined by RCRRA staff.

Permits containing these conditions may be issued for any of the following uses at the discretion of the director of RCRRA, and will not be subject to RCRRA approval:

i. Temporary uses (less than one year in duration),

ii. Uses which may benefit RCRRA property, or

iii. Uses for a public, not-for-profit purpose.

The director of RCRRA may choose at any time to bring any use request, including those not subject to RCRRA approval, to RCRRA for action.

d. For those uses which cannot be considered temporary, or for those uses which solely benefit the encroaching party and do not benefit the RCRRA property, a negotiated agreement must be reached which will be subject to the approval of RCRRA. Any such agreement must provide for either a fair market rent, with provisions for future escalation, or a one-time payment based upon the diminished value of the land.

3. Non-permitted uses under the above guidelines may be granted only with a variance approved by RCRRA.

Access to property (see also Figure 3)

Access restrictions may include, but will not be limited to, fencing, tree planting, or earthen berms. The type of restriction to be installed will be dependent upon purpose, location, and cost. It is not anticipated that fencing will be installed in residential neighborhoods, although that right will be reserved by RCRRA under the conditions noted above.

RCRRA staff will control access to the corridor under the following circumstances:

1. To prevent trespass onto adjoining property or unauthorized encroachment. Access restriction will be used as a last resort to resolve such problems, and will be installed only when all other reasonable means of resolution are not successful.

2. To remedy a security or liability risk. Access restriction will be installed in such cases where it is determined that such restriction will serve to protect users of the property and/or the property itself from harm. RCRRA staff will confer with the appropriate Ramsey County staff, including Risk Management, Environmental Health, and the County Attorney,

in making this decision.

3. To prevent repeated incidents of dumping and the cost of cleanup. This will be a cost decision made by staff.

Cost responsibility for the installation and maintenance of any access restriction will be negotiated with adjoining property owners and users of the corridor.

Sale of property (see also Figure 4)

Requests for sale of property will be addressed using the following guidelines:

1. Property considered for sale will first be reviewed by RCRRA staff and/or its consultants to determine whether it should be considered surplus. RCRRA staff will confer with the Parks and Recreation Departments of Ramsey County and the City of St. Paul in making this decision.

2. If property is deemed surplus by staff, the proposed sale will be brought to the RCRRA for their review. The RCRRA will be asked to give staff the approval to negotiate a sale of the property and to officially declare the property surplus to the needs of RCRRA.

3. If the value of the property is determined by RCRRA staff to be more than $1,000, RCRRA staff will have the property appraised by one or more qualified appraisers.

4. A direct sale may be negotiated under the following circumstances:

   a. The property is subject to right/s of refusal, and the holder of a refusal right wishes to acquire the property;

   b. The property is needed for the economic well-being of an adjoining property owner or a lessee who currently occupies the property;

   c. The property is desired by the State of Minnesota, a local government unit, or a non-profit organization with a mission complementary to that of RCRRA.

5. If a direct sale is not negotiated, the property will be offered for sale to the public through a sealed bid offering. Notice of this offering will be published in a manner to bring the sale to the attention of the greatest number of potential purchasers.

   If no acceptable bid is received, RCRRA staff may pursue a negotiated sale with any party who may be interested in purchasing, whether the sale be direct or through listing with a real estate broker.

6. Under any of the above scenarios, if a sale agreement is reached, the terms of sale will be brought to the RCRRA for their approval. A sale will be generally acceptable at a price not less than the appraised value of the

property.

7. Once RCRRA approval has been granted, the sale of the property may be closed.

Information program

Prior to commencing its management activities, RCRRA intends to communicate this plan to those persons and property owners who will be affected by it. This includes contacting each of the neighboring property owners along the right of way by mail, and, where needed, in person.

This plan will also be presented to the Cities of Maplewood and St. Paul and the appropriate St. Paul community councils for their information.

An immediate step in informing the public as to the ownership and management of this property will be the installation of boundary markers. These markers will be placed along the entire boundary of the right of way. The markers will be durable and visible monuments which will assist in the enforcement of property boundaries, thus providing a method of resolving encroachment disputes. The markers will also serve an informational purpose, providing information as to ownership, use, and future plans for the property.

Entrance signs will also be placed at the access points of the right of way which can be easily seen by the users of the recreational trails. The entrance signs will include a statement that the recreational trails have been developed with the concurrence of RCRRA and that light rail transit and trails may jointly occupy the right of way in the future.

RCRRA has established a telephone number to deal exclusively with questions, comments, and concerns relating to the northeast corridor right of way. This number, 266-2759, will be provided to adjoining property owners, and will also be included on each boundary marker and entrance sign.

## IMPLEMENTATION

### Timeline

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|---|---|
| March, 1994 | Review and approval of corridor management plan by RCRRA |
| | Commencement of information program: contact with neighbors and community councils |
| March-June, 1994 | Acquisition of access to remaining portion of right of way near Highway 36 and Gervais Avenue from Mn/DOT |
| | Execution of easements with City and County for recreational trail development on the corridor |
| | Initiate or continue resolution of encroachment problems |
| | Installation of boundary markers |
| | RCRRA responsibility for property maintenance, refuse removal, and vegetation control |
| June, 1994 | Commencement of trail construction by Ramsey County |
| | Transfer of maintenance responsibility (Maplewood portion) to Ramsey County |
| September, 1994 | Commencement of trail construction by City of St. Paul |
| | Transfer of maintenance responsibility (St. Paul portion) to City of St. Paul |
| Ongoing | Periodic inspection of the right of way to ensure proper maintenance and usage |
| | Periodic review of management plan, goals, and guidelines |

### Costs

Cleanup/Maintenance: Prior to the commencement of trail construction by the City and County, RCRRA is responsible for clearing the corridor of encroachments which interfere with the joint operation of the corridor for trail and transit purposes. RCRRA has worked with Ramsey County Parks and Recreation to clean the Maplewood portion of the right of way of refuse and debris and to remove overgrown vegetation, and is presently working with Ramsey County Public Works to clean the St. Paul portion of the right of way. Costs incurred in 1993 for cleanup totaled $27,284.

RCRRA is also responsible for interim property maintenance activities prior to the construction of the recreational trails. These activities include trash and refuse removal and vegetation control, including mowing and removal of diseased trees, and will be handled through Ramsey County Public Works and Ramsey County Parks and Recreation. RCRRA has budgeted $36,000 for maintenance and any remaining cleanup obligation during 1994. The actual expenditure will be dependent upon the amount of debris removed from the property.

Fences/Trees: No access restriction is anticipated to be installed by RCRRA at the present time.

Signs: Boundary markers are planned for installation by RCRRA at intervals along the right of way. Approximately 400 markers will be required. RCRRA has budgeted $30,000 for these markers for 1994; actual costs for material and installation may be less than the budgeted amount.

Liability insurance: RCRRA has purchased liability insurance to cover claims against RCRRA originating from ownership of the right of way. This insurance was purchased in 1993; annual costs are expected to be less than $100.

Special assessments: The right of way is exempt from real estate taxes and special assessments, except for those assessments levied for storm sewers and drain systems. The anticipated special assessment charge for 1994 is $2,548.

Revenues

Leases affecting the property currently generate income to RCRRA of $3,759 per year. Additional leases can be anticipated, none of which, according to this plan, will be executed at less than a fair market return. Permits will be granted upon payment of a $100 administrative processing fee, which will be waived for other public and governmental agencies.

Other sources of income may include sales of surplus land.

## SOURCES OF INFORMATION

Information from the following sources was used in the preparation of this report. Further detail regarding these sources is available at RCRRA offices.

1. Minnesota Department of Transportation, Office of Railroads and Waterways
   a. Minnesota Statutes Chapter 222.63: pertaining to abandoned right-of-way, Minnesota State Rail Bank
   b. Minnesota Rules Chapter 8830.5800 through 8830.6200: administrative code for State Rail Bank Program
   c. Interview with Ken Buckeye and Mel Loesh, Office of Railroads and Waterways, January 11, 1994

2. Hennepin County Regional Railroad Authority
   a. Minnesota Statutes Chapter 398A, Regional Railroad Authorities Act
   b. HCRRA approved policies relating to requested grade crossings, fee schedules for permit applications, and snow storage
   c. Interviews with Don Lawrence, HCRRA, December 20, 1993, December 28, 1993, and January 20, 1994

3. Minnesota Department of Natural Resources, Trails and Waterways
   a. Minnesota Statutes Chapters 94.09 through 94.14, pertaining to the sale and disposition of surplus state owned land
   b. Minnesota Statutes Chapter 84.415, pertaining to licenses, permits to cross state owned lands
   c. Minnesota Rules Chapter 6135, administrative code pertaining to utility crossing of public lands and waters
   d. Interviews with Del Barber, Trails and Waterways, January 4, 1994, January 31, 1994

4. Ramsey County, Parks and Recreation Department
   a. Home Rule Charter for Ramsey County, Minnesota, Section 2.02 K, November 6, 1992
   b. County Board Resolution 92-177, An ordinance for the control and management of park, recreation, and open space areas and facilities under the jurisdiction of the Ramsey County board of commissioners
   c. County Board Resolution 93-201, no net loss of park lands
   d. Master Plan for Burlington Northern Regional Trail Corridor, with City of St. Paul Division of Parks and Recreation, 1991
   e. Interview with Larry Holmberg and Bill Schneider, Department of Parks and Recreation, January 26, 1994
   f. Memo from Greg Mack, March 7, 1994

5. Ramsey County Regional Railroad Authority
   a. Minnesota Statutes Chapter 398A, Regional Railroad Authorities Act
   b. Comprehensive Light Rail Transit Plan For Ramsey County, December, 1989
   c. Ramsey County Northeast Corridor LRT Alignment Study, August, 1991
   d. Joint Powers Agreement with City of St. Paul and Ramsey County, for development of recreational trails, 1992

Figure 2: Use of Property

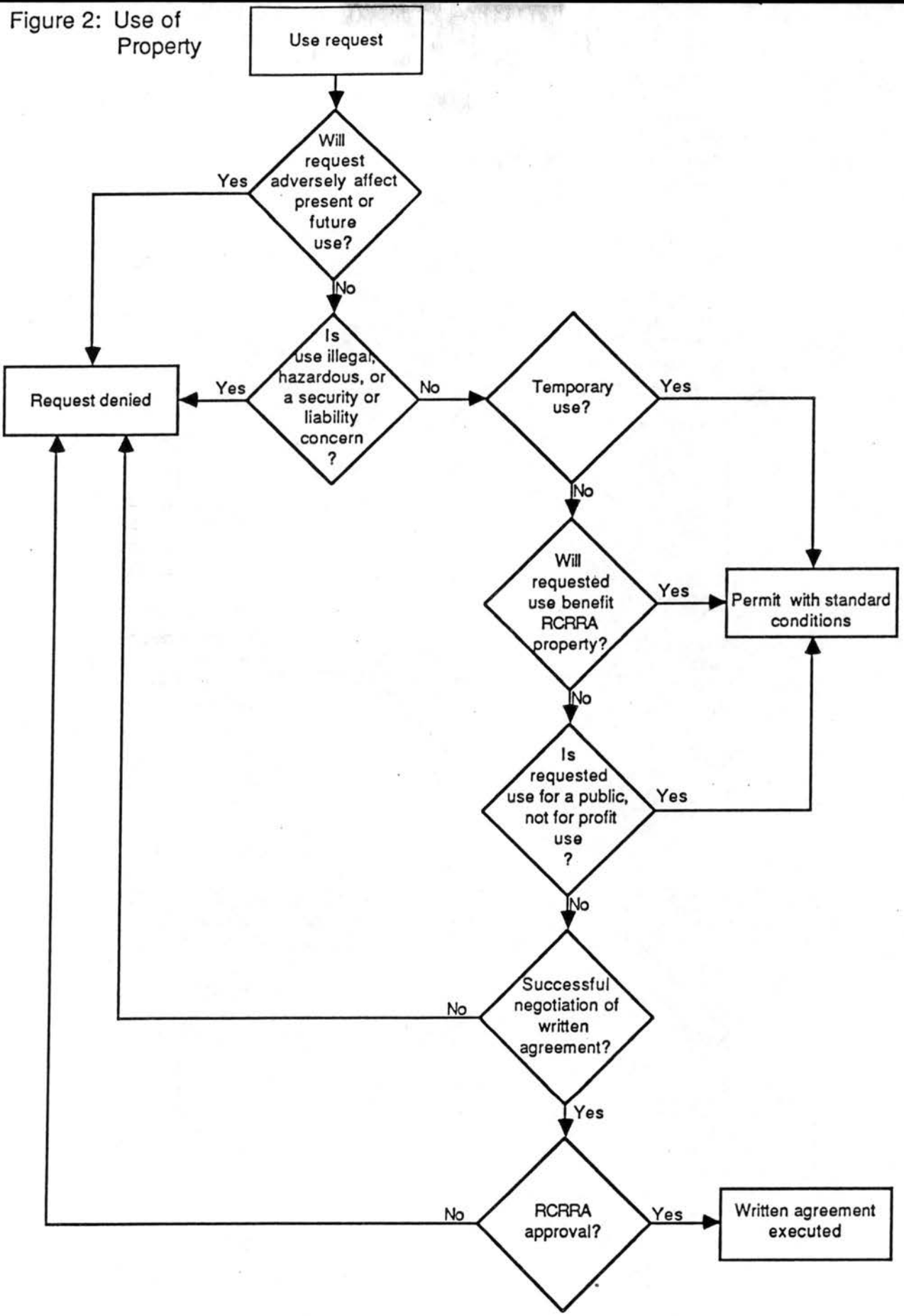
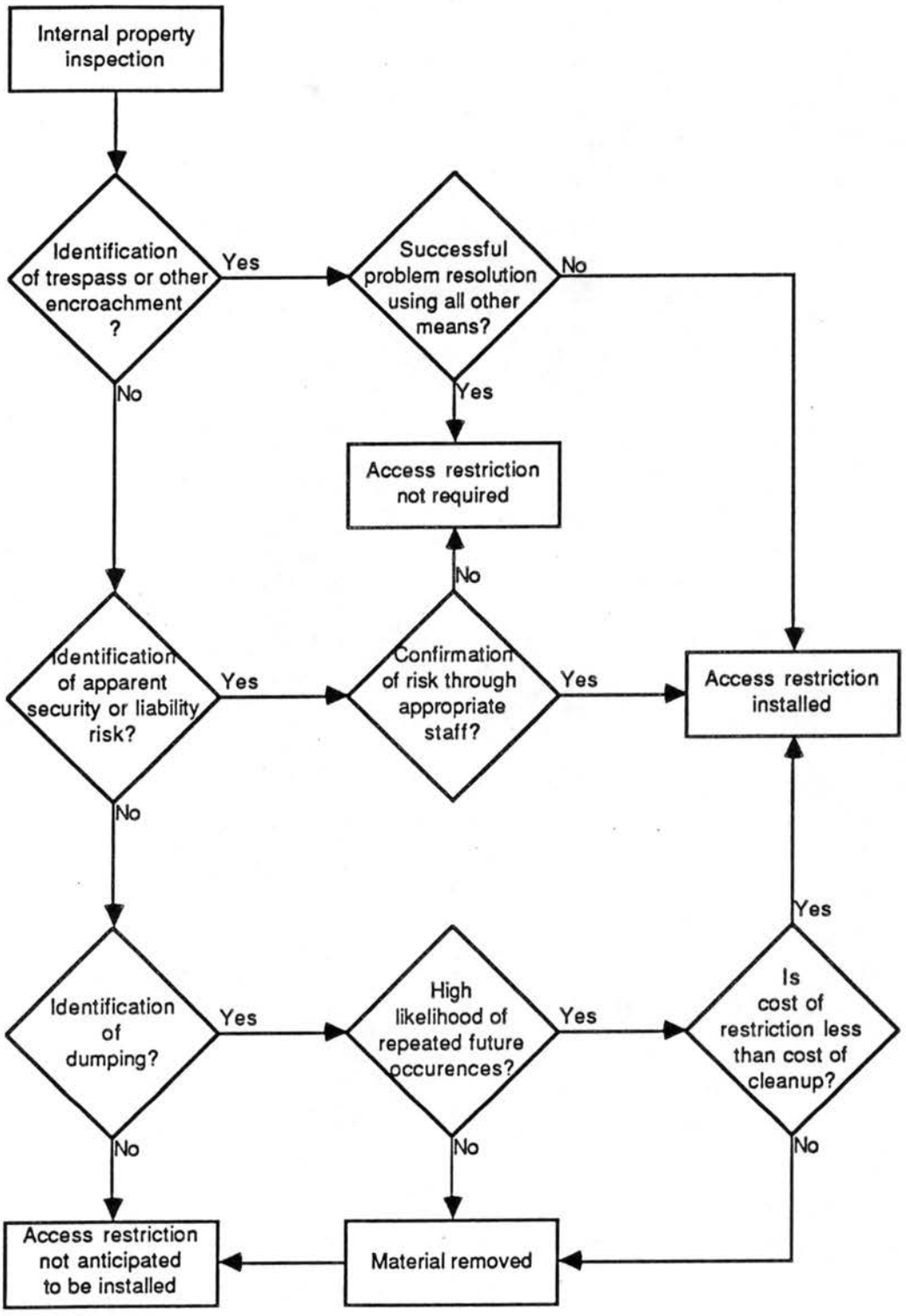


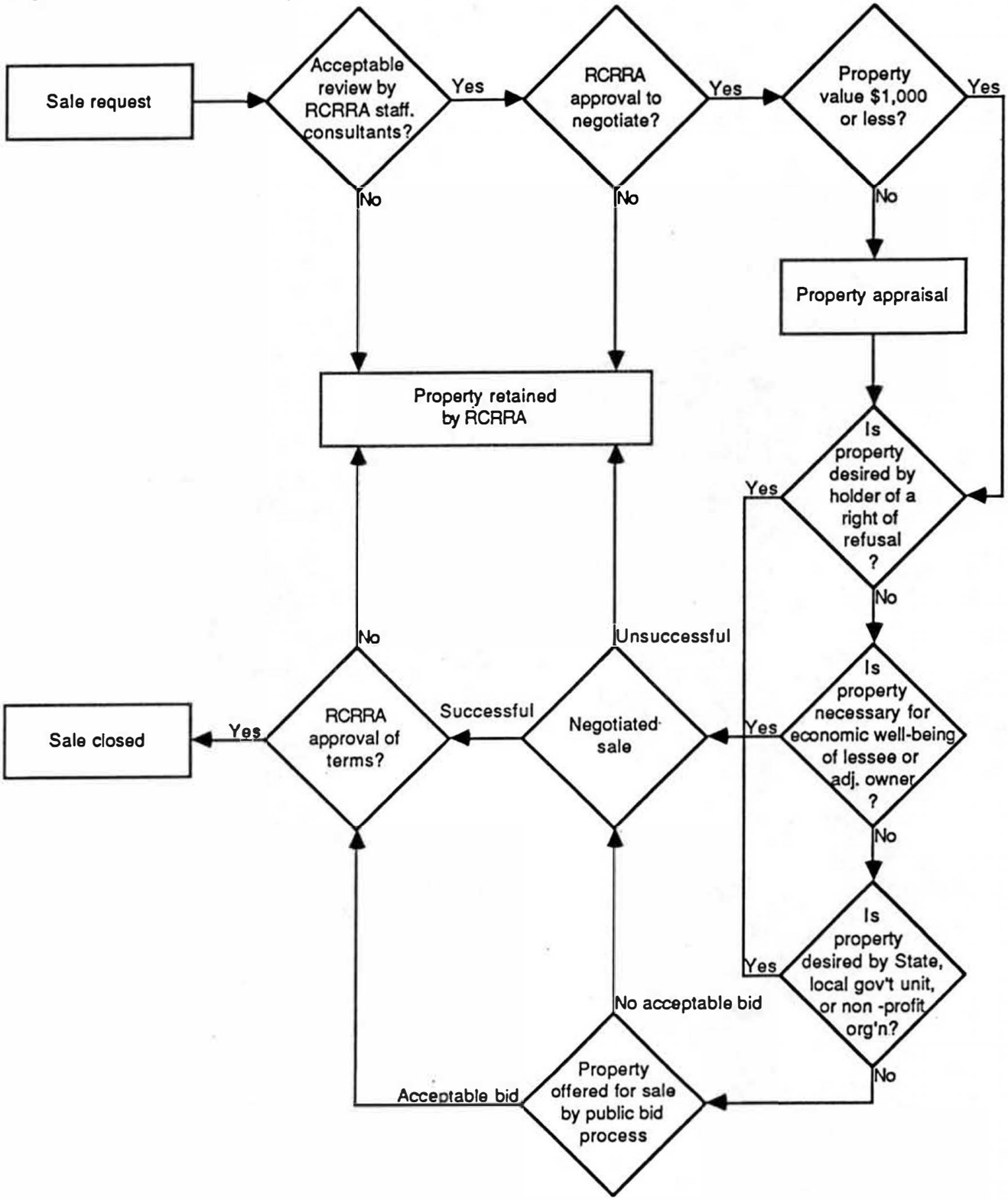
Figure 3: Access to property






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Figure 4: Sale of property






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