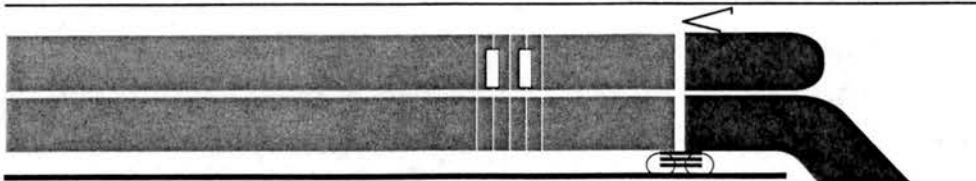




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

January 2, 2001

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Appoint officers for 2001 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, Rush Line Task Force, Red Rock Corridor and the Northstar Corridor.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

12/28/2000

Date

Board Action Requested

Appoint officers for 2001 for the Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, Rush Line Task Force, Red Rock Corridor and the Northstar Corridor.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting

Vern Wohlschlag 12/28/00

County Attorney

W. MacArthur

Risk Management

Documentation certified complete for:

January 2, 2001

Board Date

Kristine A. Longhenry
Signature

December 28, 2000

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 2001:

Tony Bennett, Chair
Janice Rettman, Vice-Chair
Rafael Ortega, Secretary
Susan Haigh, 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 2001:

Rafael Ortega, (member)
Tony Bennett, (alternate)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Victoria Reinhardt as the Rush Line Task Force representative for 2001; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2001:

Tony Bennett, (representative)
Janice Rettman, (alternate)

and Be It Further

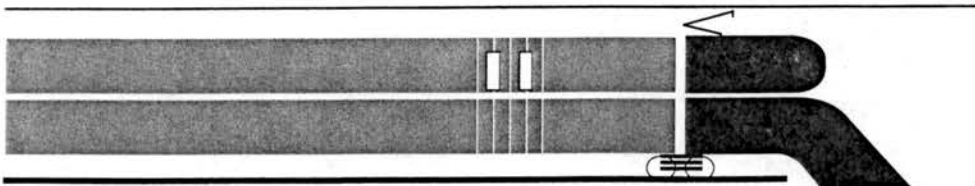
RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Janice Rettman as the Northstar Corridor liason for 2001.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority

February 6, 2001

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers

1. * Approve minutes of the December 19, 2000 RCRRA meeting
 2. * Approve minutes of the January 2, 2001 RCRRA meeting
 3. Midwest Regional Rail Initiative Presentation
 4. LRT Joint Powers Board 2000 Annual Report
 5. Central Corridor update
 6. Other Corridor updates
 7. * Legislative update
 8. * Ratify Partial Payment No. 5 in the amount of \$71,082.40 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, December 19, 2000, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:

Chair Tony Bennett
Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Jan Wiessner

MEMBERS ABSENT:

Commissioner Janice Rettman

OTHERS PRESENT:

Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold,
Vern Wehlage, Gene Haselmann, Karen Tero, Kris
Longhenry, Alicia Vap, Nona Haller, Darren Tobolt,
Adam Harrington, Arlene McCarthy

Chair Bennett called the meeting to order at 3:12 p.m.

6. Metro Transit Northeast Metro Transit Restructuring Plan.

Chair Bennett addressed agenda item #6 first.

The guest speakers were Arlene McCarthy, Director of Service Development at Metro Transit and Adam Harrington, Manager of Route and System Planning at Metro Transit. A revised draft of the Metro Transit Northeast Metro Transit Restructuring Plan from December was distributed. This plan has been in progress for over a year now and RCRRRA received a presentation from Art Leahy, Metro Transit General Manager, last year.

Adam Harrington summarized the plan process. The Northeast metro area is the first to be studied. Metro Transit declared this area of the map blank, and rebuilt the transit system to meet the current travel demands of today, and bring into the fold the needs of the communities within the study area. Stakeholder meetings were held, ridership analysis was done, transit recommendations were made, seven public input meetings were held in early 2000, and a public comment period was held from January to March. Over 4,000 comments were made, which is the most any Metropolitan Council project has ever had. The plan was modified, based on public comments, and city/county input and resolutions (22 written approvals from cities and counties in the study area). Eighty-five percent of the routes in the plan were modified.

Adam Harrington commented that the second part of the study was delayed to address concerns raised by stakeholders and the public. Everyone has been satisfied, with the exception of some preferring more service. Metro Transit is working within funding constraints. Final approval of the plan by Metropolitan Council Transportation Committee has been tabled until January. Adam assumed that the plan would receive full approval and move on to the full Council for approval, then move ahead with implementation of plan routes in June, 2001.

Commissioner Reinhardt recognized the outreach effort and work that went into the plan. Rush Line meeting attendees were concerned about this plan being tabled until January. It was disconcerting that the March implementation target was delayed until June because of the other changes in the area and limited resources. She commented that the final product, as long as it is implemented in June, will be a good one.

Adam Harrington indicated they agreed. This is the largest restructuring ever done at Metro Transit. Metro Transit was criticized in September when they implemented the first route changes because there wasn't enough advance communication for customers to learn the new system. They want to ensure there is adequate notice to customers and non-riders who may consider transit a new option. Another issue was to not implement a big change at the end of winter, when a snowstorm could throw everything off in the first week.

Commissioner Haigh asked if there will be a similar sector study south of University Avenue. Arlene McCarthy replied that is called Sector 5. That will be a focal point for next year.

Commissioner Haigh asked if Lexington will be reviewed. There is no bus service south of Marshall. She also asked if there will be any other north/south routes. Adam Harrington responded that there is a lot of north/south through-traffic between the study area and south. They hope to address that next year in the Sector 5 study.

Commissioner Wiessner asked about express routes between Rosedale and downtown St. Paul. Adam Harrington replied that there are not any in this plan. One of the pieces they wanted to keep intact was a direct one seat ride from Rosedale to downtown St. Paul. They hoped to implement this in September, but could not because of budget constraints. Part of this plan incorporates federal funds to add more service. Now, the St. Paul Route 12 can take you from downtown St. Paul out to Rosedale depending on what time of day and which trip. One main goal is to make Route 12 more of a grid network that is easier to understand on a route by route basis and get you to more places. An express route from St. Paul to Rosedale is not in the plan.

1. Approve Minutes of the November 21, 2000 RCRRRA meeting.

Motion by Commissioner Reinhardt, seconded by Commissioner Ortega to accept the minutes of the November 21, 2000 RCRRRA meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Approve the contract with Dennis McGrann of Lockridge Grindal Nauen P.L.L.P. in the amount of \$25,750 for federal intergovernmental relations through December 31, 2001, and authorize the Chair to execute the contract subject to approval by the Budgeting and Accounting and County Attorney Departments.

Commissioner Haigh asked what the contract amount is compared to last year. Commissioner Bennett replied it is a cost of living increase of 3%, so a \$750 increase.

Commissioner Haigh asked if there is a legislative agenda that they will be adopting or outcomes desired. Kathy DeSpiegelaere responded that one of the things being discussed with Dennis is that this is a federal authorization year. Federal authorization is expected to be sought for Riverview, Central and Rushline. Federal appropriations for Riverview for 2002 will also be sought.

Commissioner Haigh suggested that the scope of services or workplan should be attached so accomplishments will be clear on all contracts. Commissioner Reinhardt agreed that a scope would be helpful but does not want to limit us if something else comes up.

Commissioner Wiessner suggested that the NE Diagonal should be included on the list for federal authorization requests. She noted that there is a lot of community interest. It could be added on as an addendum to Rush Line, or separate one.

Kathy DeSpiegelaere summarized recommended language to be added to the motion. "add scope of services identifying outcomes desired as part of the federal contract with Dennis McGrann". Kathy stated that what we've talked about are appropriations for fiscal year 2002 for Riverview, seeking federal authorization in the next transportation bill (a six year bill), which will be up for hearings this year. Ramsey County is seeking federal authorization for Riverview, Central, Rush Line and a variation, sub-category or stand-alone corridor, the Northeast Diagonal. Staff is proposing a study on the NE Diagonal corridor next year, working with Hennepin County, which has some funds available for that study.

Commissioners discussed the possibility of requesting federal authorization for the Northeast Diagonal project. Because this project is not as advanced as the Riverview, Central and Rush Line Corridors, the Board will not seek federal authorization at this time for the Northeast Diagonal.

Chair Bennett stated that they will defer on including NE Diagonal in Mr. McGrann's contract. Discussion about setting up a committee will be discussed at the next meeting.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to approve the contract with Dennis McGrann of Lockridge Grindal Nauen P.L.L.P. in the amount of \$25,750 for federal intergovernmental relations through December 31, 2001 and authorize the Chair to execute the contract subject to approval by the Budgeting and Accounting and County Attorney Departments.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 2001; and

WHEREAS, Riverview Corridor transit improvements and access to jobs transportation proposals are two items that will be the subject of congressional actions in 2001; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Dennis McGrann and Lockridge, Grindal, Nauen P.L.L.P in an amount not to exceed \$25,750 for the calendar year 2001 subject to approvals by the County Attorney and Budgeting and Accounting Departments; and Be It Further

RESOLVED, That the Authority authorizes its Chair to execute the contract subject to approvals by the previously listed departments.

3. Legislative update

Commissioner Reinhardt noted that Commissioner Hegberg of Washington County, Commissioner Delaney of Chisago County, herself, and legislative staff met on the Rush Line Corridor. They determined that they would request \$6 million in state funding for land acquisition, planning and engineering.

Motion by Commissioner Reinhardt, seconded by Commissioner Ortega to endorse the Rush Line Corridor Task Force funding request.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Rush Line Corridor is an eighty mile corridor that extends from downtown Saint Paul following I-35E, I-35, and Highway 61 north to Hinckley; and

WHEREAS, The Rush Line Corridor Task Force was established to provide a community forum to address the technical, land use, environmental, and financial issues associated with making reliable, convenient transit service available in the Corridor; and

WHEREAS, The Ramsey County Regional Railroad Authority is a member of the Rush Line Corridor Task Force; and

WHEREAS, The Rush Line Corridor Task Force is requesting six million in state funding for land acquisition, planning, and engineering for the Rush Line Corridor; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority endorses the Rush Line Corridor Task Force funding request.

Commissioner Reinhardt reminded the cable audience that this is not an LRT line. The Rush Line study is looking at a busway or commuter rail.

4. Approve the proposed budget for the Ramsey County Regional Railroad Authority for 2001 in the amount of \$631,584, which includes a \$204,000 certified tax levy.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to approve the proposed budget for the Ramsey County Regional Railroad Authority for 2001 in the amount of \$631,584, which includes a \$204,000 certified tax levy.

Ayes – 6, Nays – 0
Motion accepted.

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 established the proposed net tax levy of \$204,000 by Resolution R0018, September 12, 2000, for the Truth in Taxation Law to finance the 2001 budget; and

WHEREAS, The Ramsey County Regional Railroad Authority wishes to continue to improve access to transit services in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 2001 budget and that there be levied upon all taxable property in Ramsey County for the taxes payable year 2001 a tax rate percentum necessary to raise a tax levy of \$204,000 as follows:

2001 Approved Budget	\$ 631,584.00
Less estimated revenue	<u>\$ 431,584.00</u>
Tax levy	\$ 200,000.00
Plus allowance for uncollectible taxes (2%)	<u>\$ 4,000.00</u>
Net certified tax levy	\$ 204,000.00

And Be It Further

RESOLVED, That the unexpended balances to fund: (1) acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line; and (2) Riverview Corridor Major Investment Study be rolled into the 2000 budget year.

5. Ratify Partial Payments No. 2 in the amount of \$222,810.49, No. 3 in the amount of \$63,438.83 and No. 4 in the amount of \$76,519.05 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to ratify partial payments No. 2 in the amount of \$222,810.49, No. 3 in the amount of \$63,438.83 and No. 4 in the amount of \$76,519.05 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; 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 27, 2000; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice Nos. 267-10008 (2), Partial Payment No. 2, in the amount of \$222,810.49, 267-10321 (3), in the amount of \$63,438.83 and 267-10609 (4), in the amount of \$76,519.05 attachments thereto, provide the correct documentation of payments due BRW, Inc. through October 27, 2000; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$362,768.37 for services rendered through October 27, 2000, is hereby ratified.

7. Ratify quarterly report of payments for July 1, 2000 to September 30, 2000.

Motion by Commissioner Reinhardt, seconded by Commissioner McDonough to ratify quarterly report of payments for July 1, 2000 to September 30, 2000.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of July 1, 2000 through September 30, 2000, and a record of these disbursements is attached; Now, Therefore, Be It

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

8. Approve extension of \$1,875,000 contract with Metropolitan Council for Riverview Corridor transit improvements through December 31, 2001 at no additional cost.

Motion by Commissioner Ortega, seconded by Commissioner McDonough to approve extension of \$1,875,000 contract with Metropolitan Council for Riverview Corridor transit improvements through December 31, 2001 at no additional cost.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with Metro Transit to construct transit improvements for the Riverview Corridor along East and West Seventh Streets and in Downtown St. Paul; and

WHEREAS, The contract with Metro Transit expires December 31, 2000; and

WHEREAS, The transit improvements for this contract will not be completed until December 31, 2001; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the \$1,875,000 contract with Metro Transit through December 31, 2001 at no additional cost; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

9. Approve extension of \$1,150,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor MIS through June 30, 2001 at no additional cost.

Motion by Commissioner Wiessner, seconded by Commissioner Ortega to approve extension of \$1,150,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor MIS through June 30, 2001 at no additional cost.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access federal funds in the amount of \$1,150,000 to be used for the Riverview Corridor Major Investment Study; and

WHEREAS, The contract with Mn/DOT expires December 31, 2000; and

WHEREAS, The Major Investment Study will not be completed until June 30, 2001; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Mn/DOT through June 30, 2001; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Contract No. 77305.

The meeting was adjourned at 3:50 PM.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, January 2, 2001, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:

Chair Tony Bennett
 Commissioner Susan Haigh
 Commissioner Jim McDonough
 Commissioner Rafael Ortega
 Commissioner Victoria Reinhardt
 Commissioner Janice Rettman
 Commissioner Jan Wiessner

OTHERS PRESENT:

David MacMillan, Paul Kirkwold, Vern Wehlage, Gene Haselmann, Karen Tero, Bonnie Jackelen, Bobbie Crancer, Mary Ann Palmer, Kris Longhenry,

Chair Bennett called the meeting to order at 9:40 a.m.

1. Appoint officers for 2001 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, Rush Line Task Force, Red Rock Corridor and the Northstar Corridor.

Commissioner Haigh requested that Commissioner Rettman and herself be added to the resolution as members of the Central Corridor Coordinating Committee.

Commissioner Bennett requested that he be removed as representative of the Red Rock Corridor and add Commissioner McDonough as the representative.

Commissioner Wiessner asked if there should be a representative from the Northeast Diagonal group listed. David MacMillan answered that there is no organization yet. Once the group is organized, then it will be determined how members are appointed.

Commissioner Reinhardt suggested that an alternate be named for the Rush Line Task Force. Commissioner Wiessner volunteered to be named alternate.

Motion by Commission Reinhardt, seconded by Commissioner Ortega to appoint officers for 2001 Ramsey County Regional Railroad Authority, Metropolitan Light Rail Transit Joint Powers Board, Rush Line Task Force, Red Rock Corridor and the Northstar Corridor. Additions of Commissioner Haigh and Rettman to the Central Corridor Coordinating Committee, removal of Commissioner Bennett and addition of Commissioner McDonough to the Red Rock Corridor and addition of Commissioner Wiessner as an alternate to the Rush Line Task Force was also approved.

Ayes – 7, Nays – 0
 Motion accepted.

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 2001:

Tony Bennett, Chair
Janice Rettman, Vice-Chair
Rafael Ortega, Secretary
Susan Haigh, 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 2001:

Rafael Ortega, (member)
Tony Bennett, (alternate)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force representative for 2001:

Victoria Reinhardt, (representative)
Jan Wiessner, (alternate)

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2001:

Jim McDonough, (representative)
Janice Rettman, (alternate)

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Central Corridor Coordinating Committee for 2001:

Sue Haigh, (member)
Janice Rettman, (member)

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint Janice Rettman as the Northstar Corridor liason for 2001.

Commissioner Bennett announced that the Metropolitan Council approved the Riverview Corridor MIS decision unanimously. Metro Transit, however, is looking at having the busway go down West Seventh Street. Commissioner Bennett noted that there have been several meetings of City, County and Metro Transit representatives since Metro Council approval and the County has reaffirmed it's position of not going down West Seventh Street and to look into other alternatives. He also commented that financing has been discussed and it is clear that they would like to stay away from using property taxes as much as possible.

The meeting was adjourned at 9:45 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegeler
Authorized Signature

1/30/01
Date

Board Action Requested

Midwest Regional Rail Initiative.

DISCUSSION ONLY

Request Justification

A presentation will be given at the meeting by a Mn/DOT representative.

Budgeting and Accounting

Ken Wohlgast 2/1/01

County Attorney

Art MacMillan

Risk Management

Documentation certified complete for:

February 6, 2001
Board Date

Kristine A. Longhurry
Signature

February 1, 2001
Date

Creating a Vision

The Midwest Regional Rail Initiative is a cooperative, multi-agency effort to develop an improved and expanded regional passenger rail system for the 21st century. It will feature increased operating speeds, additional train frequencies, modern technology and customer-friendly amenities with downtown-to-downtown connections to major Midwest urban centers.

Forming the Partnership

Partners in the Midwest Regional Rail Initiative include the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Nebraska and Wisconsin, along with support from Amtrak and the Federal Railroad Administration.

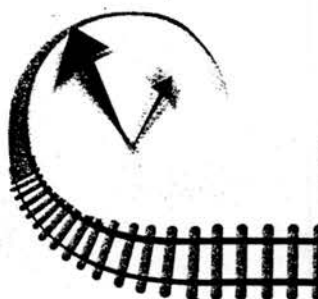
Midwest Regional Rail Initiative

Fulfilling the Vision Highlights of the Proposed Regional System

- > A 3,000 mile rail network largely utilizing existing rail lines radiating from Chicago to nine Midwest states.
- > Modern technology allowing trains to safely travel at speeds up to 110 mph.
- > Projected to carry 9.6 million passengers annually when fully implemented in 2010.
- > Feeder bus lines will provide connectivity to high-speed rail service.
- > Will require \$4.1 billion in capital investment (80% federal, 20% state).
- > Is forecast to earn revenues sufficient to cover operating costs once fully operational.

Benefits for Travelers

- > Offers a relaxing alternative to driving congested highways.
- > Travel times reduced by up to 30% from existing rail service.
- > Frequent, reliable service between major urban markets at a price competitive with other travel modes.
- > Modern equipment combined with a smorgasbord of amenities to attract business and leisure travelers.
- > Downtown-to-downtown connectivity.
- > Provides opportunities to enhance downtown development.
- > Offers economies-of-scale savings by allowing states to coordinate procurement of equipment.
- > Strengthens the Midwest economy by creating an estimated 2,000 new rail jobs, 4,000 temporary construction jobs and leveraging an additional \$2.6 billion in public/private investment.
- > Enhances public safety and the freight rail industry through improvements to rail infrastructure.



Midwest Regional Rail Initiative

Making a Sound Investment

- > The strong Midwest economy is placing tremendous demands on highway and airport systems.
- > Existing highway and air services often are not able to adequately provide the comfort and convenience that regional travelers desire.
- > High speed rail offers an opportunity to increase and enhance regional mobility by using existing transportation corridors.
- > Public interest in passenger rail is increasing.
- > High-speed passenger rail is an attractive and affordable travel option that encourages federal, state and local partnerships.

Meeting the Challenges

- > Secure federal and state funding.
- > Improve rail infrastructure.
- > Integrate freight and passenger rail services.
- > Energize public support for high-speed rail.

Illinois
Merrill Travis
(217) 782-2835

Indiana
Tom Beck
(317) 232-1478

Iowa
John Hey
(515) 239-1653

Michigan
Tim Hoeffner
(517) 335-1931

State Contacts

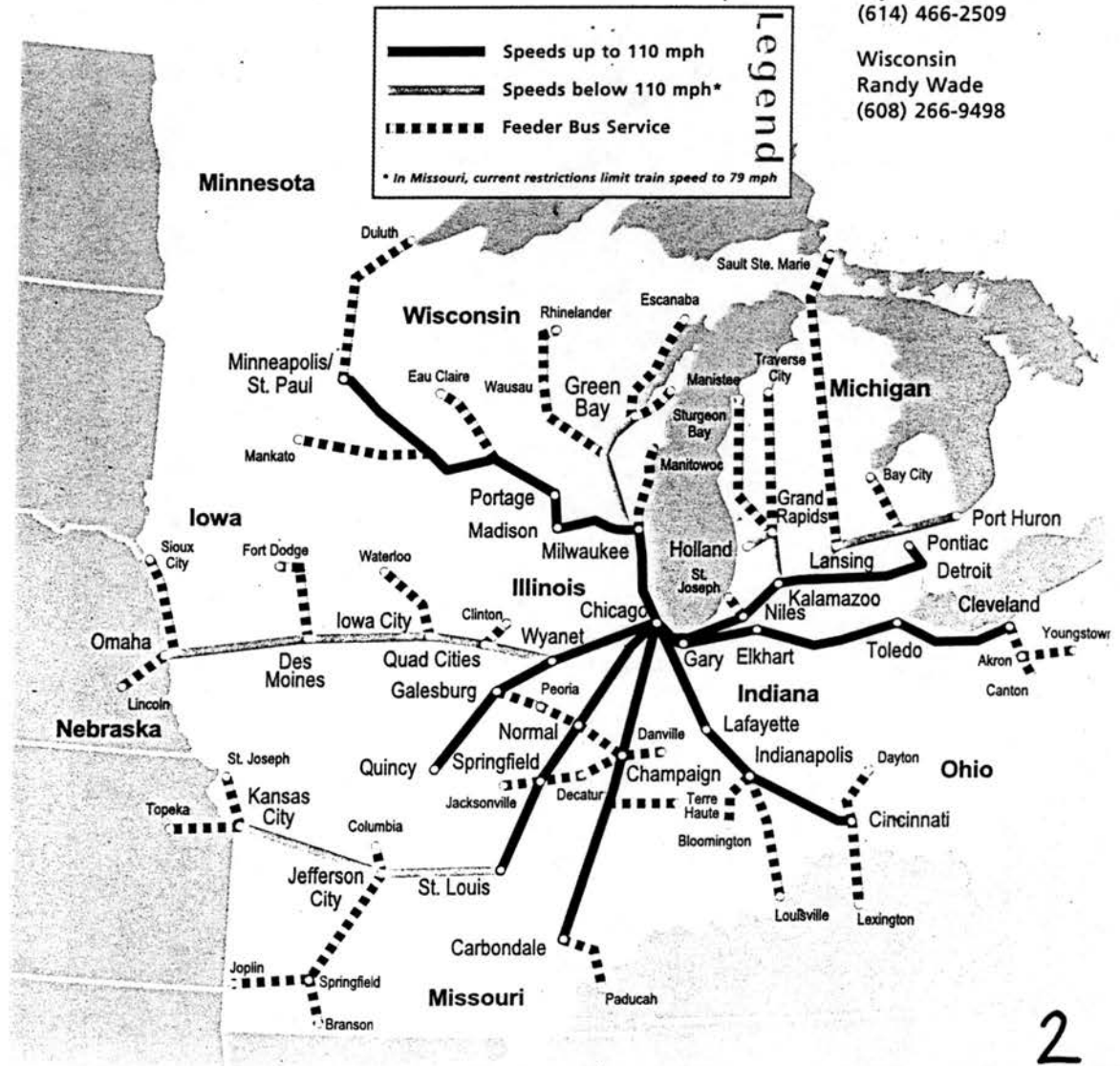
Minnesota
Sam Khan
(651) 296-4888

Missouri
DOT
(573) 751-2551

Nebraska
Dan Rosenthal
(402) 479-4438

Ohio
Don Damron
(614) 466-2509

Wisconsin
Randy Wade
(608) 266-9498



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Spiegel
Authorized Signature

1/30/01
Date

Board Action Requested

LRT Joint Powers Board 2000 Annual Report
and 2000 Financial Report

DISCUSSION ONLY

Request Justification

See attached information

Budgeting and Accounting

Vern Wallage 1/31/01

County Attorney

Dail MacMillan

Risk Management

Documentation certified complete for:

February 6, 2001

Board Date

Kristine A. Longherry
Signature

February 1, 2001

Date

Metropolitan LRT Joint Powers Board

2000 Annual Report

Approved – January 3, 2001

Introduction

In 2000, the Metropolitan LRT Joint Powers Board celebrated the commitment of full funding for the region's first light rail transit line – the Hiawatha Corridor. For the last eight years, the Board has acted as a key advocate for funding for rail and related transit modes and for transit policy reflecting a balanced, multi-modal approach to meeting the region's needs. This year, Congress committed full funding for Hiawatha, ensuring that "LRT is on track" in Minnesota. This annual report will summarize the Board's 2000 advocacy activities.

The Board was established in 1992 by a joint powers agreement among the seven metropolitan county regional railroad authorities. In 2000, Hennepin County Commissioner Peter McLaughlin chaired the Board. Ramsey County Commissioner Rafael Ortega served as vice chair and Anoka County Commissioner Paul McCarron served as secretary. Additional Board members included: Carver County Commissioner John Siegfried, Dakota County Commissioner Paul Krause, Scott County Commissioner Art Bannerman, and Washington County Commissioner Myra Peterson.

Funding for the Twin Cities Transitway Projects

The most significant event in the year 2000 was the federal funding commitment of 55% of the total project cost of the Hiawatha light rail transit project. Congress will provide a total of \$334 million for the Hiawatha line and appropriated \$50 million for federal fiscal year 2001. With this commitment and the State match approved in 1998 and 1999, light rail transit has become a reality for Minnesota.

1

In addition, Congress appropriated \$5 million to advance the other three Twin Cities Transitways Projects – Northstar, Riverview and Red Rock.

On the State level, the Board unsuccessfully supported a dedicated source of funding for transit and the Governor's statewide transportation investment strategy. The State Legislature did, however, act to provide \$44 million for a busway project. The Metropolitan Council has selected the Riverview Corridor as the busway that will be constructed.

The Joint Powers Board provided a unified and respected voice of support for rail transit at both the State and federal levels. The Board worked hard to quell legislative opposition to light rail. In addition to providing testimony throughout the Session, the Board hosted a well-attended LRT rally on March 27, 2000. Governor Jesse Ventura, Senator Roger Moe and other key state and local officials spoke in support of LRT. Additionally, the Board presented an overview of the Twin Cities' transitways projects to Congressional staff officials on June 14, 2000.

Transit Policy Initiatives

The Board actively participated in the development of a variety of transit policies and plans, including:

- Mn/DOT's Commuter Rail System Plan
- Metropolitan Council's Master Plan for Transit
- Metro Transit's Sector Study of Transit Services for Sectors 1 and 2
- Metropolitan Council's Transportation Policy Plan

As it reviewed and commented on each of these plans, the Board provided a consistent message of the need for a comprehensive, balanced and multi-model approach to transit and transportation in the region. The Board's vision for a transportation system including LRT, commuter rail and buses is fundamental to the economic health of the Twin Cities Metropolitan Area.

Forum for Information Sharing

The Board also provides a forum for policymakers to share information and coordinate approaches to the development of the Twin Cities Transitways and other potential rail corridors in the region. Each month, the Board considers updates from the following corridors:

- Hiawatha
- Riverview
- Northstar

- Red Rock
- Central
- Rushline
- Cedar Avenue
- Dan Patch

2000 Financial Report

Attached is a summary of the financial activity of the Board in 2000, including revenues, expenditures and year end financial situation. (Preliminary Financial Report is attached.)

Metropolitan Light Rail Transit Joint Powers Board
Accounting Summary
For the Period January 1, 2000 through December 31, 2000 (PRELIMINARY)

	<u>Actual</u>	<u>Budget</u>	<u>Balance Remaining</u>
Revenues:			
Member Contributions (1)	\$ 182,576.08	\$ 182,576.08	\$ -
Other Revenue	<u>-</u>	<u>3,000.00</u>	<u>(3,000.00)</u>
Total Revenues	<u>\$ 182,576.08</u>	<u>\$ 185,576.08</u>	<u>\$ (3,000.00)</u>
Expenses:			
Administration	\$ 5,305.00	\$ 23,000.00	\$ (17,695.00)
Printing/Postage/Miscellaneous	2,982.34	2,000.00	982.34
Policy Analysis	-	25,000.00	(25,000.00)
Regional Transit Advocacy	65,000.00	75,000.00	(10,000.00)
Welfare to Work/Contingencies	<u>-</u>	<u>57,576.00</u>	<u>(57,576.00)</u>
Total Expenses	<u>\$ 73,287.34</u>	<u>\$ 182,576.00</u>	<u>\$ (109,288.66)</u>
Revenues less Expenses:	<u>\$ 109,288.74</u>	<u>\$ 3,000.08</u>	<u>\$ 106,288.66</u>

Metropolitan Light Rail Transit Joint Powers Board
Reconciliation of Fund Balance
For the Period January 1, 2000 through December 31, 2000 (PRELIMINARY)

Fund Balance: Beginning of Period	\$ 67,576.08
Add: Revenues (Not Including 1999 Carryover)	115,000.00
Less: Expenses	<u>(73,287.34)</u>
Fund Balance: End of Period	<u>\$ 109,288.74</u>

Note:

(1): Budgeted member contributions includes \$67,576.08 of carryover from 1999.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY
<u><i>K. Helgeson</i></u>
Authorized Signature
<u>1/31/01</u>
Date

Board Action Requested

Central Corridor Update.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

Vern Wehlag 1/31/01

County Attorney

Dil MacMillan

Risk Management

Documentation certified complete for:

February 6, 2001

Board Date

Kristine A. Longhenry

Signature

February 1, 2001

Date

Memorandum

TO: Ramsey County Regional Railroad Authority

FROM: Steve Morris

SUBJECT: Central Corridor Update

DATE: January 29, 2001

The Central Corridor Transit Study is evaluating transportation needs in the corridor between downtown St. Paul and downtown Minneapolis. Policy level direction for the study is provided by the Central Corridor Coordinating Committee with members from Ramsey and Hennepin Counties, St. Paul, Minneapolis, the University of Minnesota, MnDOT, and the Metropolitan Council. A membership list is attached to this memo.

The study will examine future transportation needs in the corridor, analyze various improvements, develop an Environmental Impact Statement, and develop a strategy for needed transit improvements. The Draft Environmental Impact Statement (DEIS) will be completed in December 2001.

Stakeholder interviews, a survey of corridor residents, and public meetings were used to information from residents and businesses. The study has developed a draft "Purpose and Need" report, which is attached to this memo. The themes developed from these meetings revolve around:

- Economic Opportunity and Investment
- Communities and Environment, and
- Transportation and Mobility

Currently seven options are being considered. Areas of special interest such as downtown St. Paul and the University of Minnesota will receive additional study of several possible routes. At it's meeting on February 8, 2001, the Coordinating Committee will consider this report as well as the results of a Screen II analysis that will help to narrow down the number of alternatives for further study. These options will be incorporated into the DEIS.

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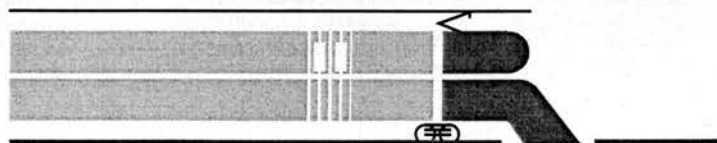
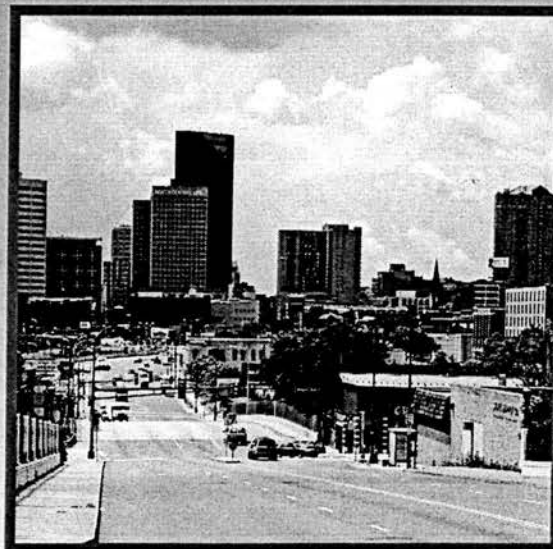
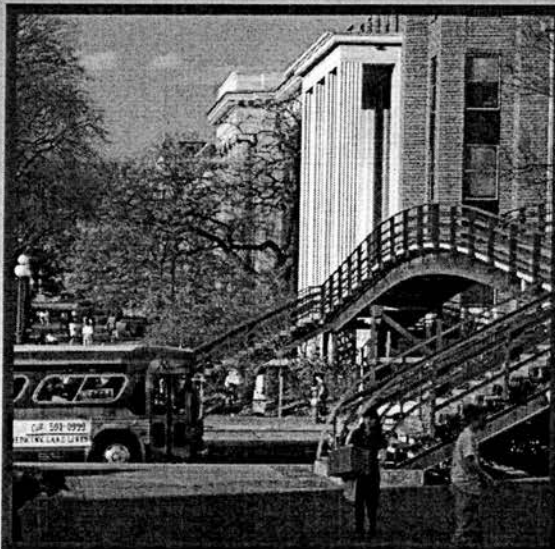
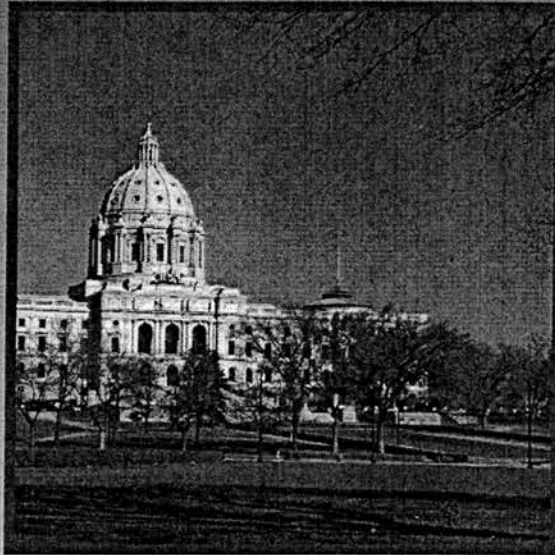
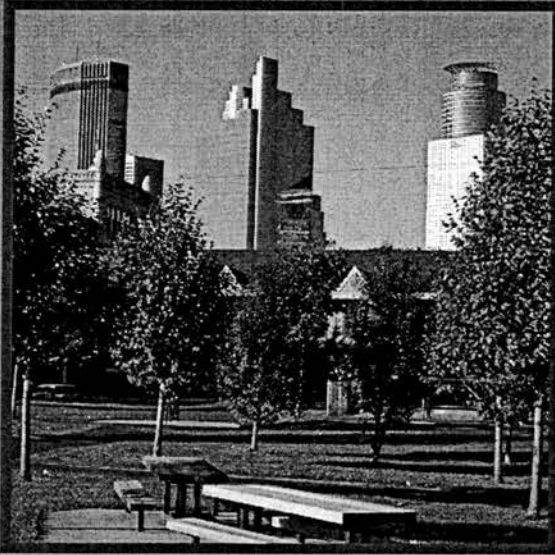
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DRAFT

Purpose and Need



Ramsey County Regional Railroad Authority

TABLE OF CONTENTS

TABLE OF CONTENTS	i
LIST OF FIGURES	ii
LIST OF TABLES	ii
S.0 SUMMARY	1
1.0 CENTRAL CORRIDOR OVERVIEW	
1.1 Downtown Minneapolis District.....	5
1.2 Downtown St. Paul District	7
1.3 The University of Minnesota	8
1.4 Midway Area	8
1.5 Neighborhoods	9
1.6 Summary of Central Corridor Overview	9
2.0 TRANSPORTATION AND LAND USE PLANS	
2.1 Transportation Policy Plan.....	10
2.2 Twin Cities Metropolitan Commuter Rail Feasibility Study, Phase II.....	10
2.3 The Regional Blueprint.....	12
2.4 City of Minneapolis Comprehensive Plan	12
2.5 City of St. Paul Comprehensive Plan/ Neighborhood Plan	13
2.6 Related Corridor Studies	13
2.7 Summary of Transportation and Land Use.....	14
3.0 CORRIDOR DEMOGRAPHICS	
3.1 Population	15
3.2 Employment	16
3.3 Land Use	18
3.4 Summary of the Corridor Demographics	19
4.0 TRANSPORTATION	
4.1 Travel Patterns and Characteristics	20
4.2 Transit Service	24
4.3 Freight Movement	25
4.4 Summary of Transportation	26
5.0 COMMUNITY ATTITUDES	
5.1 Public Involvement Survey	27
5.2 Community Meetings	27
6.0 NEED FOR TRANSPORTATION IMPROVEMENTS	
6.1 Purpose and Need Statements	29

APPENDIX

- 1 Projected Population Densities by TAZ
- 2 Existing and Projected Employment Numbers by TAZ
- 3 Projected Employment Densities by TAZ (2000)
- 4 Projected Increase in Employment by TAZ
- 5 Existing and Projected Number of Households by TAZ
- 6 Projected Increases of Households by TAZ

LIST OF FIGURES

- 1.1 Central Corridor Study Area6
- 1.2 Downtown Minneapolis District7
- 1.3 Southeast Minneapolis Industrial Area8
- 2.1 2020 Regional Transit Corridor System Plan11
- 4.1 Year 2000 Person Trips Beginning and Ending in the Central Corridor21
- 4.2 Historic and Projected Daily Traffic.....22
- 4.3 Barges on the Mississippi near Downtown St. Paul26

LIST OF TABLES

- 3.1 Central Corridor Demographic Characteristics15
- 3.2 Top 10 Communities with Largest Net Population Gains, 1990-200016
- 3.3 Major Employers with Local Headquarters17
- 3.4 Economic Growth in Cities with at Least 35,000 Jobs17
- 3.5 Jobs by Employment Centers18
- 4.1 Traffic Volumes on Interstate 94 in the Central Corridor.....23
- 4.2 Traffic Demand on Washington and University Avenues.....25
- 6.1 Central Corridor Demographic Characteristics32

S.0 SUMMARY

Introduction

The Central Corridor has been a priority focus of bus transit service and investments for the last 20 years, as this area is the base of the existing transit system and is the heart of the metropolitan area. This area connects some of the largest traffic generators in the Twin Cities, including the downtown central business districts (CBDs) of Minneapolis and St. Paul, the University of Minnesota, and the Midway area. The neighborhoods in this corridor are some of the strongest in the metropolitan area.

Corridor Overview

The Central Corridor is bound on the east and west by the two downtown central business districts of Minneapolis and St. Paul. The Burlington Northern Santa Fe (BNSF) Mainline borders the corridor to the north and the Canadian Pacific Rail (CP Rail) to the south. Interstate 94 (I-94) and University Avenue are the two main east-west corridors currently serving the two downtown districts.

This corridor has local, regional, and national significance as a primary route for automobile, truck, waterway, and rail travel. As the major route between the two downtowns, the Central Corridor serves people commuting to and from work and people travelling to other destinations in and out of the Corridor. The Corridor also serves as a primary route to move freight to and from local, regional, national, and worldwide destinations that businesses in the corridor serve. The Corridor area includes offices and industrial areas and a variety of retail shops, residential housing, senior citizen housing, schools, and cultural and historic districts.

Problem Statement

The Central Corridor has been the historical connection between the two downtown districts of Minneapolis and St. Paul. This area is the core of the metropolitan area and is experiencing growing transportation problems, such as increased traffic congestion, parking shortages, population and employment growth, and rapid new development. Concerns about the corridor are high, as these problems effect the vitality of the local community, inhibit economic development, and encourage sprawled growth in the Twin Cities. Analysis of the transportation situation by the Metropolitan Council has revealed that the social and economic constraints are too high to expand the existing roadway infrastructure. So, operating improvements, congestion reduction, and other transportation improvements in the corridor are planned to come from investments in alternative modes of transportation.

Although population growth is predicted to occur throughout the metropolitan area, only limited amounts of this growth are expected in the Central Corridor. However, this corridor is already one of the densest in population and households in the metropolitan area. Employment growth, on the other hand, is projected to increase by 37 percent in the Minneapolis CBD and 22 percent in the St. Paul CBD between 2000 and 2020. Also, according to multiple local and regional plans, multiple commercial and residential developments are being proposed along the corridor.

These new commercial and residential developments, specifically in downtown St. Paul, have caused concerns because of a lack of available parking. Recent development has taken away some surface parking lots, causing the need for expensive parking structures. This has created an increase in demand for more public transit alternatives that are reliable, convenient, and offer a better alternative than the existing bus service.

Transit has also become an important link to the "Smart Growth Initiative" in the Twin Cities. Investment in the Central Corridor will be directed towards transit services as they can foster economic development; provide access to jobs, health care, and other destinations; promote more livable and sustainable land use practices, and strengthen the vitality of the urban core. Also, improving the cost effectiveness of transit services is a priority. The Central Corridor would be the third link of an intermodal triangle when combined with the Hiawatha LRT line and the Riverview Bus Rapid Transit Corridor. These three transit projects create a triangle connecting the Minneapolis-St. Paul International Airport and the Mall of America, downtown St. Paul, and downtown Minneapolis. This transit triangle is important to the regional connectivity of the entire Metropolitan Area.

Population

The Central Corridor is home to 115,410 people in 2000. This corridor is one of the densest in population and households in the metropolitan area, and also has the highest amount of people who depend on transit. One-third of the households in the corridor do not have a car and nearly 30 percent of the population is living below the poverty level. This area also has one of the highest minority populations in the Twin Cities. The central cities of Minneapolis and St. Paul are estimated to have only 1 percent growth in population between 2000 and 2020, while the entire metropolitan area is projected to have 13 percent population growth.

Employment

Employment in the Central Corridor is projected to grow rapidly in the next 20 years. Between 2000 and 2020, the two downtown CBDs are estimated to have employment growths of 37 percent in Minneapolis and 22 percent in St. Paul. This amount of growth without expanding the transportation system or land coverage would cause the area to increase in density and have dramatic increases in demand for public transportation alternatives. The area between these two CBDs is projected to increase in employment, but only minimally.

Land Use

The highest concentration of urban activity in the Metropolitan Area is located in the Central Corridor, including government, local and national businesses and corporations, educational institutions, and regional services. The land uses in the corridor are mixed, including businesses, retail stores, restaurants, mature medium-density residential housing, and some cultural and historical districts. Land use patterns have become increasingly dispersed in the metropolitan area and most of the regions high-density developments are located within the two CBDs. Proposed housing and commercial developments in the corridor are transit and pedestrian oriented.

Transportation

The Central Corridor is the core of the metropolitan area's transportation system, including the interconnected system of highways, freight, and transit services. Over the last 30 years, there have been increases in population, employment, car ownership, number of vehicle trips per person, and decreasing vehicle occupancy, which contributes to traffic congestion and transportation system breakdowns.

The Central Corridor has had significant increases in traffic demand in recent years, far exceeding the population and employment growth in the area. In fact, Between 1990 and 1998, there was an increase in daily traffic volumes between 24 percent and 33 percent for seven locations on I-94, within the boundaries defined as the Central Corridor, causing significant increases in traffic congestion and

breakdowns of the system. This growth is expected to continue, and if no capacity expansions are made, only one area on I-94 in the Central Corridor will be below capacity (Level of Service [LOS] F) in the year 2020. In fact, some areas on I-94 are projected to have over 200,000 vehicles a day. Capacity constraints on I-94 could cause a shift of traffic to the surface streets serving the University of Minnesota, Prospect Park, and other areas along I-94. Projections of traffic volumes on Washington Avenue and University Avenue show that over half of the corridor will be near capacity (LOS D) by 2020. With no room for expansion of the highway system, any operating improvements, congestion reductions, and transportation improvements must be made by the transit system. In addition to people movements, freight is an important factor for economic vitality of the Central Corridor. Many local, regional, and national businesses depend on the Corridor's transportation network to ship and receive their goods.

Community Attitudes

To obtain the local communities' input and opinions about transit improvements in the Central Corridor, two input processes were completed. A telephone interview of 601 randomly selected residents was completed. Over 80% of the respondents were in favor of more transportation choices and felt that public investments in the public transportation system would be good. In fact, nearly 90% thought that improvements made to the transit system would help lower income residents to find and keep better jobs. A majority of the respondents noted that any transit service provided must be safe, reliable, convenient, and affordable.

Community forums were also held to gather more input from residents and allow more open discussions of the need for transit improvements in the corridor. Overall, the opinions voiced at the meetings emphasized how important transit was to residents and they identified a need for improvements to the current services. Participants noted their concerns with the frequency of route changes that occur. Residents believe that improving transit would enhance the quality of the environment, reduce residential traffic, improve safety and predictability, and be beneficial for economic development.

Need for Transit Improvements

The Central Corridor, the core of the Twin Cities, is experiencing multiple transportation problems that are inhibiting the success of the Metropolitan Area. Increasing population and employment in the Metropolitan Area combined with decreasing vehicle occupancy has increased traffic congestion in the Corridor. Also, new developments in the CBDs have reduced the number of surface parking lots, causing the need for expensive parking structures. To address the need for transit improvements in the Corridor, seven statements were developed to serve as the framework for this study.

Economic Opportunity and Investment

- *Support investments in infrastructure, business, and community that sustain the heart of the region*
- *Promote a reliable public transit system that allows an efficient, effective land use development pattern in major activity centers that minimizes parking and gives employers confidence that employees can travel to/from work*

Communities and Environment

- *Facilitate the preservation and enhancement of neighborhoods in the corridor*
- *Acknowledge the individual character and aspirations of each place served, and of the region as a whole*
- *Support regional goals for: cleaner air and water, more efficient energy use, and a safer and healthier environment*

Transportation and Mobility

- *Create transportation improvements that: add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives, and reinforce the region's transportation system*
- *Expand opportunities for all users to move freely to, through, and within the Central Corridor*
- *Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the corridor*

9

1.0 CENTRAL CORRIDOR OVERVIEW

Since the 1980's, the Central Corridor area has been identified as a priority corridor for a major fixed guideway transit investment to serve both local and regional travel needs. The corridor, eleven miles in length, is located in the heart of the Twin Cities and connects the two downtown districts of Minneapolis and St. Paul. This area is the "backbone" of the regional transit system, as it provides public transit service to 25,000 to 30,000 passenger trips per day, which accounts for over 10 percent of the total bus ridership in the entire Metro Transit system.

The Central Corridor study area is bound by the Central Business Districts of Minneapolis and St. Paul to the west and east and the Burlington Northern-Santa Fe North Mainline and CPR Short Line Railroads to the north and south. Some of the main transportation corridors include University Avenue, I-94, I-35W, Snelling Avenue, Lexington Avenue, and Dale Street. Between these boundaries is an area known for its many strong neighborhoods, institutions, businesses, and special attractions.

The Central Corridor (Figure 1.1) connects three of the four highest traffic generators in the metropolitan area: downtown Minneapolis (Figure 1.2), downtown St. Paul, and the University of Minnesota. The major attractions in the area are described below:

1.1 DOWNTOWN MINNEAPOLIS DISTRICT

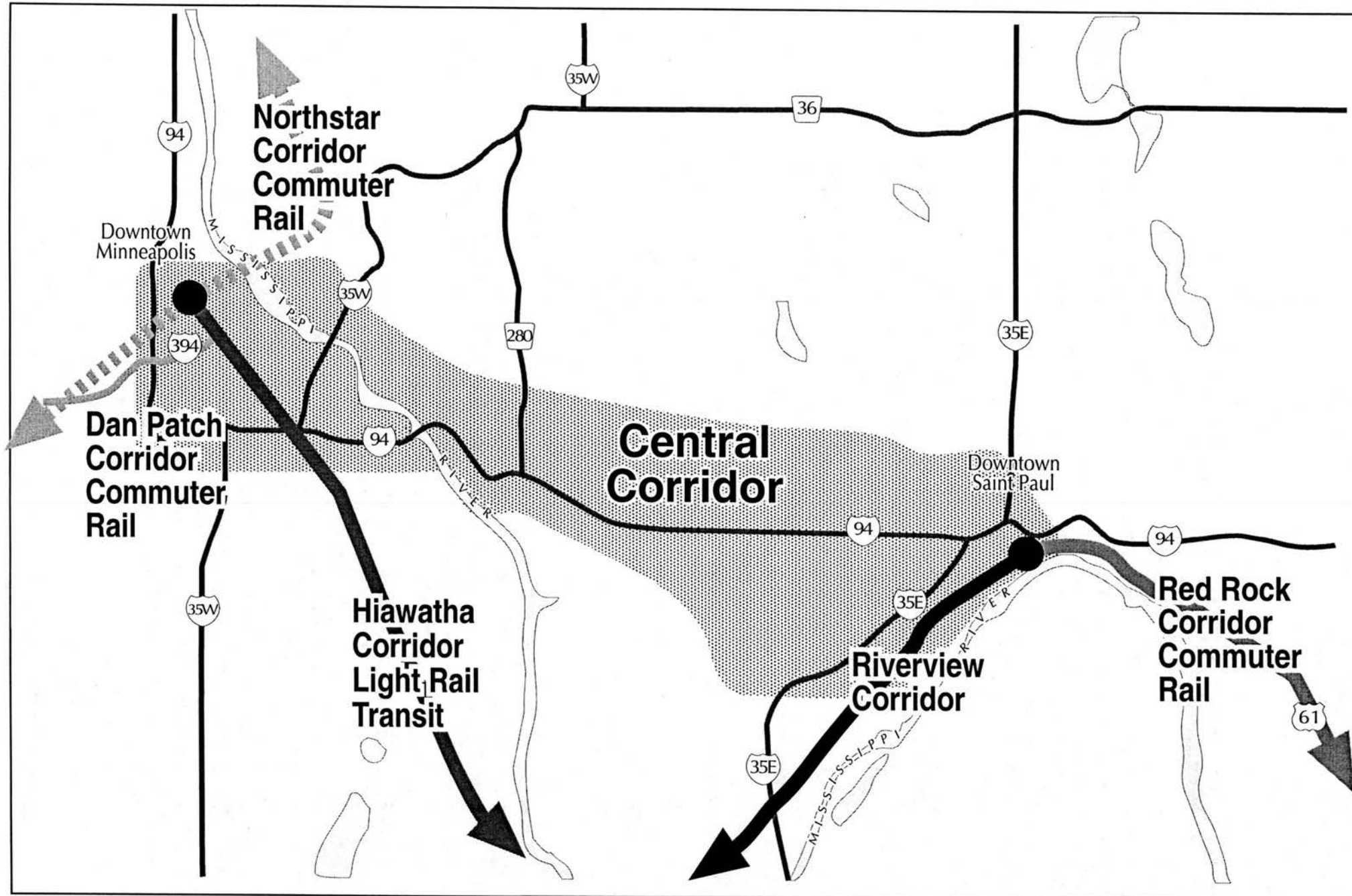
The downtown Minneapolis district is the highest traffic generator in the metropolitan area, with approximately 25,000 residents and 145,000 jobs. The city center attracts large amounts of traffic to and from a variety of sources, including:

- Hubert H. Humphrey Metrodome
- Target Center
- The Guthrie Theatre and Walker Art Center
- Major regional employers, including Target Corporation (formerly Dayton-Hudson Corporation), American Express, Excel Energy, Wells Fargo, and Hennepin County

The first three locations listed are recreational attractions, as they do not typically attract large amounts of traffic on a daily basis. These are time-oriented attractions for special venues such as sporting events, concerts, or promotional draws. These types of locations attract large amounts of traffic in small time frames, which can have an effect on congestion and the mobility of normal traffic. On the other hand, the regional employers draw typical work related trips during the peak travel times.

This area is dependent on an effective transportation system as many employees travel to this area everyday for work. The existing bus system in the Central Corridor is characterized by every aspect of the regional bus services, including express bus service, bus only lanes, bus-only lanes on the Nicollet mall, local service, and downtown low fare bus zones. Ridership is high in these areas because of the density of the land uses and the lack of affordable parking areas.

10



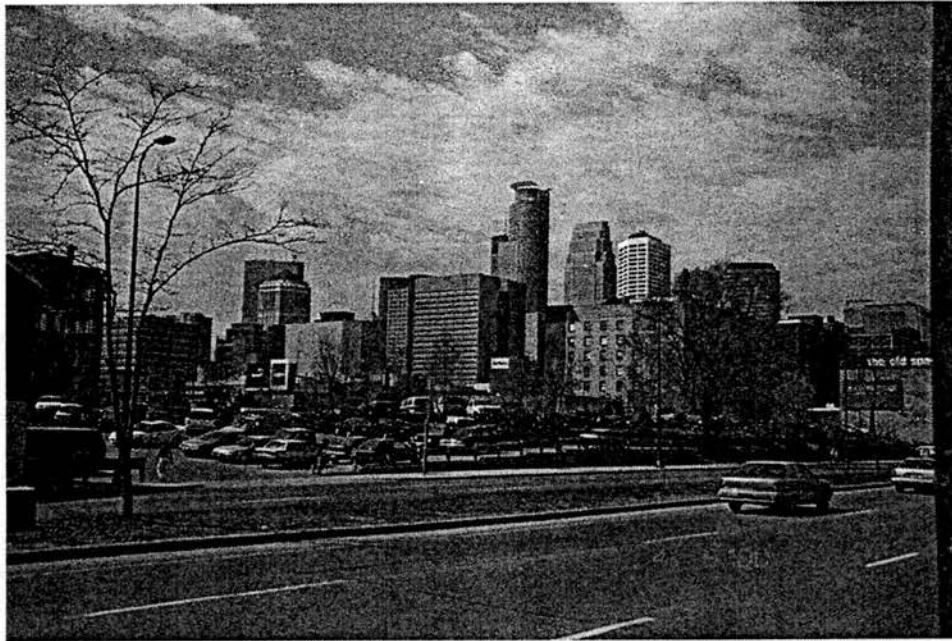


Figure 1.2 Downtown Minneapolis District

1.2 DOWNTOWN SAINT PAUL DISTRICT

The downtown district of St. Paul is the second largest traffic generator in the Twin Cities, as it hosts 65,000 jobs along with a large resident population. This downtown district is home to numerous governmental entities, businesses, and recreational attractions, including:

- Minnesota State Capitol and State Government office buildings
- Xcel Energy Center, the new Minnesota Wild hockey team arena
- Minnesota Historical Society
- River Centre Complex
- The Ordway Theatre
- Roy Wilkins Auditorium
- Major regional employers, including St. Paul companies, Minnesota Mutual Insurance, Lawson Software, and Ecolab

Similar to the downtown district of Minneapolis, many of these attractions can be time sensitive. Both the downtown areas of St. Paul and Minneapolis have large work-related trips, mainly during the peak travel times (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). Most of this traffic is unidirectional during these times and can contribute to congestion and bottlenecks in the transportation system. Many new developments have been planned in this district, which causes concerns for parking and traffic congestion.

1.3 THE UNIVERSITY OF MINNESOTA

The University of Minnesota campus lies between the two downtown districts along the Central Corridor. The campus is home to an estimated student enrollment of 40,000 plus 23,000 faculty and staff. The campus is the fourth largest traffic generator in the metropolitan area, and is known nationally for its pioneering work in medical research, technology, business, and public affairs.

The campus is located centrally between the two downtown business districts. Traffic generated by students on campus can be both sensitive to the peak hour for faculty and staff and also sporadic throughout the day because of class scheduling and on or off-campus student living situations. Traffic related to the University also depends on whether school is in session or not, as during the summer the amount of students on campus is less than during the fall and spring sessions.

1.4 MIDWAY AREA

The Midway Industrial area and the Southeast Minneapolis Industrial area (SEMI) were the historical focus for rail and highway investments. They remain dominant, well-established industrial zones. In 1996, the Midway Industrial area was home to approximately 20,000 jobs. Figure 1.3 shows a section of the SEMI area. The transportation investments (in both rail and highway) were and are important to the SEMI businesses, as they depend on the transportation system daily.



Figure 1.3: Southeast Minneapolis Industrial Area

1.5 NEIGHBORHOODS

The cities of Minneapolis and St. Paul are comprised of 81 distinct neighborhoods. The neighborhoods in the Central Corridor are among the oldest and most experienced with land use issues and transportation development. Many of the people in these neighborhoods have ethnic roots and culturally diverse backgrounds. These people participate in some of the most active neighborhood associations in the metropolitan area. The comprehensive plans from both Minneapolis and St. Paul have a consistent theme of a strong relationship between land use patterns and efficient mass transit systems for this corridor.

1.6 SUMMARY OF CENTRAL CORRIDOR OVERVIEW

The existing land uses along the corridor are mixed. The two downtown central business districts have a large range of commercial uses including small local businesses to national corporation headquarters. The area between is home to industrial areas, senior citizens' high-rises; mature, medium density neighborhoods; cultural and historic districts; schools and community centers; car dealerships; small cafes; local shops; and large chain superstores. Consequently, the Central Corridor serves a variety of travel needs, from local bus trips to national freight linkages.

2.0 TRANSPORTATION AND LAND USE PLANS

Consistency with local and regional plans is important in the planning process of a new transit mode or route. Many of the plans discussed below have designated certain transit modes and alignments to a system that connects the region with other planned alternative modes, increases ridership, and promotes a healthier environment.

2.1 TRANSPORTATION POLICY PLAN

The Transportation Policy Plan, adopted by the Metropolitan Council in December 1996, documents the future of transportation in the seven county metropolitan region of the Twin Cities. This plan documents the growing concern of present and future traffic congestion and provides an incentive for transit to provide better access to jobs, promote higher density development, and revitalize the core of the central cities. Increasing and improving the existing transit service to the metropolitan area is one of the top priorities in this policy plan. Some of the ideas to balance the growing transportation demand include:

- Implement dedicated transitways
- Improve the compatibility of the transit services to meet the markets
- Promote the competition of the transit delivery services
- Improve the attractiveness of the transit service
- Increase transit capabilities for people with disabilities

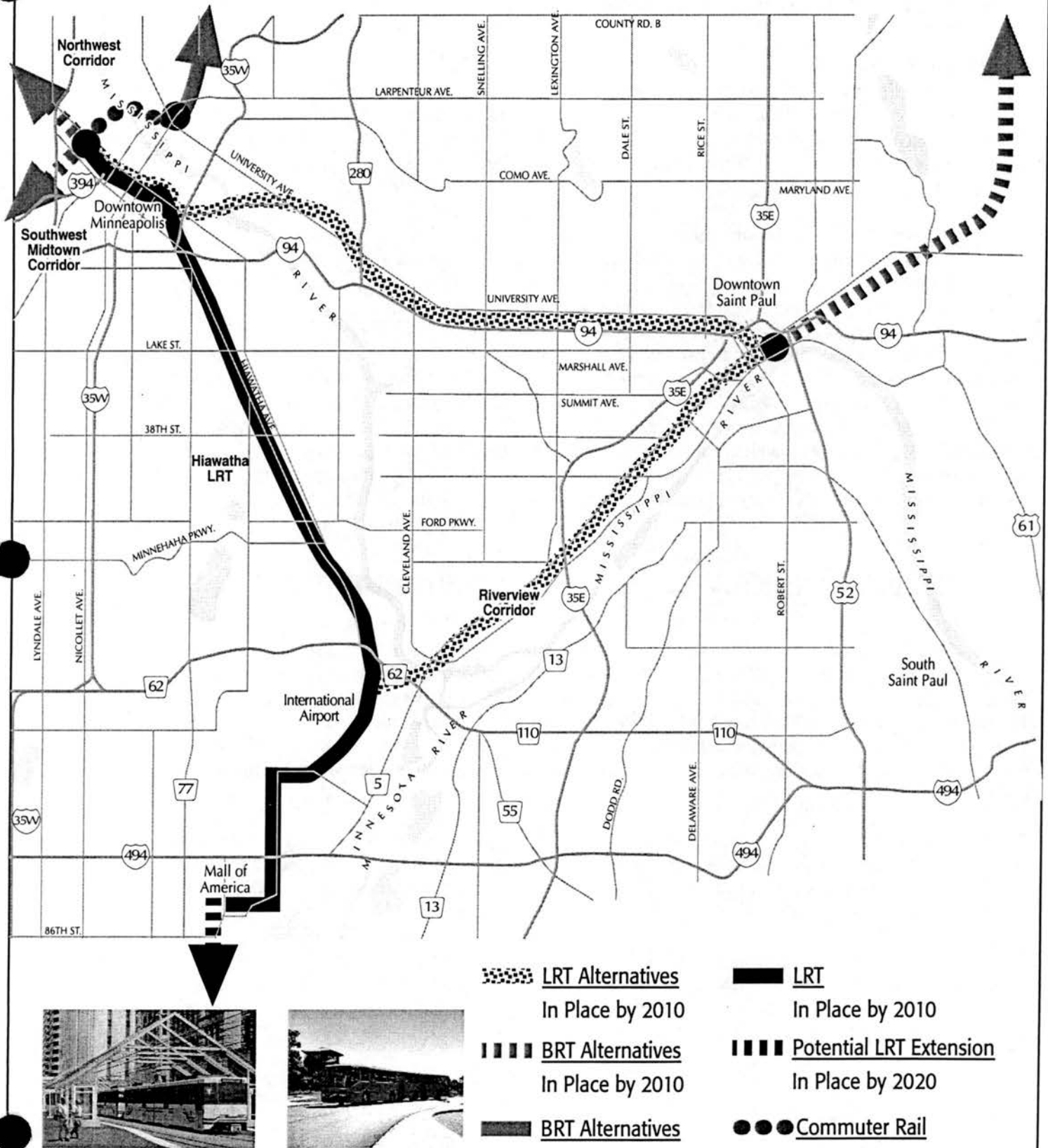
This plan defines a regional network of dedicated transitways to improve transit service travel-time, enhance the reliability of the service, and increase the accessibility to jobs. The implementation of such a system would take transit modes (i.e., buses, LRT, etc.) out of the regular mix of vehicular traffic, which should improve transit travel times and reliability of the service.

The Central Corridor is noted as a potential transit improvement corridor in the policy plan, being one of three documented in the report. These transit ways are a priority in the metropolitan area (Figure 2.1).

2.2 TWIN CITIES METROPOLITAN COMMUTER RAIL FEASIBILITY STUDY, PHASE II

The Twin Cities Metropolitan Commuter Rail Feasibility Study, Phase II report (August 1998) includes proposed commuter rail in the Central Corridor (Route T). According to the report, the BNSF South Line could be used for a commuter rail project with approximately \$43 million (in 1998 dollars) in track and grade improvements, which would be necessary to host a commuter rail line. The preliminary station areas noted in this report include Union Depot, Rice Street, Snelling Avenue, Highway 280, the University of Minnesota campus, and downtown Minneapolis. The connections to more regional commuter rail lines are also noted as a necessity. Other potential commuter rail lines are also documented in this study, including lines that would connect the Central Corridor to the rest of the metropolitan area. The main priorities for commuter rail lines are Northstar, Red Rock, Dan Patch, Bethel, Norwood, and Rush.

2020 Regional Transit Corridor System Plan



Source: Metropolitan Council Transit 2020 Regional Transit Master Plan

2.3 THE REGIONAL BLUEPRINT

The Regional Blueprint, adopted by Metropolitan Council, reflects a strong commitment to the well being of the core. This is a guide for development in both the short-term and long-term for the Twin Cities metropolitan area. Though land use and economic development are the main themes of this plan, transportation and transit play a key role in the vitality of these themes. The principles of this document designate the "urban core" as the focus of investment and reinvestment. Some of the action steps outlined in this plan include:

- Develop a light rail transit system
- Improve transit in areas that were experiencing decreases in local investment
- Provide transit access to areas with growing employment
- Selected roadway improvements to relieve "bottlenecks"

The main actions in relationship to transportation is *Action Step 5E*, "Land Use and Transportation," is to guide new developments toward major transportation corridors and areas where capital investments are made in the transit system. For funding allocation purposes, the Metropolitan Council will give priority to development patterns and land use policies that will increase transit use. The Council will also help individual communities and neighborhoods set target densities of developments, which will effect the amount of available transportation alternatives provided to the area. Finally, this action step promotes the Council to aid in the development of pricing methods to encourage the use of transit facilities and address the amount of demand on the metropolitan highway system.

2.4 CITY OF MINNEAPOLIS COMPREHENSIVE PLAN

The City of Minneapolis Comprehensive Plan assesses the existing transportation assets and addresses the future challenges in mobility and accessibility. One of the main themes in this plan is the need for a balanced transportation system that meets the public's needs and enhances economic development while maintaining neighborhood livability. This balance is important because of the need to remain competitive economically locally, regionally, and nationally with efficient movement of goods and people, while protecting neighborhoods from noise and air pollution and other negative impacts of high volumes of traffic.

To meet the goal of balancing the transportation system, multiple programs are reevaluated to promote more transportation alternatives. Better programs to influence transit oriented developments and provide more incentives to transit and car pool users is some of the main steps that will be taken by the City. Some of the other steps outlined in the plan are:

- Require new developments located within the city to facilitate transit access and service
- Require future growth centers to be well served by reliable and convenient transit service
- Allow only limited expansion of freeways
- Encourage employers to provide incentives to transit users, car-poolers, or bicyclists

2.5 CITY OF ST. PAUL COMPREHENSIVE PLAN / NEIGHBORHOOD PLANS

The City of Saint Paul has focused much of its efforts on redevelopment projects within the Central Corridor. The Saint Paul Port Authority is promoting 15 industrial parks for employers and workers; thirteen of these are located in the Central Corridor. The City of St. Paul has identified five priority corridors for redevelopment; three of them—West Seventh, University, and Great Northern—are all located in the Central Corridor. New developments and/or redevelopments are scheduled or projected for many areas in the corridor and will have an impact on the transportation system.

Many new housing developments are being proposed in the Central Corridor. In fact, the Lowertown Redevelopment Corporation, which occupies nearly half of the St. Paul central business district, will be home to a new residential development called the "North Quadrant Urban Village." This project will entail 10,000 feet of street level commercial and retail stores, 220 apartments, and 76 condominiums. In an area known as the West Side River Flats, plans to construct 350,000 square feet of office space for 1,000 employees have been undertaken by US Bancorp in an area previously abandoned because of flood control problems. In conjunction with this new office space, 750 new housing units will be built near the office space. Also, Centex, a national developer, plans to build 650 new townhomes and apartments at the Upper Landing near Irvine Park.

2.6 RELATED CORRIDOR STUDIES

Transit has become a key issue in the Twin Cities in recent years, as there is a growing concern about highway congestion, population and employment growth, and environmental resources. Multiple transit initiative studies are being analyzed, including commuter rail, light rail, and bus transitways. The following sections describe transit plans that will potentially serve a portion of the corridor.

Hiawatha Corridor

The Hiawatha Corridor is the metropolitan area's highest priority corridors for transit. Currently, the light rail transit line is being implemented using a design build approach. This line will serve downtown Minneapolis, the Minneapolis-St. Paul International Airport, and the Mall of America area. These are some of the largest economic centers in the metropolitan area and this alternative transportation mode will improve the mobility and access of the region's population and the economic vitality of the area. Also, the success of this transit line could promote private investment and growth in other transit corridors, which can improve traffic flow on the highway system and decrease the number of low occupancy vehicles on the road.

Riverview Corridor

The Riverview Corridor, a 12.3 mile-long corridor, connects downtown St. Paul with the Minneapolis-St. Paul International Airport and then, by connecting with the Hiawatha Light Rail line, will end at the Mall of America. This line, joined by the Hiawatha LRT line, would connect a second portion of the intermodal triangle between the two downtown districts and the airport. Some of the largest traffic generators along this corridor include the downtown St. Paul central business district, the State Capitol, the Xcel Energy Center, the Science Museum, the RiverCentre, and the airport. A bus rapid transit line

18

will promote a faster service than standard bus operations, resulting in a more reliable, quick, and safe transit service. Preliminary engineering and an EIS are being prepared.

Northstar Corridor

The proposed Northstar Commuter Rail Line, a 70 mile-long corridor, will connect downtown Minneapolis with the cities of St. Cloud and Rice using the Burlington Northern Santa Fe mainline to the north and west. This corridor is one of the fastest growing urban to suburban corridors in the nation, creating a need for more transportation service. The cities along this corridor are experiencing rapid growth in population due to urban sprawl and people's willingness to drive farther. This line will host inbound and outbound commuter rail trips daily during the week with the possibility of some services on weekends and holidays.

Red Rock Corridor

The Red Rock Corridor feasibility study is analyzing the feasibility of commuter rail passenger service between downtown St. Paul (Union Depot Station) and Hastings, MN, with a connection into downtown Minneapolis. The proposed stations will be located in Hastings, Cottage Grove, Newport, Lower Afton Road, and the Saint Paul Union Depot. The main purpose of the feasibility study on the Red Rock line is to provide transit facilities to foster a more sustainable development to accommodate the expected growth in the area.

2.7 SUMMARY OF TRANSPORTATION AND LAND USE

Transit improvements and developments are important to the Twin Cities, as found in many local and regional transportation and land use plans. These plans include setting standards to improve the bus transit services (including reliability, convenience, and travel times), implementing light rail transit lines to improve capacity, ridership, and travel time of the existing transit services, utilizing the existing rail lines for commuter rail services, and creating a region wide multi-modal transit service. Overall, the plans recognize that traffic congestion is a problem and that employment and population in the corridor are going to continue to grow, and expanding the existing highway system is not the most beneficial answer. Promoting alternative transportation modes and transit oriented developments is the future of the metropolitan area.

3.0 CORRIDOR DEMOGRAPHICS

The Central Corridor area contains a range of residents, businesses, and land uses. This section of the purpose and need statement outlines background information about the demographics of the Central Corridor area. This data supports the need for public transit in the area.

3.1 POPULATION

Similar to other metropolitan areas in the United States, the Minneapolis-Saint Paul metropolitan area is experiencing rapid population and employment growth. The seven-county metro area had a population in 1997 of 2,515,119.¹ According to the Metropolitan Council, 115,410 live in the Central Corridor in 2000. This corridor, one of the densest in population and households in the metropolitan area, has a high concentration of transit dependent people. Over one-third of the households do not own a car, and substantial percentages of the population depend on transit to get to work, to do their shopping, and for other daily uses. Other information about the Central Corridor is in Table 3.1.

Table 3.1: Central Corridor Demographic Characteristics

Category	Seven County Metropolitan Area	Corridor Total	Percent of Seven County Metro Area Population or Households	Percent of Corridor Population or Households
Total Population*	2,288,721	115,410*	100.0%	100.0%
Total Households*	875,504	48,932*	100.0%	100.0%
Minority Population	192,062	38,466	8.4%	33.3%
Mobile Youth (12-18 years old)	Not Available	7,700	Not Available	6.7%
Elderly (65+ years)	225,133	13,400	9.8%	11.6%
Mobility Limitation	48,342	15,100	2.1%	13.1%
Zero-car households	84,391	18,500	9.6%	37.8%
Low-income Households (<\$12,500)	117,270	13,300	13.4%	27.2%
Persons Living Below Poverty Level	182,680	32,200	8.0%	27.9%

Source: 1990 Census except for *

* Metropolitan Council, March 2000 by TAZ

Notes: 1990 Population, cities of Minneapolis and St. Paul: 640,618.

According to Metropolitan Council forecasts, both population and employment in the seven-county metropolitan area are anticipated to increase by 13% between 2000 and 2020. The core of the metropolitan area is not consistent with this projection as it is only expected to increase slightly in population. The highest population growth areas are located outside of the core, dispersing the concentration of population. Population densities are shown in Figure 1 in the appendix, which shows that the two downtown areas and campus areas have the highest densities. Higher densities of households limit the available parking for residents, creating more need for public transit for mobility and access to jobs.

¹ Metropolitan Council State of the Region Report, 1999

The metropolitan area has a goal of limiting the amount of sprawled growth. Due to land availability, the population projections shown in Table 3.2 show that the majority of growth will occur in the suburbs, instead of the two central cities. The cities of Minneapolis and St. Paul are forecasted to have population growth of less than 1% of growth.

Table 3.2: Top 10 communities with largest net population gains, 1990-2000

City	1990 Census	2000 estimate	Population Gain	Percentage of Growth (%)	Estimate for 2020 (pop.)
Woodbury	20,075	43,500	23,425	117%	67,500
Lakeville	24,854	41,000	16,146	65%	74,000
Eden Prairie	39,311	53,500	14,189	36%	59,500
Eagan	47,409	61,500	14,091	30%	63,500
Plymouth	50,889	62,500	11,611	23%	72,000
Apple Valley	34,598	45,500	10,902	32%	58,000
Maple Grove	38,736	49,000	10,264	26%	72,500
Brooklyn Park	56,381	66,500	10,119	18%	75,500
Cottage Grove	22,935	32,500	9,565	42%	51,000
Oakdale	18,374	27,500	9,126	50%	32,500

Source: Metropolitan Council

Though population growth is projected towards the outer suburbs, new housing developments in the corridor may reverse this trend of sprawled growth. As stated in the corridor overview, multiple condos, townhouse, and apartment complexes are being proposed near the two districts, creating more attractive living areas near the main activity centers in the metropolitan area. These dense developments will promote transit usage because of their proximity to the employment centers.

3.2 EMPLOYMENT

Employment in the metropolitan area has been on a continuous rise, as the national trend of more people moving to the bigger cities continues. The connected, intermodal system in the Twin Cities has helped to establish the economic dominance of the metropolitan area, where 14 of the Fortune 500 companies have chosen to locate. Future growth in transportation demand without providing any form of additional capacity may cause employers to relocate to other metropolitan areas. Many of the Fortune 500 companies headquarters are located in the Central Corridor, as seen in Table 3.3. Many of these employers depend on a reliable transportation system, not only for their employees to get to work, but also for freight movement purposes.

Table 3.3: Major employers with local headquarters

Fortune 500 firms ranked by 1999 revenues		
Company	Type of business	Rank by 1999 revenue
Target	Gen. Merchandiser	32
United Health Group	Health care	86
Supervalu	Wholesalers	99
3M	Sci., photo. & control equip.	110
Northwest Airlines	Airlines	165
Best Buy	Specialist Retailers	169
St. Paul Cos.	Insurance (stock)	204
U.S. Bancorp	Commercial Banks	212
Cenex Harvest States	Agriculture	267
General Mills	Food	279
Medtronic	Medical Devices	381
Nash Finch	Wholesalers	383
Hormel Foods	Food	458
Reliastar Financial	Finance	500

Source: Fortune, April 17, 2000.

A growth in employment has been dispersed throughout the metropolitan area, not concentrated only in the existing employment centers in the core cities. Both Minneapolis and St. Paul central business district are projected to have considerable growth in employment (in numbers) over the next 20 years. This implies that many people are commuting into the employment centers, causing a greater need for a safe, reliable, and efficient transportation system. Table 3.4 shows the highest employment growth cities in the metropolitan area.

Table 3.4: Economic Growth in Cities With at Least 35,000 Jobs

City	1990	2000	Change of jobs	(# Percentage Change (%))	Projected 2020 Employment (# of jobs)
Bloomington	75,837	97,500	21,663	29%	112,000
Minneapolis	278,438	294,000	15,562	6%	310,000
Eagan	26,000	32,500	13,500	28%	48,000
Eden Prairie	36,095	48,000	11,905	33%	56,500
Edina	44,534	56,000	11,466	26%	60,000
Plymouth	38,103	49,000	10,897	29%	53,000
Minnetonka	33,536	46,000	10,464	29%	56,000
St. Paul	172,578	182,000	9,422	5%	198,000
Maple Grove	7,750	16,000	8,250	106%	30,000
Burnsville	25,438	32,500	7,062	28%	40,500

Source: Metropolitan Council

22

Employment growth is expected in the established downtown districts. Table 3.5 shows that the downtown Minneapolis traffic analysis zones (TAZ) are projected to have an increase in jobs of approximately 37 percent between 2000 and 2020. The St. Paul employment center is also projected to have a large increase in employment. Figures 3 and 4 in the appendix show the 2020 project employment densities and the expected numbers of employment increases by TAZ.

Table 3.5: Jobs by Employment Centers

Area	2000	Projected 2020 Employment (# of jobs)	Change (# of jobs)	Percentage Change (%)
Downtown Minneapolis TAZs	113,540	155,949	42,409	37%
University of Minnesota area TAZs	24,554	24,090	-464	-2%
Westgate/Midway area TAZs	23,833	24,576	693	3%
Downtown Saint Paul area TAZs	67,925	83,099	15,174	22%
Total Study Area TAZs (includes all TAZs)	293,443	352,265	58,822	20%

Source: Metropolitan Council

In summary of the employment data for the Central Corridor, the number of jobs in this corridor is expected to increase over the next 20 years. The existing employment centers, mainly the two downtown districts, are predicted to have the largest increases in employment. This will increase the densities of these districts and create more demand for an efficient transportation system in the Central Corridor.

3.3 LAND USE

The highest concentrations of urban activity, government, commerce, education, regional services, transit and highways are all located in the cities' central cores. These areas represent significant investment in public and private facilities, which must be maintained if the corridor is to remain economically strong. Land use issues are of extreme importance for the transportation plans and regional quality-of-life goals of the Twin Cities.

One unique aspect of the Twin Cities is that there are two strong central business districts that are located within 10 miles of each other. The land use patterns between these two downtown areas are less dense, with multiple areas open for redevelopment and revitalization. Brownfield sites have become a priority, especially in St. Paul, to be cleaned for redevelopment.

Both households and jobs in the metropolitan area have become increasingly dispersed. In 1990, 69 percent of the region's households were outside the cities of Minneapolis and St. Paul, which was an increase from 54 percent in 1970. Over the same period, more jobs have located in the suburbs. In 1990, 63 percent of the region's jobs were outside Minneapolis and St. Paul, which increased from 44 percent in 1970. This changed the predominant commuting pattern in the region because no longer did commuters

primarily travel inward in the morning and outward at night. Instead, they commute throughout the region, with suburb-to-suburb and city-to-city commuting outweighing suburb-to-city.²

Growth in the number of households is also projected to occur around the corridor. The greatest growth in households is projected to occur in the two downtowns and riverfronts, as new developments are beginning to occur in these areas. Other areas that are projected to contribute to the growth in households are on University Avenue east of the campus area and in Saint Paul between Cretin Avenue and Snelling Avenue. These areas of growth can be seen in Figures 5 and 6 in the appendix.

The Central Corridor has a mixture of land uses, similar to the mixture of backgrounds in population. As stated in the Central Corridor Overview, there is a mix of industrial, commercial, and residential land uses. The corridor is home to a variety of businesses and public associations such as:

- National Corporation headquarters
- Small local businesses
- Established industrial areas
- Senior-citizens' high-rises
- Mature medium-density neighborhoods
- Cultural and historic districts
- Schools and community centers
- Car dealerships
- Small cafes
- Restaurants (both local and chain)
- Local retail shops
- Large chain superstores

3.4 SUMMARY OF THE CORRIDOR DEMOGRAPHICS

The Central Corridor region is made of a mix of the population, employment centers, and land uses. Nothing in the corridor is standard, as each neighborhood has its own character. The population of this area is made up of a variety of people with a high percentage of minorities, high percentage of households without automobiles, and a high percentage of people living in low-income households or are below poverty level. Much of the population in this corridor depends on mass transit for mobility and access to jobs. Land use in the area also needs to be revitalized, specifically in the corridor area between the two downtown areas. Creating a more sustainable, transit and pedestrian oriented corridor will promote economic development, alleviate traffic congestion (specifically low occupancy vehicles), promote developments to be more livable, and decrease the focus of automobile use.

² 2020 Long Range Plan

4.0 TRANSPORTATION

The Central Corridor is at the center of a complex, interconnected system of highways, rail, water, and transit. Following the predicted increase in population, increasing number of vehicle trips per person, and decreasing vehicle occupancy collectively translates to an increasing demand for automobile travel. The transportation system must be sustained to encourage the success of the Central Corridor communities and region as a whole. Even if funding was unlimited, the Metropolitan Council has concluded that the social and environmental constraints are too great to expand I-94 or other roadways in the corridor to ease congestion³. The trend of increasing demand and no increases in expenditures for capacity expansion or an increase in available capacity may have a negative effect on the Central Corridor. Operating improvements, congestion reduction, and other transportation improvements must come from investments in the transit network.

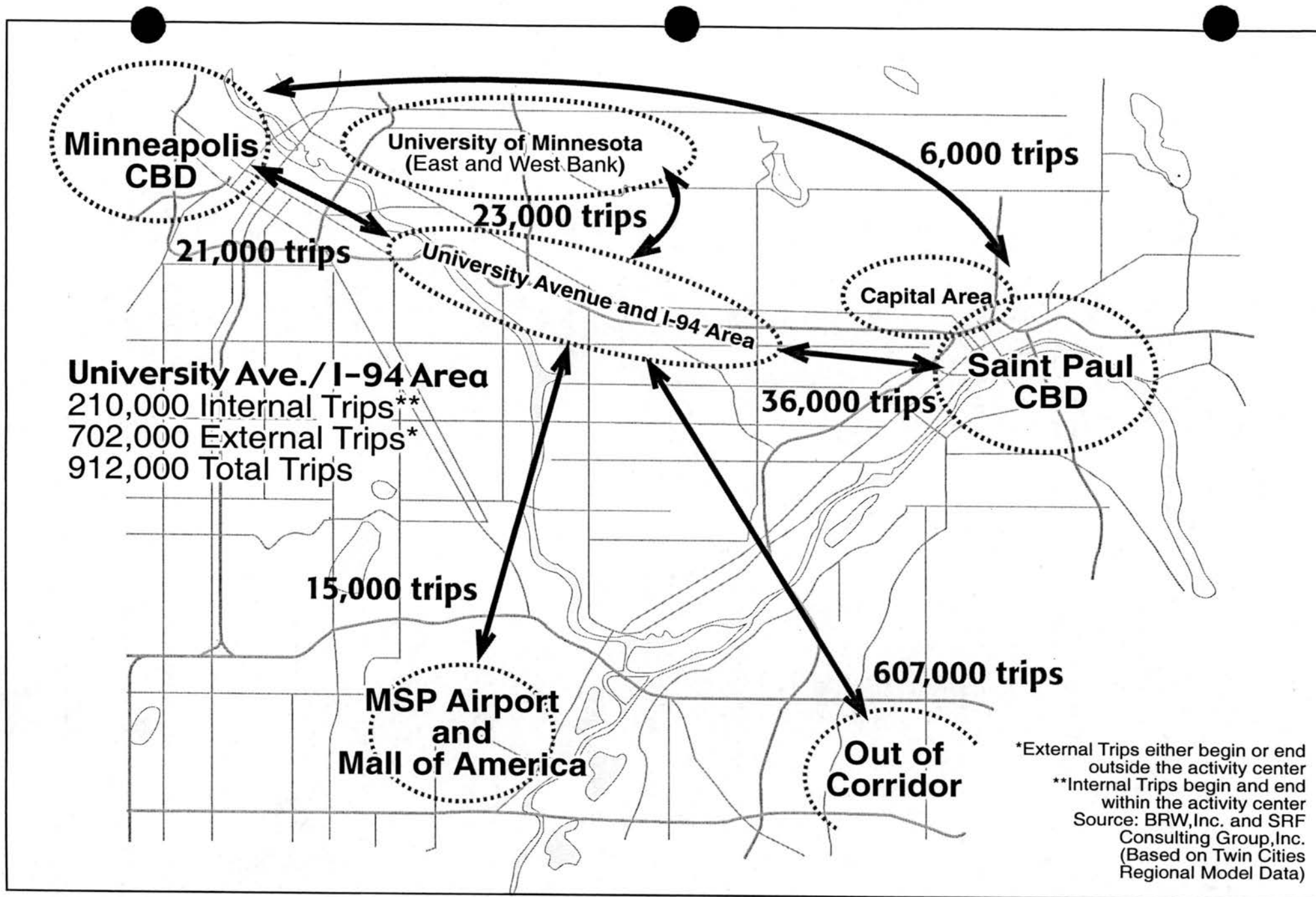
4.1 TRAVEL PATTERNS AND CHARACTERISTICS

The reliance on the automobile in the United States and the Twin Cities has dramatically increased over the past 30 years. Since 1970 there has been an increase in population, automobile ownership, number of licensed drivers, vehicle miles traveled (VMT), and vehicle trips per person. These increases may place a strain on the available capacity of the existing transportation system, which causes decreases in safety and increased travel times for automobiles, freight movements, and public transit systems.

As stated before, the Central Corridor is the core of the metropolitan area, and most of all the transportation system. This corridor is host to over 900,000 trips, according to the Twin Cities Regional Model. As can be seen in Figure 4.1, 702,000 of these trips were either external or internal trips, as one of the origin or destination points was outside of the corridor. In addition, 210,000 trips both began and ended in the corridor. This amount of traffic utilizing the Central Corridor on a daily basis explains the need for transit improvements to uphold the vitality of the corridor.

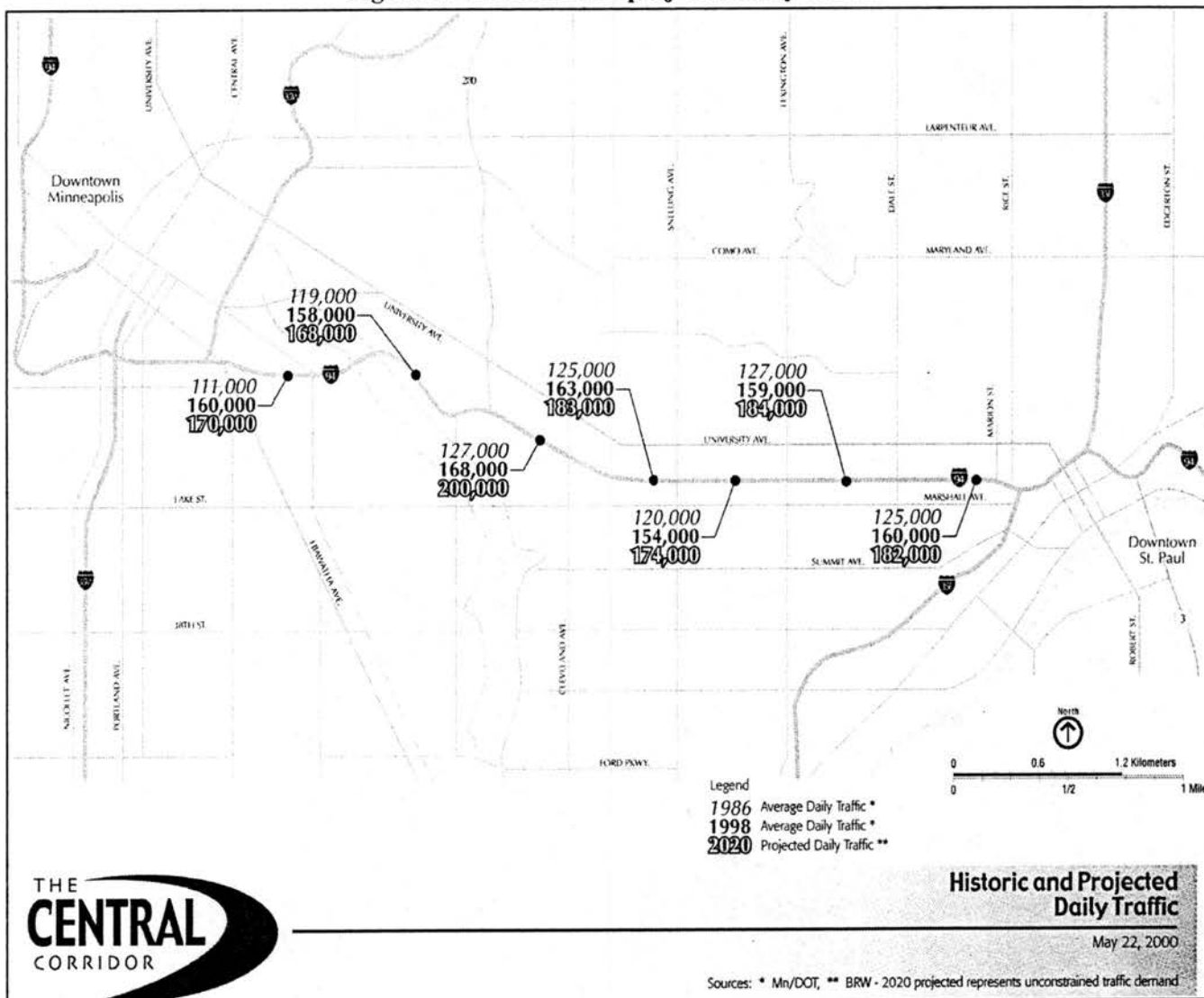
Traffic congestion is already a problem for the Central Corridor, especially on Interstate 94. Between 1996 and 2020, VMT on I-94 is projected to increase an average of 48% over the 1996 levels. This could result in as many as 200,000 cars per day, if unconstrained by capacity, as illustrated in Figure 4.2. Engineering and environmental issues prevent lane additions to I-94 and the Metropolitan Council's Long-Range Plan shows no indication of expansion of I-94 for the next twenty years.

³ 2020 Long Range Plan



The Central Corridor has had a tremendous increase in traffic demand, exceeding the amount of population and employment growth in the area. Between 1990 and 1998, there was an increase in daily traffic volumes between 29,000 and 40,000 for seven locations on I-94, within the boundaries defined as the Central Corridor. This amount of growth is projected to continue, if there were no constraints on the amount of available capacity (see Table 4.1). From these traffic demand forecasts for 2020, only one location on I-94 in this corridor will not be at capacity (which will operate at a Level of Service F). Even for the estimated traffic demand for the year 2000, all locations on I-94 were projected to be near capacity or at capacity (Level of Service D or F). At this LOS, a breakdown of the transportation system will occur and pour onto parallel routes, potentially causing system wide congestion or breakdown.

Figure 4.2: Historic and projected daily traffic



On the main east-west arterial considered for this purpose and need, specifically University Avenue, there are similar capacity restraints as found on I-94. Half of the locations on both University Avenue and Washington Avenue were estimated to be near capacity in the year 2000. The projections for the year

27

2020 shows traffic demand growth at every location along the arterial, though no projections reach the existing capacity (see Table 4.2). Breakdowns and congestion of the system will occur on both Washington Avenue and University Avenue, causing increased travel times and safety concerns.

Table 4.1: Traffic Volumes on Interstate 94 in the Central Corridor

	Volumes						
	1990	1992	1994	1996	1998	Estimated 2000	Forecasted 2020
West of Riverside	120,000	132,000	151,000	151,000	160,000	163,000	<u>197,000</u>
River Bridge	114,000	125,000	151,000	146,000	154,000	157,000	<u>195,000</u>
West of TH 280	119,000	128,000	146,000	146,000	<u>158,000</u>	<u>161,000</u>	<u>177,000</u>
West of Snelling Avenue	125,000	135,000	156,000	156,000	163,000	166,000	<u>209,000</u>
East of Snelling Avenue	120,000	126,000	134,000	141,000	149,000	152,000	189,000
West of Dale Street	127,000	130,000	146,000	139,000	159,000	165,000	<u>195,000</u>
West of Marion	125,000	123,000	145,000	144,000	160,000	165,000	<u>202,000</u>

Level of Service D (near capacity)

Level of Service F (at capacity)

Table 4.2: Traffic Demand on Washington and University Avenues

Location	Estimated 2000	Forecasted 2020
<u>Washington Avenue</u>		
River Bridge	25,000	27,900
West of Oak Street	19,500	21,800
<u>University Avenue</u>		
West of TH 280	25,000	28,900
West of Cretin/Vandalia	27,000	31,000
West of Snelling Avenue	19,500	21,800
West of Lexington Avenue	27,000	30,100
West of Dale Street	25,000	27,900
West of Marion Street	24,000	26,800

Level of Service D (near capacity)

Level of Service F (at capacity)

Note: These estimates do not include traffic potentially shifted from I-94 due to congestion.

From the travel demand forecasts and estimations, it can be seen that over half of the locations on the two highest traveled roadways in the corridor area are near capacity in the year 2000. In the year 2020, it is expected that traffic demand will increase on these two roadways, causing many of these locations to be at capacity causing a breakdown of the transportation system. Because there are no plans to increase the capacity of the roadways, an efficient and effective transit system will be very important.

Another recent concern is the lack of available and affordable parking in the corridor. New developments in the corridor have decreased the amount of surface parking spaces, so new parking structures have to be developed. These parking spaces are not affordable because of the cost of developing this type of parking structure. In downtown St. Paul, a 1998 study reported a 2,340 parking space shortage. Also, it is projected that new developments in the cores will add nearly 5 million square feet of office space, one million square feet of retail, over 1,300 new housing units, and nearly 1,300 new hotel rooms. This amount of explosive growth with a limited amount of parking availability presents a large need for an improved mass transit system.

4.2 TRANSIT SERVICE

Nearly half of the Twin Cities' highest ridership routes travel through the Central Corridor. University Avenue routes 16 and 50 provide daily transit service to over 30,000 person trips through the corridor. These routes stop on demand at nearly every intersection, providing transit patrons access to the corridor; and linking employees and customers to the businesses that surround these corridors. University Avenue and Interstate 94 offer several express routes between the downtown areas, generating another 6,000 or more daily trips. Some of the current bus transit services in the corridor are:

- ***Minneapolis/St. Paul Intercity Route 16***
Serves Downtown St. Paul, State Capitol complex, University Avenue, Midway Center, the University of Minnesota, and Downtown Minneapolis
- ***Minneapolis/St. Paul Intercity Route 21***
Serves Lake Street, Marshall Avenue, Selby Avenue, and Downtown St. Paul
- ***St. Paul Limited Stop Route 50***
Serves Downtown Minneapolis, the University of Minnesota, University Avenue, and Downtown St. Paul
- ***Minneapolis/St. Paul Intercity Route 94BCD***
Serves Downtown Minneapolis, I-94, Snelling Avenue, the State Capitol complex, and Downtown St. Paul
- ***Minneapolis/St. Paul Intercity Route 95E***
Serves Downtown Minneapolis, the University of Minnesota, Dayton's Distribution Center, Bandana Square, and Downtown St. Paul
- ***Minneapolis/St. Paul Intercity Route 95MU***
Serves Downtown Minneapolis, the University of Minnesota, West St. Paul, and Mendota Heights

Another mass transit service that will be provided to the area is the proposed Hiawatha Light Rail Transit system. This system will connect downtown Minneapolis to the Minneapolis-St. Paul International

29

Airport and the Mall of America, and extends along the western border of the corridor area. On the eastern border of the Central Corridor, a proposed major transit investment, the Riverview Corridor, extends from east of downtown through downtown St. Paul to the Airport, connecting to the Hiawatha LRT. These investments will position the Central Corridor at the base of an intermodal triangle, connecting the core of the metropolitan area to the central business districts of Minneapolis and Saint Paul, and the Minneapolis-St. Paul International Airport. Central Corridor residents who depend on public transportation will have increased choices of transportation and mobility to these destinations as well as other significant places, including the VA Hospital, the Hubert H. Humphrey Metrodome, historic Fort Snelling, and proposed commuter rail terminal to Hastings and St. Cloud.

4.3 FREIGHT MOVEMENT

In addition to serving transit needs, the Central Corridor is a crucial intermodal link for local and regional accessibility, for both passengers and freight. I-94 provides freight access for businesses to ship products both within the Twin Cities Metropolitan area and to the rest of the nation. Businesses in the metropolitan area, especially on this corridor, depend on the transportation system for their economic well being.

The Mississippi River supports 5 ports in Minnesota with a combined 1999 transported volume of over 17 million tons.⁴ Commercial traffic on the river, which either originates or terminates in the Upper Mississippi River System, has produced over 400,000 jobs and generated almost \$4 billion in income and contributed to business revenues of \$11 billion to \$14 billion (in 1999 dollars).⁵ Figure 4.3 shows barges on the Mississippi River near downtown St. Paul, which generally are used to transport bulk products (i.e., agricultural products). It is a cheaper means of transportation and the utilization of the river for freight movement is important to the local infrastructure because it takes a lot of heavy trucks (tractor-trailer) off of the roadway. Heavy trucks can have a negative impact on traffic flow and create more damage to the roads because of their weight and size.

The Central Corridor contains three principal rail lines: The BNSF North Mainline, BNSF South Mainline, and the CP Rail Short Line. The CP Rail, which runs along the southern border of the study area, carries approximately 10 trains per day. Approximately 15 trains per day travel along the BNSF North Mainline. BNSF South Mainline is the most significant; it carries an estimated 30 trains per day⁶ and is the central link of a proposed regional passenger rail system extending from Hastings to Saint Cloud, as documented in the *Twin Cities Commuter Rail System Plan*. These trains, along with the barges on the river, decrease the need and amount of heavy trucks on the roadway, providing more room for transit vehicles and automobiles.

⁴ <http://www.dot.state.mn.us/ofrw/waterways.html>

⁵ <http://www.sppa.com/workingr.htm>

⁶ Tom Gellerman, Office of Freight, Railroads, and Waterways, June 12, 2000



Figure 4.3: Barges on the Mississippi near downtown St. Paul

4.4 SUMMARY OF TRANSPORTATION

The Central Corridor area is the base of a multi-modal, complicated transportation system and is very important to the strength of the communities and economy of the Twin Cities. It has been projected that the transportation infrastructure of this corridor will be at or near capacity by the year 2020, if it has not already. With no opportunities or plans to expand or redevelop the existing transportation system, an effective and reliable transit system becomes important for access to jobs, corridor mobility, and the economic vitality of the region. Opportunities for improving the transit system must be considered to effectively handle current and future traffic demands, and protect and enhance the economics and livability of this corridor.

5.0 COMMUNITY ATTITUDES

Community inputs in the transit planning process are important because these are the people utilizing the transit service and will have an impact on the success of the system. Two processes were completed to gather views and opinions from the public. First, a telephone interview survey process was completed to gather as many opinions about the Central Corridor as possible. The second process was hosting of community forums and business meetings to meet with the public face-to-face and discuss the transit needs of the corridor. The meetings were conducted to outline the purpose of the study and allow open discussions for people in the community to ask questions, voice concerns, and give ideas about the project.

5.1 PUBLIC INVOLVEMENT SURVEY

A telephone survey of 601 randomly selected residents in the Central Corridor was completed in August 2000. Nearly $\frac{3}{4}$ of the residents claimed that the existing transportation system served their needs well. Even though they feel they are served well, over 81% of the respondents favor more transportation choices and 83% felt that investments to improve the public transportation system will be good. Over 90% of the respondents felt that to be successful, the public transit system must be safe, provide frequent service, be within comfortable walking distance, and fares need to be low. The transit system must also be less time-consuming than driving a car, according to 68% of the residents.

One constant theme from the results is that people believe that transportation should connect central city residents with jobs in the suburbs. In fact, 89% of the respondents said that an improved transportation system will help the lower income residents to get and keep better jobs. Considerable amounts of people in the corridor believe that public transit will enhance economic development (68%) and that air pollution will be reduced (75%). Lastly, 54% of the respondents disagreed that improving existing highways and freeways should be done before building a new public transportation system.

5.2 COMMUNITY MEETINGS

Community forums and meetings with businesses were conducted to obtain a wide variety of views from area residents and business people. Overall, multiple ideas and viewpoints were collected and will be included in the study. Some of the dominant themes that were developed from the input given by local citizens include:

- Integration between transit options will be important to make it easy for riders to move from one system to another (i.e., buses, LRT, and commuter rail)
- Transit can enhance the quality of environment and reduce residential traffic, but the system should not disrupt the existing transportation network
- Safety and predictability of transit service is important to residents
- The current east-west bus service is strong and needs to remain strong. North-south bus service needs to be improved
- Transit improvements would benefit the local area, in terms of access to jobs and for serving as a catalyst for business development

- People within the corridor want the local needs to be met first, but they also feel that access to suburban job centers or help suburban residents get to the corridor for schools, businesses, and other institutions is beneficial

Overall, people within the Central Corridor support a strong public transit system, but feel service improvements to the existing transit system should be made to provide more predictable and reliable service. Participants noted their concerns with the frequency of route changes that occur. Another idea from the meetings included adding adequate, convenient parking at transit stations to lure people away from their cars and decreasing the need for additional parking garages in the two downtowns. Residents also felt that easy connections to other transit services were extremely important, especially to connect people to higher paying jobs in the suburbs. Also, the development of an LRT line in the Central Corridor is perceived by the public to help revitalize the housing and businesses on the routes and could be seen as a selling point for potential residents.

Reducing traffic congestion and giving commuters options ranked high on people's list of priorities for the Central Corridor. Many people felt that additional transit is the answer to alleviate traffic congestion, while others felt that more transit systems and routes would just add to the problems. Many people felt that maintaining the existing express buses for fast service between the downtowns was a high priority, especially from people who worked in these areas. Others felt that enhancing the bus system, rather than developing a new system, was the answer because buses could have more frequent stops and have lower costs than a new LRT line. At the end of the community forums, the people were asked to prioritize the critical issues regarding transportation investments. The top two rankings were to increase predictability and convenience of the system, which will increase mobility of its riders and give commuters more options by building on an enhanced bus system.

Some of the major concerns that were voiced during both the community meetings and meetings with businesses included:

- Improved transit could increase land values in the area and price some tenants out of the area
- Negative impacts of constructing a fixed guideway system could force some businesses out
- LRT lines can break up the streets and isolate businesses
- The safety and security of a transit system
- Connectivity with other transit systems, otherwise no one will use the system
- Noise pollution
- Loss of parking and traffic lanes

Public support for transit improvements in the Central Corridor was strong, though many concerns of developing a new system were voiced by both the residents and employees of businesses. The success of the transit system will rely on a couple of critical issues, especially how convenient and reliable the system is, safety and security, ease of connectivity with regional routes (for transferring to other routes or systems), and the amount of mobility the system has to get people to their jobs.

6.0 NEED FOR TRANSPORTATION IMPROVEMENTS

The Central Corridor connects three of the four largest traffic generators in the metropolitan area of the Twin Cities. This corridor includes major employment, population, recreational, and educational centers, which creates a need for an effective transportation system and/or public transit. The Metropolitan Council has identified this area as a priority corridor for a major fixed guideway investment for nearly 20 years, as it is the backbone of the existing transit system in the metropolitan area. This corridor has experienced population growth, an increase in automobile ownership and vehicle miles traveled, and a limited amount of highway/roadway available for expansion. The corridor is projected to have a significant growth in traffic demand in the next 20 years. An improved public transit choice for people utilizing this corridor is a key to relieving congestion and future transportation demands.

6.1 PURPOSE AND NEED STATEMENTS

To address the need for improvements to the existing transit system, seven statements are developed as a framework to define the purpose and need for transportation improvements.

Economic Opportunity and Investment

Support investments in infrastructure, business, and community that sustain the heart of the region

Investment and reinvestment in the central corridor is a consistent theme, in both city and regional plans. Targets for reinvestment include industrial areas, the University of Minnesota, hospitals, schools, parks, affordable housing, local and regional businesses, and the central business districts of Minneapolis and St. Paul. Investment, according to the *Regional Blueprint*, will be encouraged to foster economic growth and create jobs in the core areas. The St. Paul Port Authority is promoting 15 office parks in the Saint Paul area; almost all of them are located within the central corridor. The Saint Paul Comprehensive Plan focuses on redevelopment in three commercial/industrial corridors within the Central Corridor. The transit system has developed concurrently with many of these facilities, in some instance, as far back as the beginnings of the metropolitan area. Consequently, the transit system and the surrounding activities are dependent upon each other for existence. Implementing a more reliable and convenient transit system is necessary to promote transit ridership, ease traffic congestion, promote economic development in the core, and create a more livable and sustainable community.

Develop a reliable public transit system that allows an efficient, effective land use development pattern in major activity centers that minimizes parking and gives employers confidence that employees can travel to/from work.

The current development pattern in downtown St. Paul has significant surface parking lots, which provide relatively inexpensive parking. As the downtown area grows and buildings replace the surface parking lots, the options include very expensive structured parking or very long walks from new surface parking lots. This situation makes it difficult to attract new employers in to the core areas. A viable transit system can break this development cycle and result in an efficient and effective development pattern without publicly subsidized parking structures. Using some or all of the public financial resources expended on parking for transit would greatly assist a new development pattern.

Another important factor for the Central Corridor is access to the area. Transit improvements must be able to foster the growth of downtown businesses that lack parking, cater to businesses that depend upon transit to attract employees, and bring customers through the doors of stores and shops that rely on quality transit service. An effective transit system can attract residents and businesses in to this area.

Communities and Environment

Facilitate the preservation and enhancement of neighborhoods in the corridor.

Governor Jesse Ventura is promoting mass transit aggressively to make livable communities a part of the future for the Twin Cities. Transit in the Central Corridor is a crucial part of implementing the principles of smart growth: meeting the needs of the knowledge and service-based workers, creating sound infrastructure, promoting air quality, preservations of land, and fostering attractive, livable communities.

Transit not only moves people safely and efficiently, but also offers a unique opportunity to embody the economic, functional, and strategic goals of a neighborhood. The Hiawatha LRT system is a perfect example. The line will run from downtown Minneapolis to the Minneapolis-Saint Paul International Airport, with stops at a variety of locations in between including the Nicollet Mall; the Hubert H. Humphrey Metrodome; Minnehaha Park; the VA Medical Center; historic Fort Snelling, and the Hubert H. Humphrey Airport Charter Terminal. Given the significance of "place" at each station site on the line, a separate design team was selected for each station. These design teams studied the social, cultural, and historic identity of the station environments, enlisted the surrounding community, and designed stations in accordance with each community's identity, character, and desires. Transit improvements in the Central Corridor can build upon the Hiawatha LRT experience to integrate both transportation needs and each community's character in the Central Corridor.

Transit is a necessity for transit dependent populations to access jobs, education, health-care, and other important destinations. Today's workforce consists of both choice transit users and transit dependent populations; therefore, the livable communities of today, those that are attracting a quality workforce are those with multi-modal travel opportunities. Transit helps to guide growth in designated areas and along targeted corridors, such as the Central Corridor, de-emphasizing growth on the fringe of the metropolitan area.

Acknowledge the individual character and aspirations of each place served, and of the region as a whole.

Transit plays a pivotal role in acknowledging the character and aspirations of places in the corridor and in the region as a whole. The Central Corridor has local neighborhoods that are the heart of the Twin Cities metropolitan area. This distinction is expressed, for example, in the annual Rondo Days festival. The Rondo area, one of the city's most diverse communities, was virtually destroyed when it was cut in half in the 1960s to build Interstate 94 between St. Paul and Minneapolis. The festival began in 1983 to remember and celebrate the neighborhood and its impact. It continues today, drawing people from throughout the Twin Cities area and from several states, and attendance is increasing. This is a clear indication of the significance and meaning of the neighborhoods on the Central Corridor, and the need to make transportation improvements that reflect community visions.

A community's character or identity is something that gives the people a sense of pride along with a sense of belonging with their neighborhood. This can be very important to the success of the community, both socially and economically. Mass transit can be the preferred transportation improvement for the next

35

generation of Central Corridor residents, an improvement that can be embraced by the communities because it acknowledges their individual communities' aspirations. The identity of the mass transit system is also important, as a system with regional character will be more widely accepted.

Support regional goals for:

- *Cleaner air and water*
- *More efficient energy use*
- *A safer and healthier environment*

Transit can have a large role in creating a cleaner atmosphere because of its pollution reduction capabilities. Transit can decrease the amount of pollution emitted by vehicles, because it reduces the amount of vehicles on the roadway. Also, with more single occupancy vehicles off of the roadway, there will be less congestion, which has been found to do more environmental damage because of the density of the pollutants. Buses also utilize significantly less fuel than it takes to transport the same amount of people by personal vehicles. LRT lines emit the least amount of pollutants in the corridor because they are electrically powered.

The transit industry has taken the lead on choosing cleaner-burning fuels, such as clean diesel, electricity, and other technologies. These fuels and engines decrease air pollution and noise, further promoting livability goals. By increasing mobility, promoting a clean environment, fostering the growth of businesses, and increasing density in targeted areas, transit improvements will guide and promote the growth desired in the Central Corridor.

Transportation and Mobility

Create transportation improvements that:

- *Add people carrying capacity*
- *Minimize operating costs*
- *Improve operating efficiency*
- *Provide high quality modal alternatives*
- *Reinforce the region's transportation system (backbone)*

The Central Corridor is the base of the regions rail, water, roadway and transit network. Travel demand is increasing disproportionately through the heart of the corridor, making it a prime candidate for roadway capacity improvements. Yet there are few, if any, opportunities to create extra capacity for automobiles. As the 2020 Long Range Plan states, the economic, social and environmental costs would be too great, therefore, operating improvements must come from the transit network.

Increased traffic congestion in the Central Corridor will cause a multitude of problems including increased sprawl of population and businesses, loss of existing businesses and corporations from the area, reduced economic vitality of the existing businesses, and reduced services to the most transit-dependent population. An improved transit system that increases ridership and decreases congestion in the corridor will promote economic development and revitalize the core of the metropolitan area.

Expand opportunities for all users to move freely to, through, and within the Central Corridor.

Travel demand on Interstate 94 is increasing at a significant rate; as many as 209,000 vehicles per day are forecasted to utilize the interstate by 2020, which will impede the movement of people and goods in the Central Corridor and threaten the vitality of the area. According to the last census (1990), nearly one-third

36

of the households in the corridor did not own a car, resulting in many people depending on public transit for mobility. An increasing population over 65 years of age and under 16 years of age also increases the need for transit improvements.

I-94 has numerous express transit routes through the corridor, generating over 6,000 trips per day. University Avenue offers both local and express transit services, generating over 18,000 trips per day, the second highest ridership route in the metropolitan area. Travel modal options will be a welcome choice for commuters in congested traffic conditions and for Central Corridor residents, the majority of whom depend on transit for access to jobs, health care, school and other essential activities. Transit service quality may also decrease with increased congestion if improvements to the existing system are not developed and implemented. Congestion also increases the costs of operating the bus service, and cost effectiveness of transit services is important to the success of the corridor.

As stated in a previous section, the proposed Hiawatha Light Rail Transit system will have a significant impact on the mobility of the residents in this area. A key component of the transit investment strategy for the Twin Cities is an intermodal triangle connecting the two central business districts and the Minneapolis-St. Paul International Airport. The Central Corridor provides the third link of this intermodal triangle. This line is important because of the amount of people who access this area everyday, especially with the growing concerns for employment and population increases in the metropolitan area. With these corridor transit improvements and potential connections with other transit systems, Central Corridor residents will have better access to many locations in the metropolitan area.

Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the corridor.

As shown in Table 6.1, the Central Corridor has a relatively high percent of minority populations, zero-car households, low income households, persons living below the poverty level, and persons with mobility limitations as compared to the Seven County Metropolitan Area.

Table 6.1: Central Corridor Demographic Characteristics

Category	Seven County Metropolitan Area	Corridor Total	Percent of Seven County Metro Area Population or Households	Percent of Corridor Population or Households
Total Population*	2,288,721	115,410*	100.0%	100.0%
Total Households*	875,504	48,932*	100.0%	100.0%
Minority Population	192,062	38,466	8.4%	33.3%
Mobile Youth (12-18 years old)	Not Available	7,700	Not Available	6.7%
Elderly (65+ years)	225,133	13,400	9.8%	11.6%
Mobility Limitation	48,342	15,100	2.1%	13.1%
Zero-car households	84,391	18,500	9.6%	37.8%
Low-income Households (<\$12,500)	117,270	13,300	13.4%	27.2%
Persons Living Below Poverty Level	182,680	32,200	8.0%	27.9%

Source: 1990 Census except for *

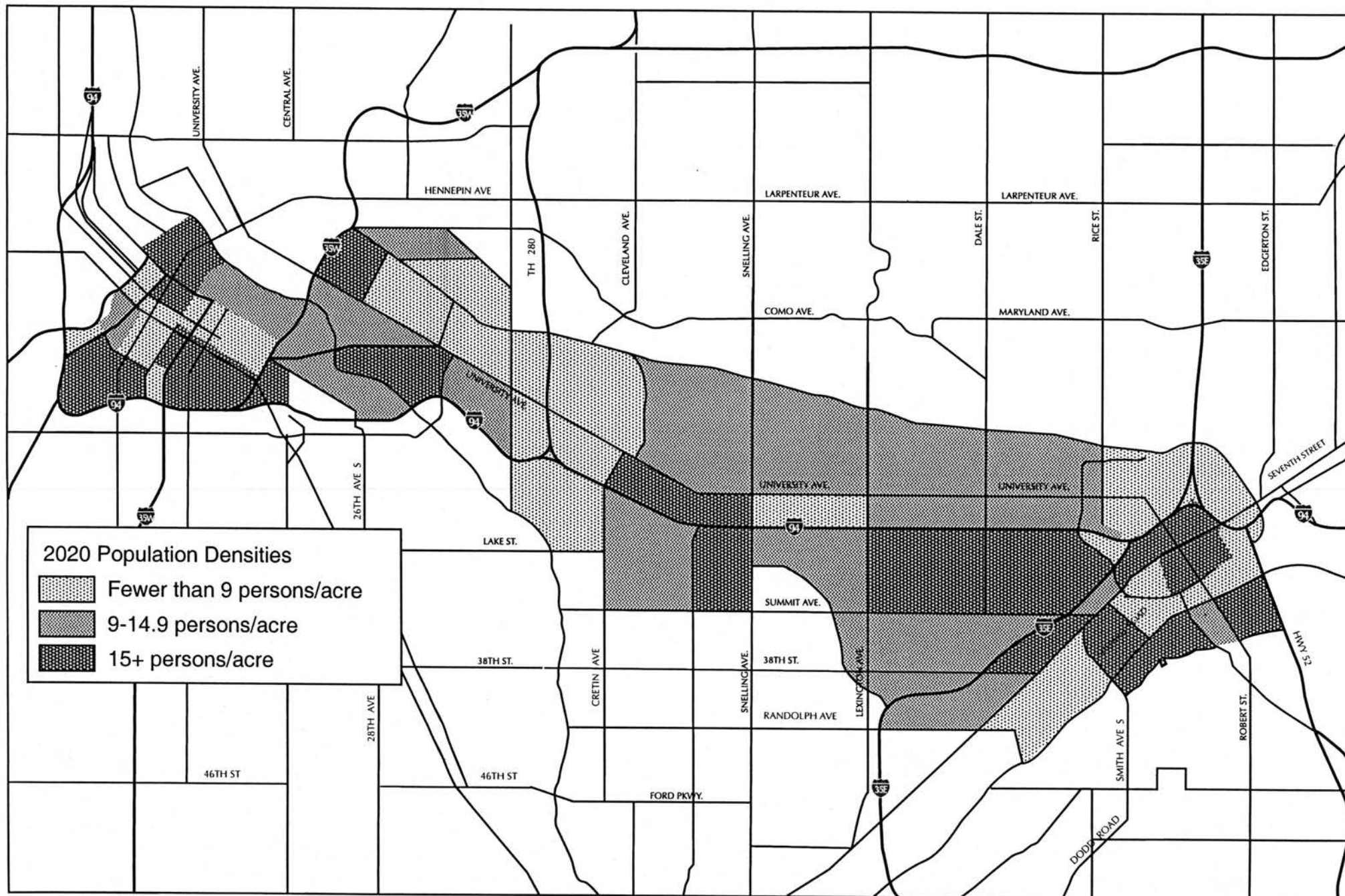
* Metropolitan Council, March 2000 by TAZ

Notes: 1990 Population, cities of Minneapolis and St. Paul: 640,618.

The high concentration of transit dependent people demonstrates the need for alternative modes of transportation in the Central Corridor.

Appendix

38



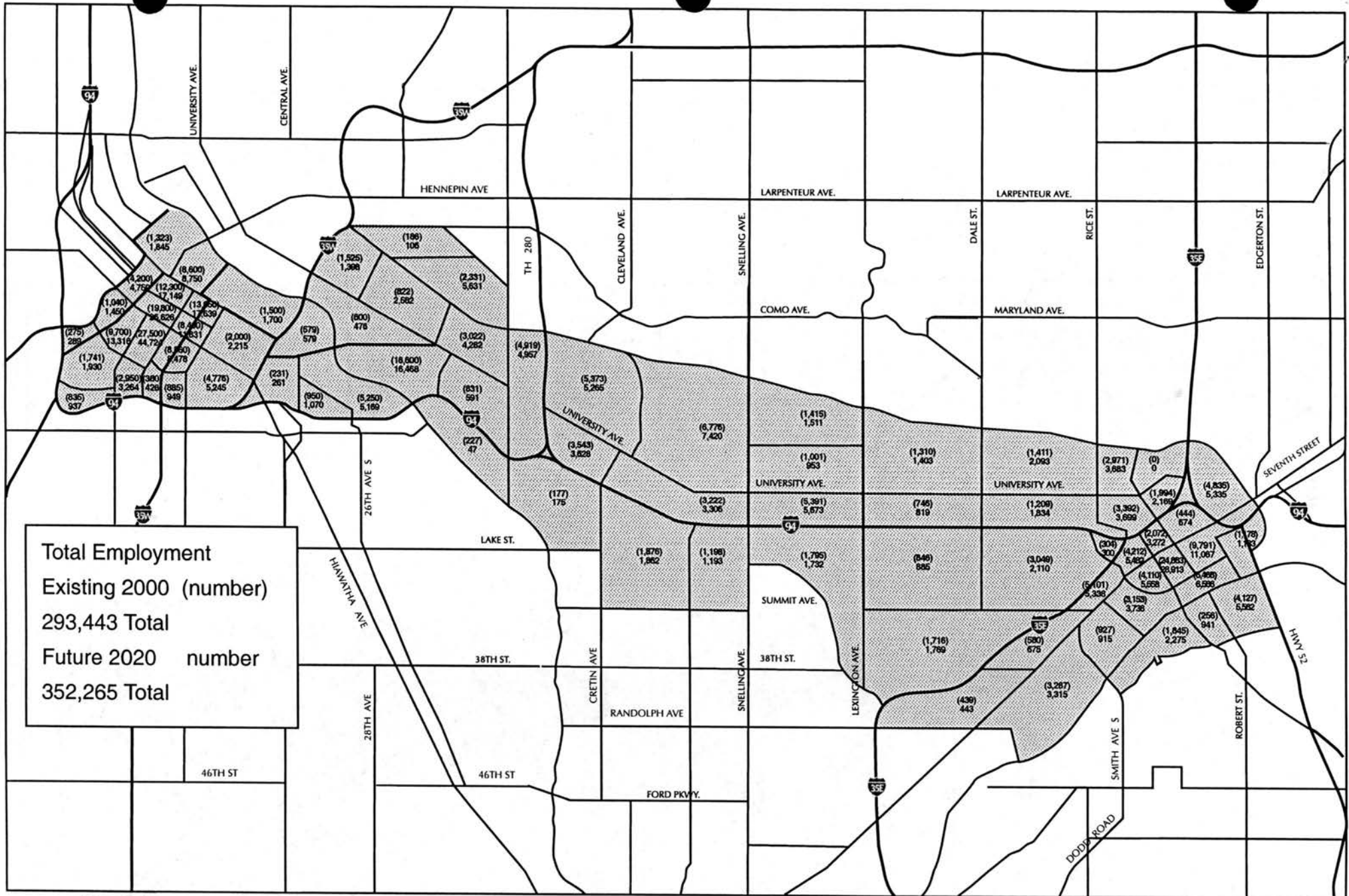
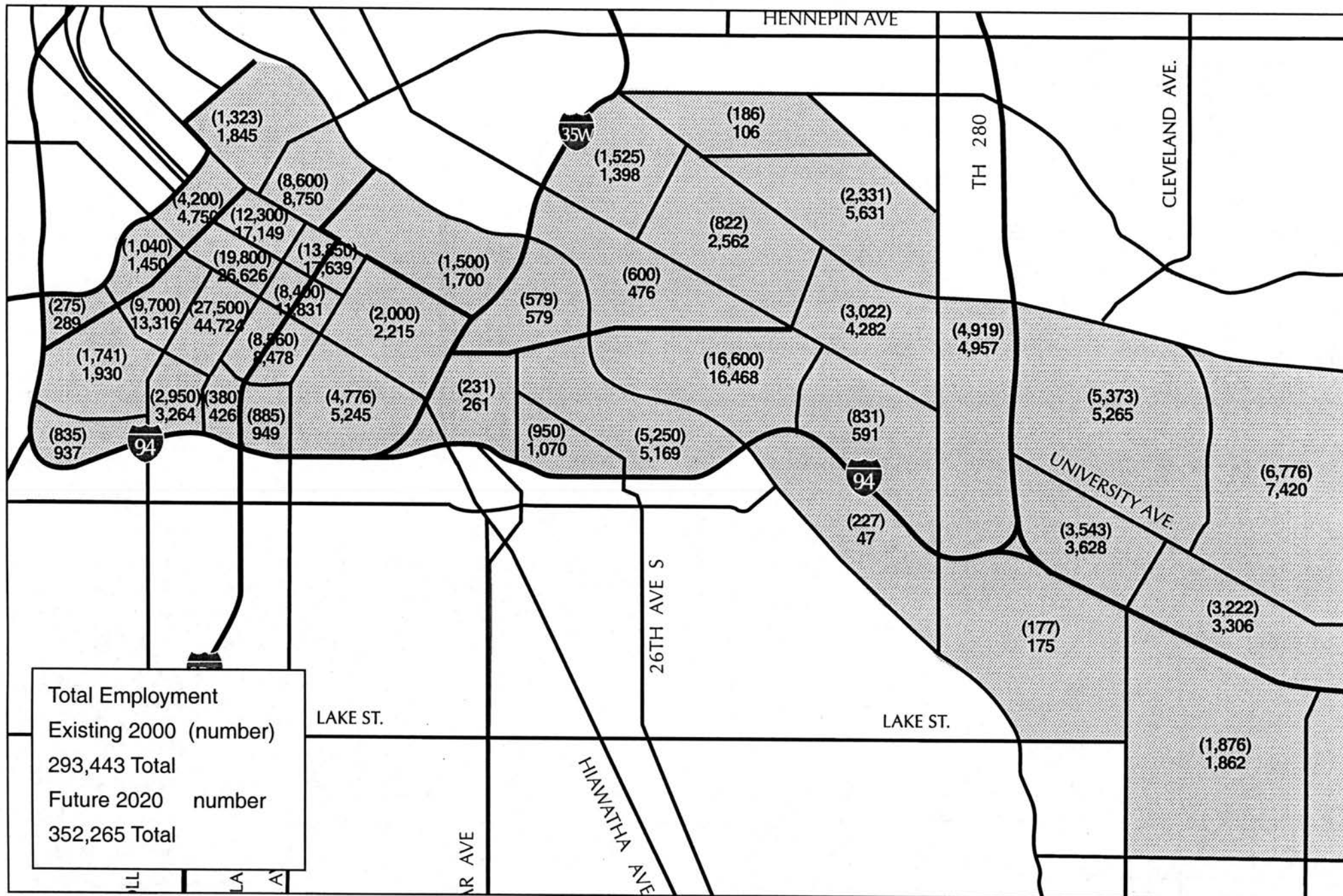


Figure 2: Existing and Projected Employment Numbers by TAZ

February 8, 2001



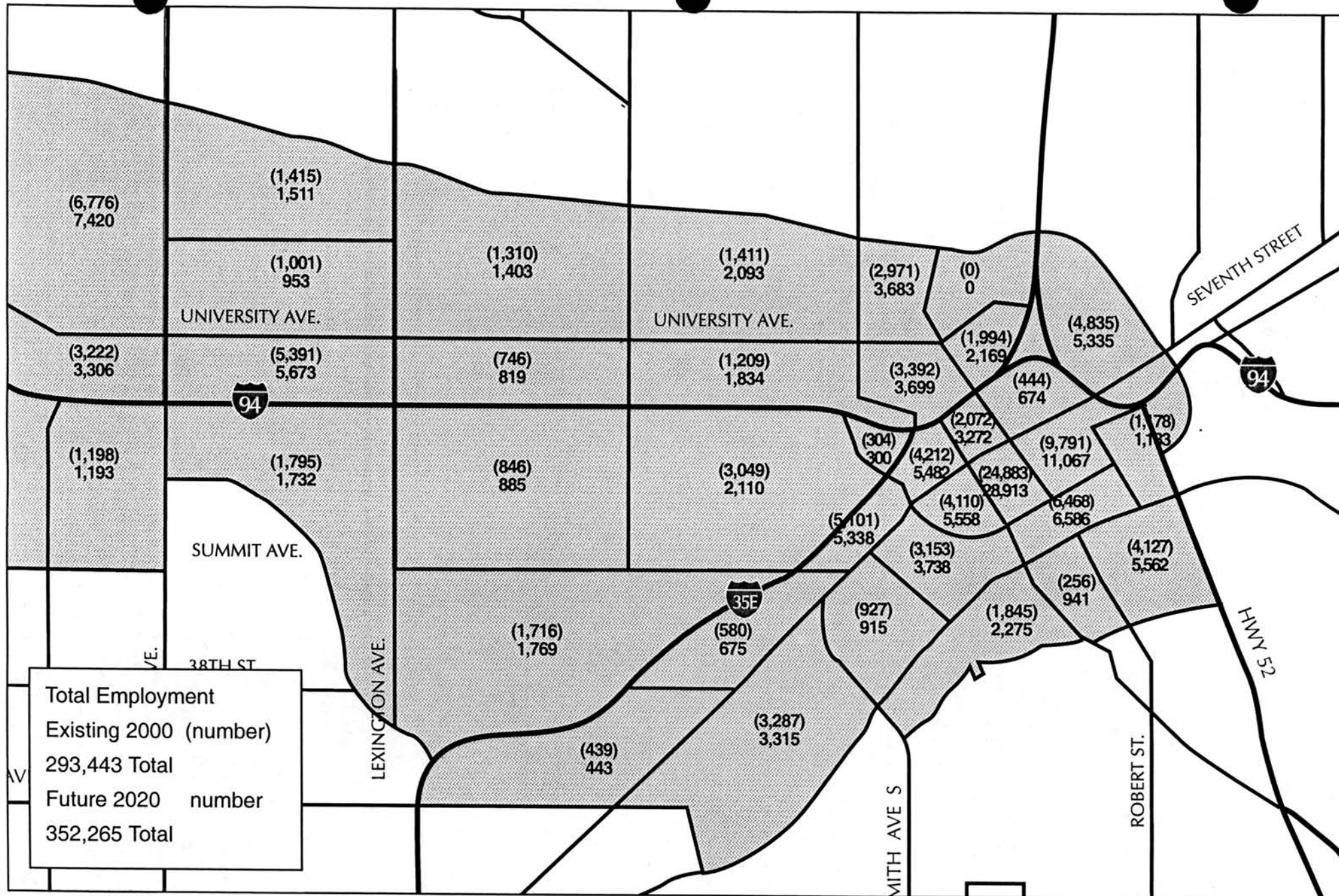


Figure 2B: Existing and Projected Employment Numbers by TAZ - St. Paul Detail

February 8, 2001

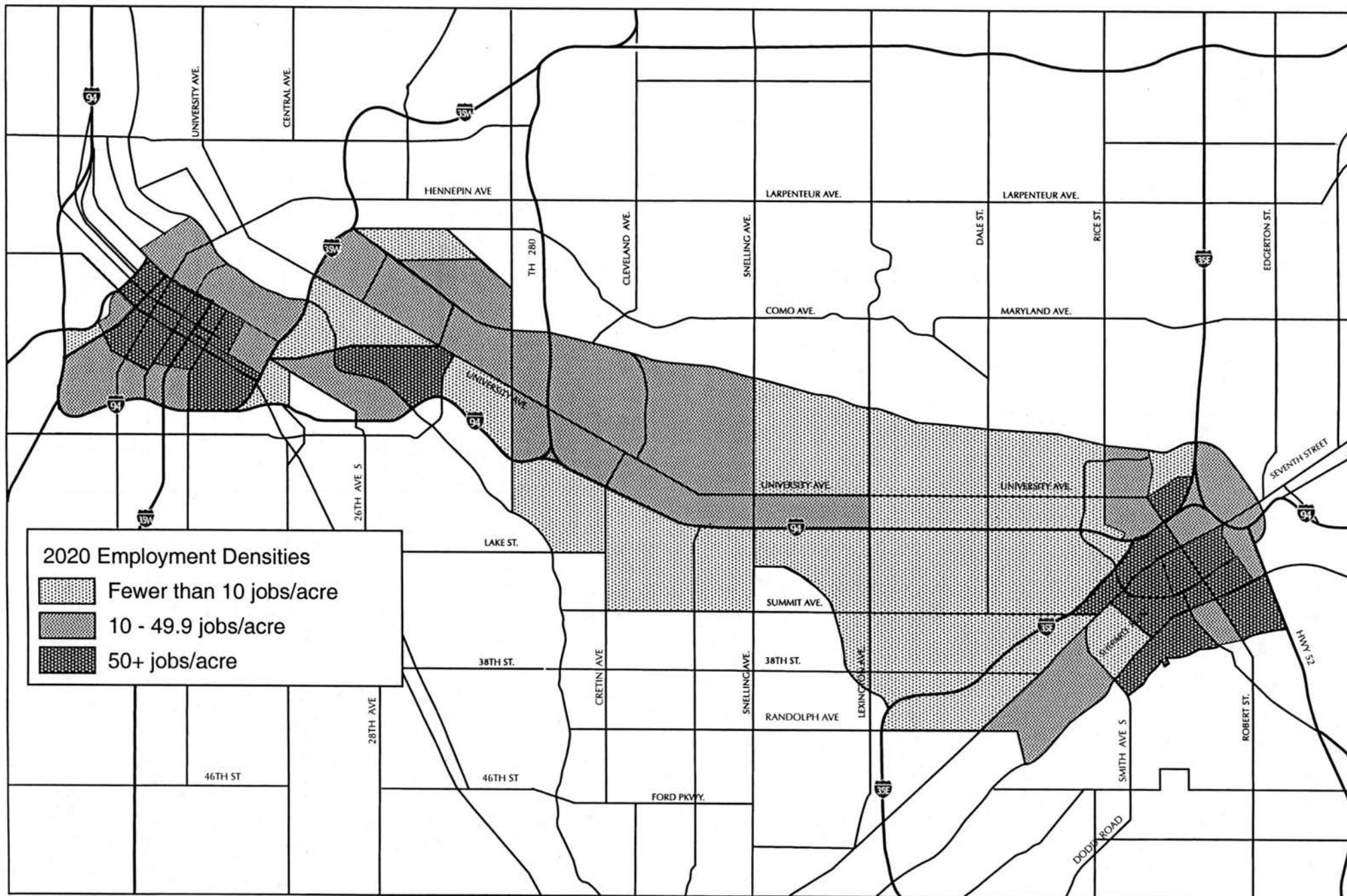
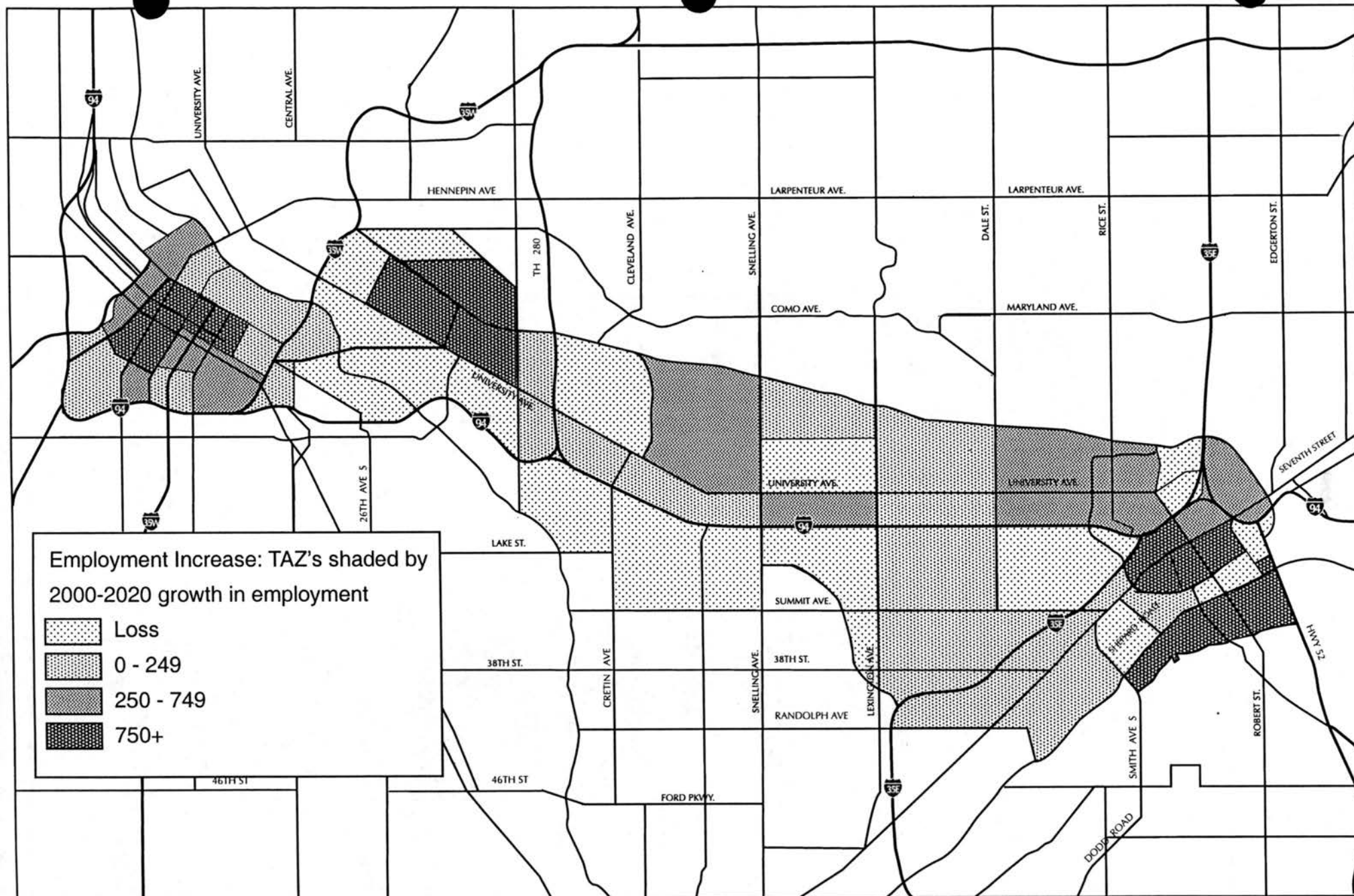
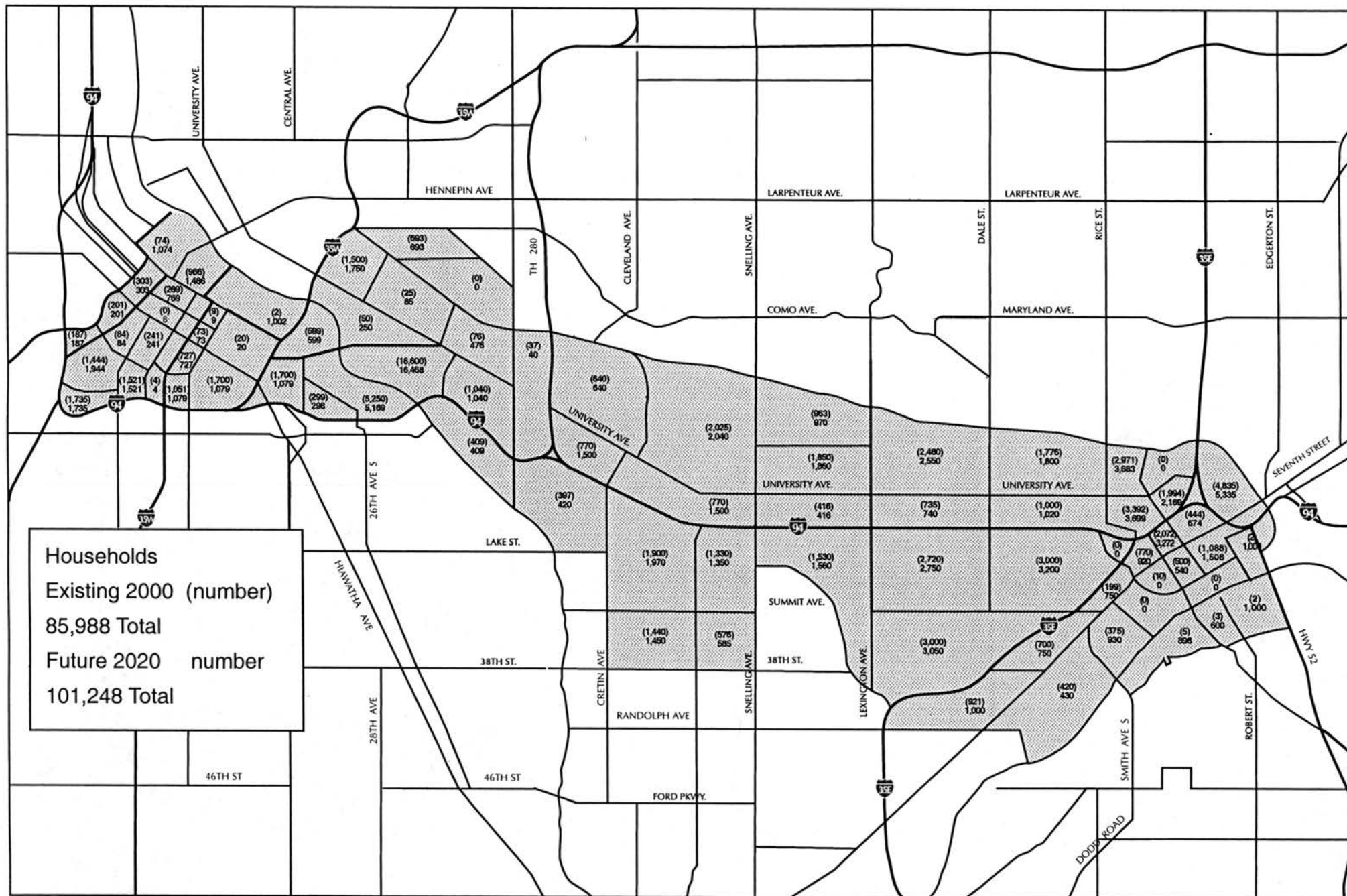


Figure 3: Projected Employment Densities by TAZ (2000)
February 8, 2001





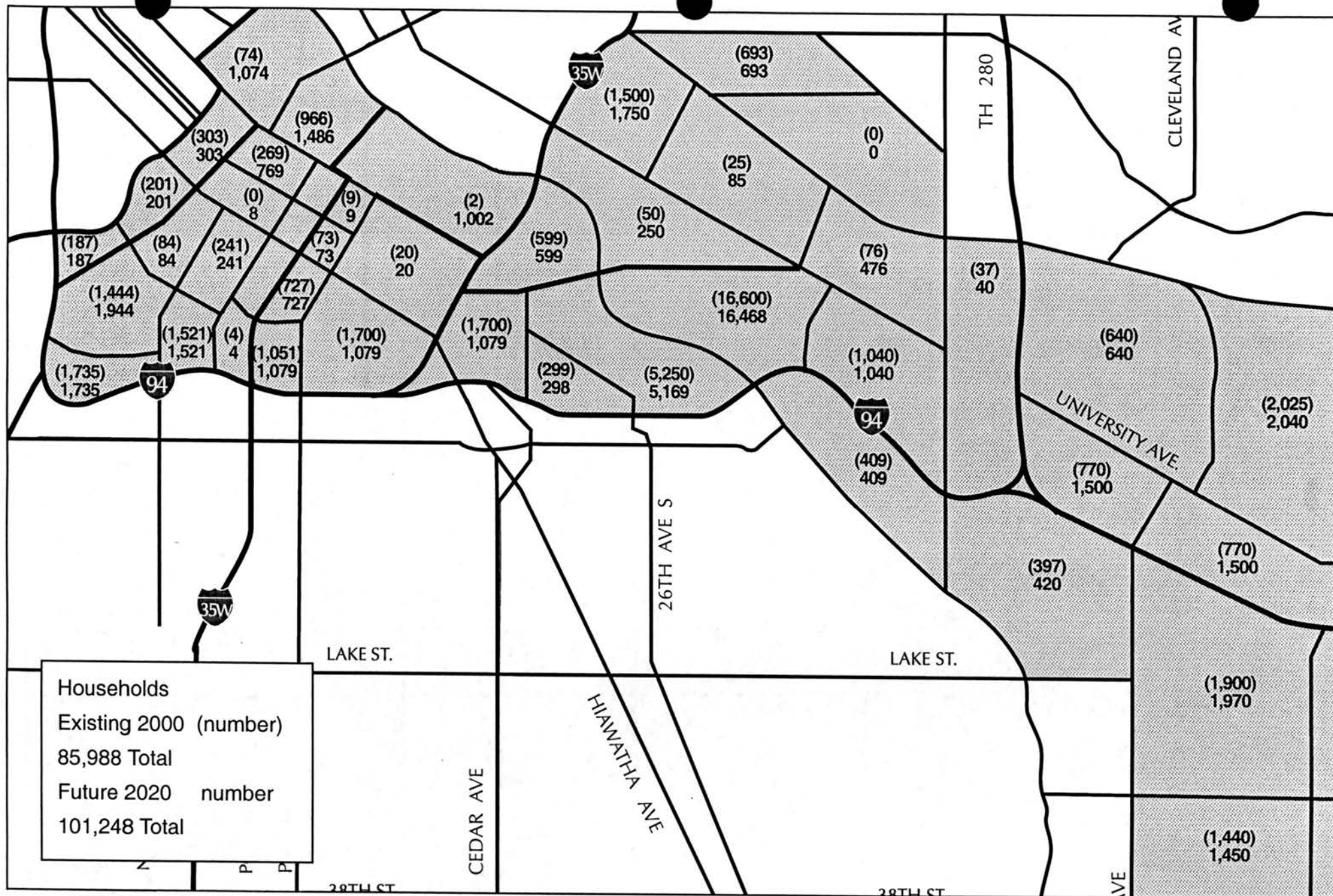
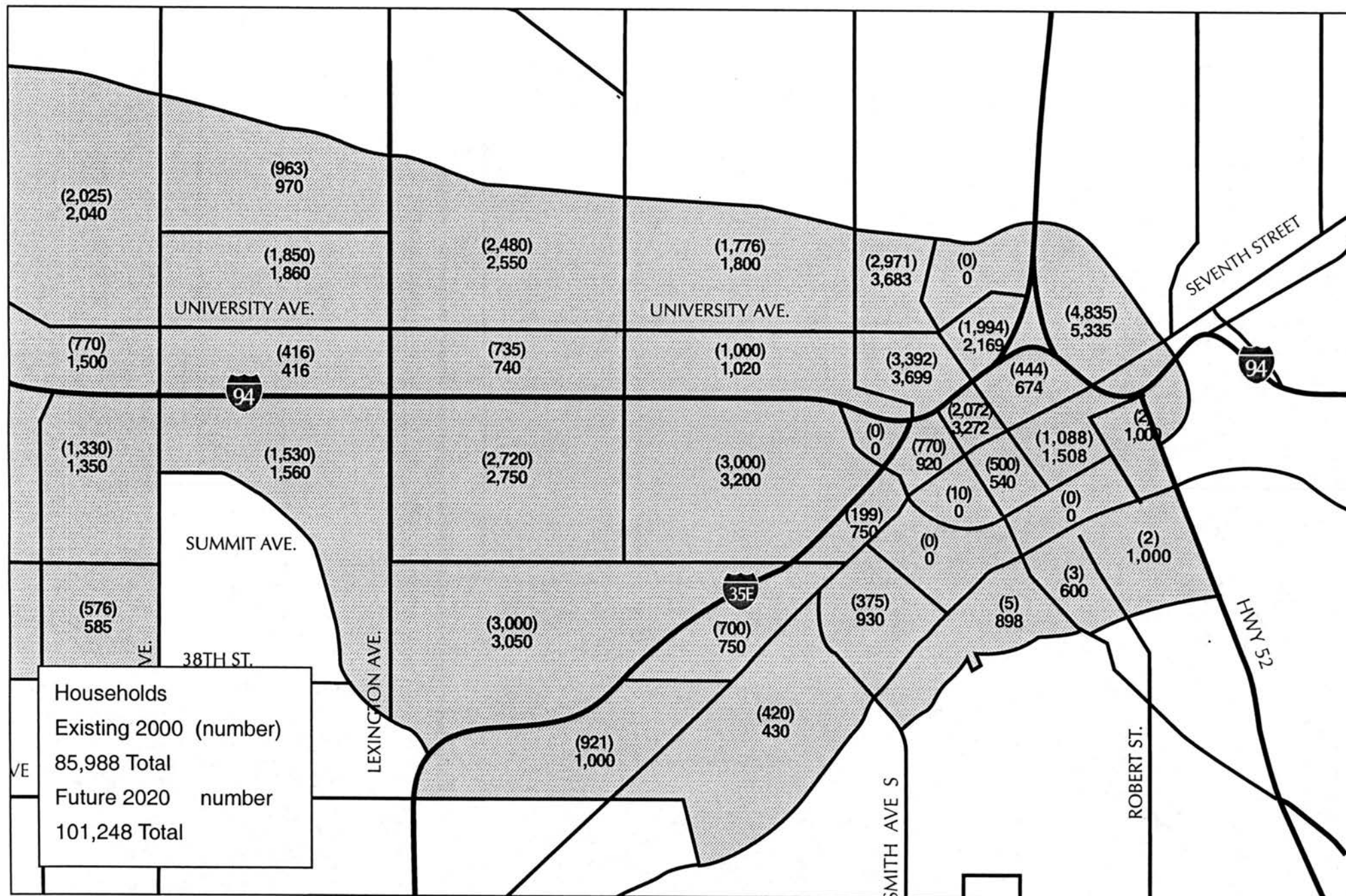


Figure 5A: Existing and Projected Number of Households by TAZ - Minneapolis Detail

February 8, 2001



Households
Existing 2000 (number)
85,988 Total
Future 2020 (number)
101,248 Total

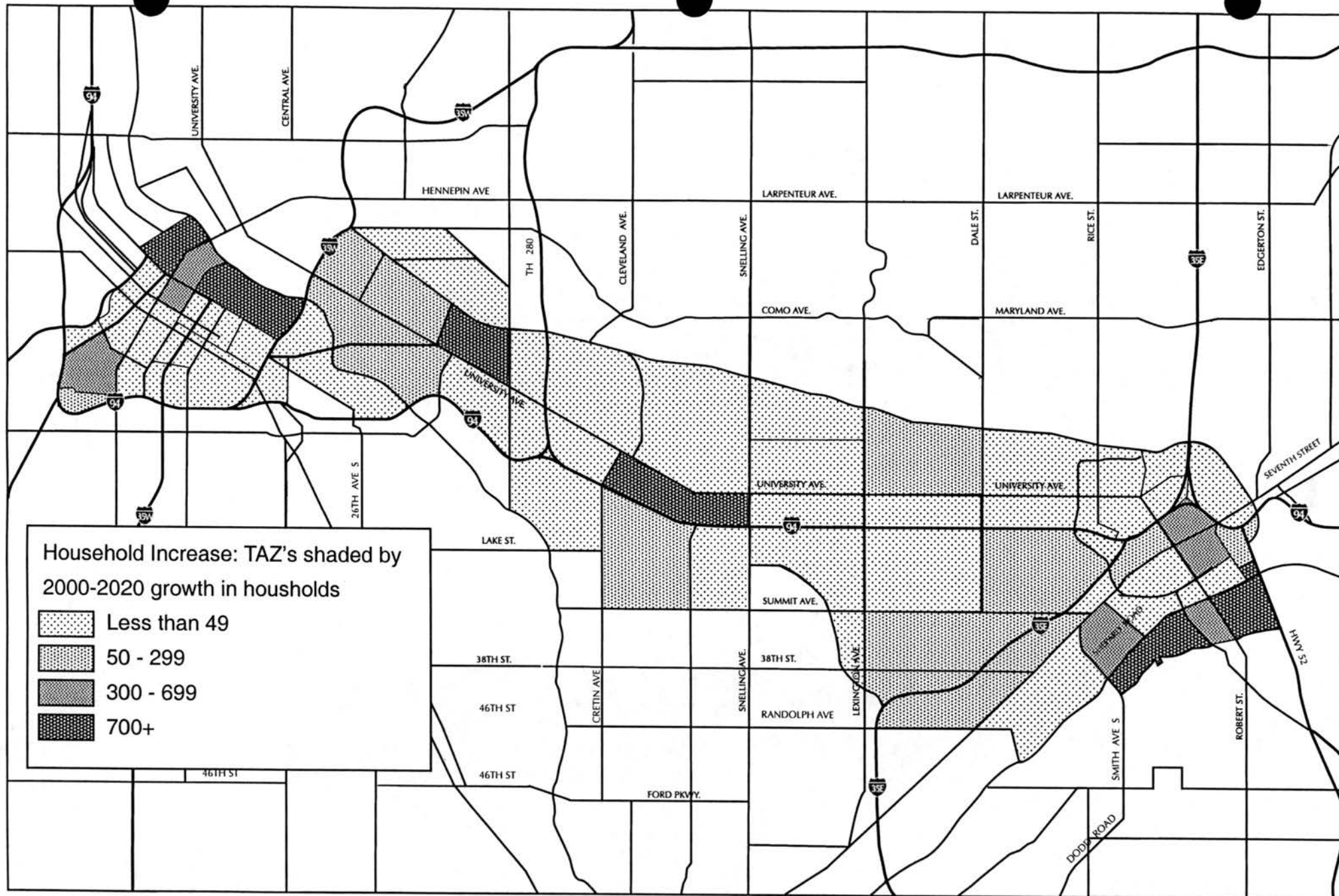


Figure 6: Projected Increases of Households by TAZ
February 8, 2001

6

DISCUSSION ONLY

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date _____

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 6, 2001

Board Date

Kristine A. Longhenny
Signature

Signature _____

February 1, 2001

Date _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

1/30/01
Date

Board Action Requested

Legislative update.

ACTION MAY BE TAKEN

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

Vern Wahlberg 1/31/01

County Attorney

Dan MacMillan

Risk Management

Documentation certified complete for:

February 6, 2001
Board Date

Kristine A. Longhewy
Signature

February 1, 2001
Date

METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD

A-2400 Government Center
300 South Sixth Street
Minneapolis, Minnesota 55487-0240

(612) 348-9260
(612) 348-9710

Peter McLaughlin, Chair
Hennepin County

Rafael Ortega, Vice Chair
Ramsey County

Paul McCarron, Secretary
Anoka County

John Siegfried, Carver County

Paul Krause, Dakota County

Art Bannerman, Scott County

Myra Peterson, Washington County

January 2001

Organizational Information

The Metropolitan Light Rail Transit Joint Powers Board was established by statute in 1991 and reorganized in 1993 following additional statutory changes. Its purpose is to strengthen a coalition of metropolitan counties to further the goal of developing a comprehensive transit system for the Twin Cities metropolitan area. Transit systems typically cross jurisdictional boundaries requiring full cooperation at all levels of government. To that end, the board works closely with the Metropolitan Council/Metro Transit, St. Cloud MTC, and Minnesota Department of Transportation to assure a seamless integration into the existing transit systems. The board meets regularly and works at assuring local support for transit projects and associated land uses. The financial disbursements and budget records are managed by Hennepin County Regional Railroad Authority. Funding for the board is provided by its members. Staffing is provided by the member railroad authorities with administrative and policy analysis consultant assistance.

Membership

Membership consists of a representative and an alternate appointed by the following seven metropolitan county regional railroad authorities:

Hennepin
Ramsey
Anoka
Carver
Dakota
Scott
Washington

2001 Legislative Program

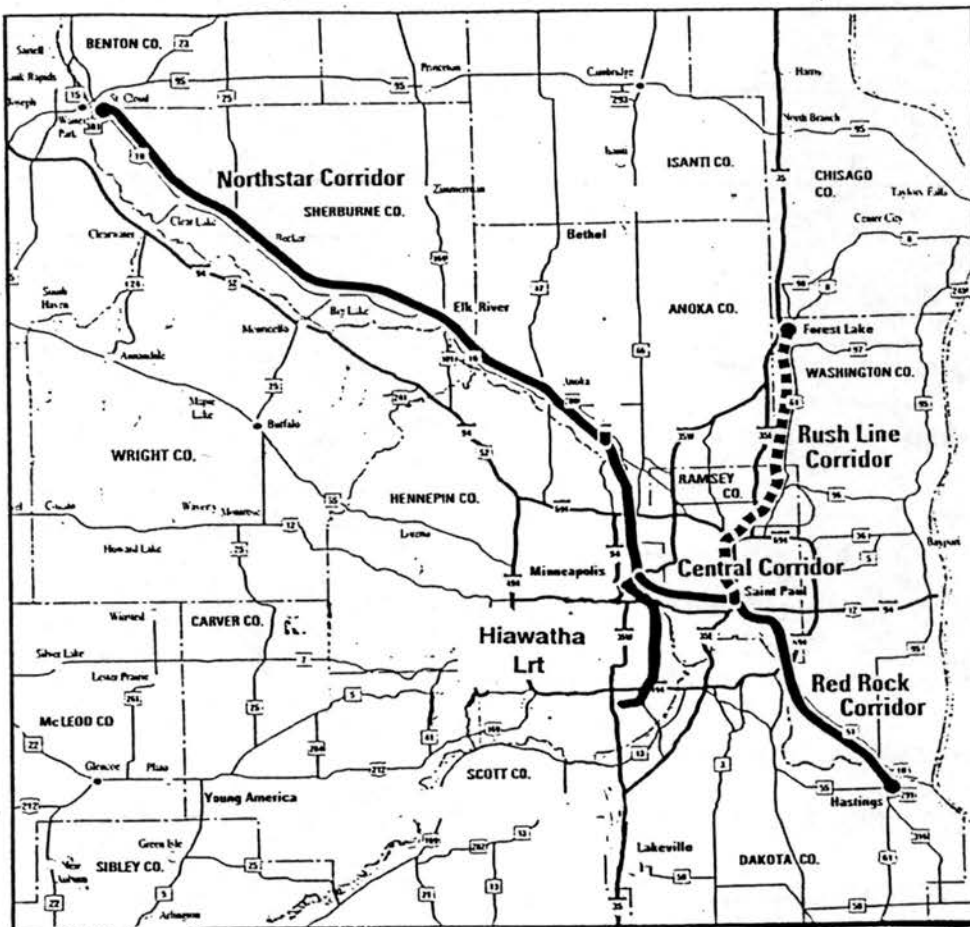
State appropriations for rail corridors, sales tax exemptions, transit funding support and establishment of a dedicated transportation/transit account are priorities for the Metropolitan Light Rail Transit Joint Powers Board for the 2001 legislative session. A summary of corridor needs, an outline of other legislative initiatives, and a corridor status summary are on the following pages.

2001

LEGISLATIVE INITIATIVES

METROPOLITAN LIGHT RAIL TRANSIT

JOINT POWERS BOARD



2001 Legislative Initiatives

1. CORRIDOR FUNDING REQUESTS

Corridor	Funding Request	Affected Counties
Northstar	\$92 million	Benton, Sherburne, Anoka, Hennepin
Minneapolis connection to Northstar	\$10 million	Hennepin
Red Rock	\$4 million	Dakota, Ramsey, Washington
Central	\$10 million	Ramsey, Hennepin
Rushline	\$6 million	Ramsey, Washington, Chisago
Cedar Avenue	\$3.9 million	Dakota, Hennepin
	Total \$125.9 million	

2. SALES TAX EXEMPTIONS

- ✓ rail rolling stock and bus purchases
- ✓ rail and busway construction costs and materials
- ✓ rail fuel purchases

3. SUPPORT TRANSPORTATION MOBILITY TRUST FUND

- ✓ dedicated stable fund for multi-modal purposes
- ✓ both capital and operations funded

4. SUPPORT FULL REPLACEMENT OF HIGHWAY USER TAX DISTRIBUTION FUND

5. SUPPORT METROPOLITAN COUNCIL BIENNIAL TRANSIT FUNDING REQUEST

CORRIDOR STATUS

Approved: January 3, 2001

Corridor	2000 Current Status	2001 State Funding Request	Purpose of Expenditure	Federal Status
NORTHSTAR	PE/EIS	\$92 million	Needed to match Full Funding Grant Agreement	Authorized
MINNEAPOLIS CONNECTION TO NORTHSTAR	PE/EIS	\$10 million	Final Design	Authorized
RED ROCK	Feasibility Studies	\$4 million	Phase II Tech Studies	Authorized
CENTRAL	AA/DEIS	\$10 million	Begin PE	
RUSHLINE	Alternatives Study	\$6 million	Interim Implementation (e.g., bus lanes, park and rides)	
CEDAR AVENUE (LRT EXT.)	Feasibility Study	\$3.9 million	EIS/PE	

PE – Preliminary Engineering
 EIS – Environmental Impact Statement
 DEIS – Draft Environmental Impact Statement
 AA – Alternative Analysis
 ROW – Right of Way

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegel
Authorized Signature

11/30/01
Date

Board Action Requested

Ratify Partial Payment No. 5 in the amount of \$71,082.40 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of \$71,082.40 for the period ending November 24, 2000 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

- See attached:
1. Proposed resolution ratifying payment
 2. Accounts Payable form and Partial Payment No. 5
 3. BRW, Inc. Invoice No. 267-10963 (5) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 6, 2001

Board Date

Kristine A. Longhunny
Signature

February 1, 2001

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; 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 24, 2000; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-10963, Partial Payment No. 5, in the amount of \$71,082.40 attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 24, 2000; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$71,082.40 for services rendered through November 24, 2000, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Business Unit: RRA
Voucher: 00001014

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 23 Jan 2001
Run Time 10:24:11 AM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
1/19/2001	5 (267-10963)	19-Jan-2001	0000002207	RRW INC	ONI	LONGHEK R		31 Dec 2000	11	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$71,082.40	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

Group ID	Sales Tax	Pckp Ord Nbr
000004	\$0.00	

Voucher Line Information

Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
Provide consulting services	\$71,082.40		\$71,082.40		Y	N	Y	N

Distribution Line Information

Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$71,082.40			N
Account Name: Consulting Services					Org Name: RCRRA-Proj/Grant								

ent Comments-Check Stub

ce No. 5 (267-10963), dated 1/19/01
ces for 10/28/00-11/24/00

her Comments

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

Authorization

K. W. Spiegel

Date

1/29/01

2



BRW

A DAMES & MOORE GROUP COMPANY

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

JANUARY 19, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN: MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)

ON REMITTANCE) --> INVOICE NUMBER : 267 -10963 :

ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 5

PERIOD COVERING 10/28/00 THROUGH 11/24/00

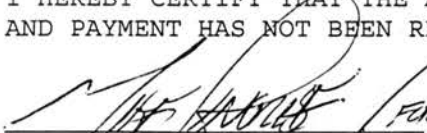
PROFESSIONAL SERVICES RENDERED

LESS 5% RETAINAGE

*****TOTAL AMOUNT DUE THIS INVOICE

US\$	US\$
Current	JTD Cum
75,525.00	563,699.58
-3,776.25	-28,184.97
71,748.75	535,514.61

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DIANA C. MENDES
PROJECT MANAGER

PROGRESS BILLING

PLEASE REMIT TO:

URS/BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

3

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

October 27, 2000 – November 26, 2000

Below each of the following project tasks are listed the work items that were accomplished between October 27, 2000 and November 26, 2000.

Task 1.0: Define Goals and Objectives

- Continued refinement of vision and goals/objectives statement
- Continued data collection including population and employment, land use, development, existing system, and travel demand
- Holding FTA brief for revisions

Task 2.0: Establish Project Charter

- Continued refinement of Purpose and Need (Internal Draft)
- Continued refinement of schedule of meetings and deliverable dates
- Continued to comment on public participation program
- Continued refinement of evaluation framework and criteria
- Continued refinement of Project Management Plan
- Continued refinement of evaluation criteria

Task 3.0: Alternatives Definition

- Prepared overheads for presentations (25)
- Continued development of alternatives for major generators (downtown Minneapolis, University of Minnesota, Capitol Area, downtown St. Paul) which includes coordination with subconsultants, RCRRA staff, and staff from generators
- Initiated identification of key issues related to downtown St. Paul and University of Minnesota
- Continued refinement of Option Descriptions
- Continued coordination with BNSF and CP Rail
- Continued coordination with Red Rock Corridor ridership estimation
- Continued preparation of alignment drawings
- Continued work on *Tech Memo III – Screen II Evaluation*
- Prepared for and participated in the following meetings related to the above work items:
 - October 30, 2000 – internal working session
 - October 31, 2000 – internal working session
 - November 1, 2000 – internal working session
 - November 8, 2000 – University of Minnesota staff
 - November 9, 2000 – Metro Transit staff

Task 4.0: Refine Alternatives

- Continued alignment development on University Avenue
- Continued refinement of potential station locations

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Continued discussion of schedule acceleration for Screen III/DEIS
- Continued discussion of scoping timing relative to Screen I, II and III

Task 7.0: Public Involvement

- Attended and participated in the following Central Corridor Community Meetings:
 - November 1, 2000 – Hamline University
 - November 2, 2000 – University of Minnesota
 - November 8, 2000 – Lao Family Center
 - November 13, 2000 – Downtown Saint Paul
- Prepared overheads for Public Information Meetings (20)
- Prepared new display boards for Public Information Meetings (4)
- Prepared for and attended Coordinating Committee Meeting
 - November 9, 2000 – Coordinating Committee # 5
- Continued to update summary meeting log/tracking chart and bi-weekly meeting calendar (through information received from Himle Horner)
- Continued to review meeting minutes from public information meetings
- Prepared meeting minutes for the following meetings
 - November 9, 2000 – Coordinating Committee #5

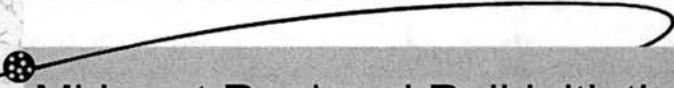
Task 8.0: Project Management

- Prepared for and attended the following meetings:
 - November 8, 2000 – Working Group Team #16
 - November 15, 2000 – Project Management Team #7
- Prepared for and attended the following internal meetings:
 - November 8, 2000 – Schedule Acceleration
 - November 9, 2000 – Task Managers
 - November 15, 2000 – Schedule Acceleration
- Prepared minutes for the following meetings:
 - November 15, 2000 – Project Management Team #7
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRRA Project Manager to discuss work products and schedule



Midwest Regional Rail System

Minnesota Department of Transportation



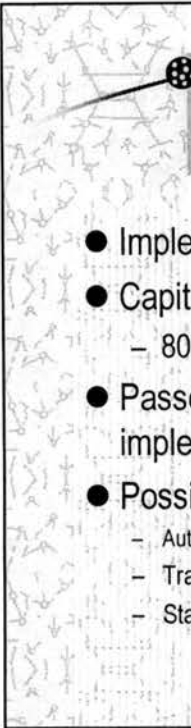
Midwest Regional Rail Initiative

- A Partnership of Nine States:
 - Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Nebraska and Wisconsin
- Federal Railroad Administration
- Amtrak

Midwest Regional Rail Initiative

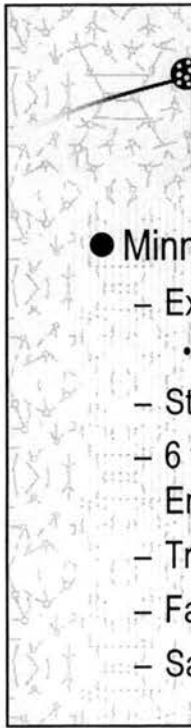
- A vision of regional passenger rail service in the Midwest
- Operation of a "hub-and-spoke" system providing through-service and connections in Chicago
- A network of more than 3,000 miles and serves a population of over 60 million
- Introduction of modern train equipment operating at speeds up to 110 mph





Midwest Regional Rail Initiative

- Implementation Schedule: 10 years
- Capital Funding: \$4.1 billion (1998\$)
 - 80% federal, 20% local
- Passengers: 9.6 million annual passengers when implemented
- Possible Funding Sources:
 - Authorizes Amtrak to sell \$12 billion in high-speed rail bonds
 - Transportation Infrastructure Financing and Innovation Act (TIFIA)
 - State Funding, Joint Development Proceeds



Midwest Regional Rail Initiative

- Minnesota System:
 - Existing ROW: CP Rail along the river
 - St. Paul Union Depot to La Crescent
 - Stations in St. Paul, Red Wing, and Winona
 - 6 trains a day to and from Chicago in addition to the Empire Builder
 - Travel Time: 5:45 hrs (current service: 8+ hrs)
 - Fares about 80% of air travel
 - Same corridor as the Red Rock Commuter Rail Line



Midwest Regional Rail Initiative

- Minnesota System (continued)

- Ridership

- MN:MN 4% = 20,300
 - MN:WI 29% = 148,000
 - MN:IL 52% = 267,000

- Capital Costs:

- \$227 million (1998\$)
 - Costs would be eligible for 80% funding by Feds



Midwest Regional Rail Initiative

- 2000-2001 Work Plan Elements

- Capacity Analysis Evaluation
 - Operating Refinements
 - Network Analysis
 - Identification of Institutional Arrangements and Cost Allocation Approaches
 - TIFIA Application
 - Outreach Activities



Midwest Regional Rail Initiative

- What does this mean to the Red Rock Commuter Rail and Central Corridors?
 - Maximize investments
 - Cost Sharing Opportunities
 - Political Advantage/Advocacy



Midwest Regional Rail System

Minnesota Department of Transportation

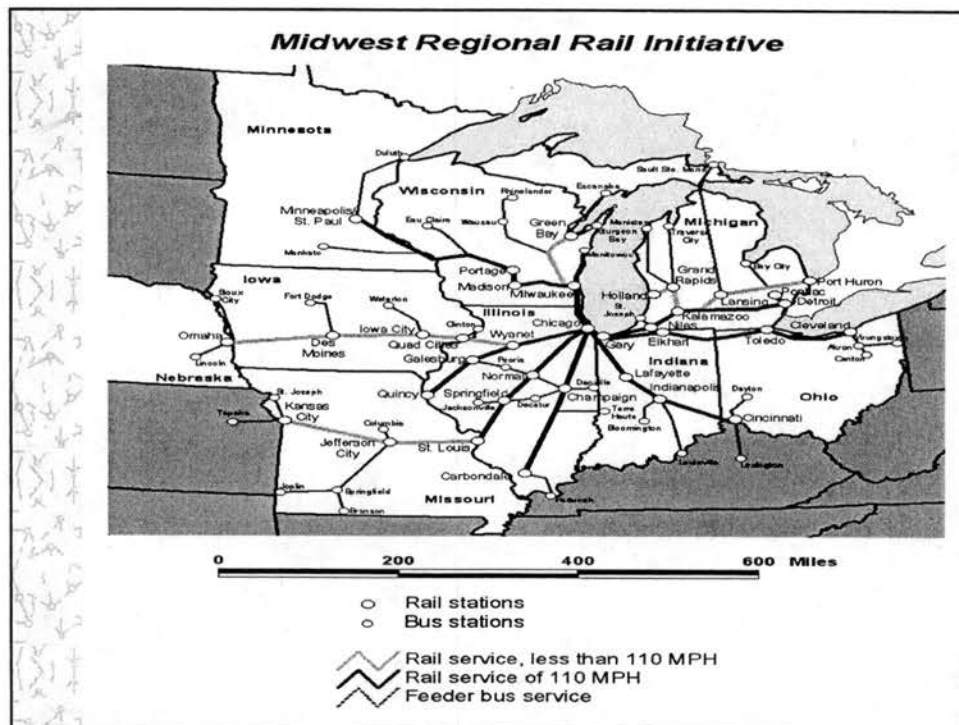


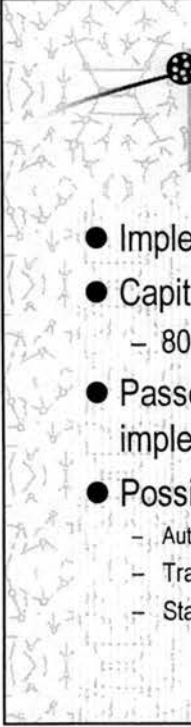
Midwest Regional Rail Initiative

- A Partnership of Nine States:
 - Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Nebraska and Wisconsin
- Federal Railroad Administration
- Amtrak

Midwest Regional Rail Initiative

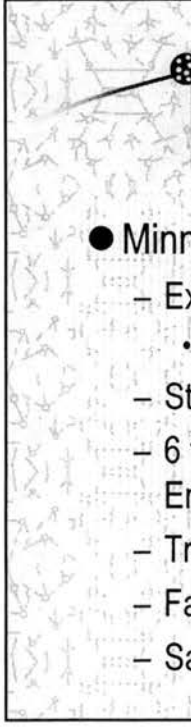
- A vision of regional passenger rail service in the Midwest
- Operation of a "hub-and-spoke" system providing through-service and connections in Chicago
- A network of more than 3,000 miles and serves a population of over 60 million
- Introduction of modern train equipment operating at speeds up to 110 mph





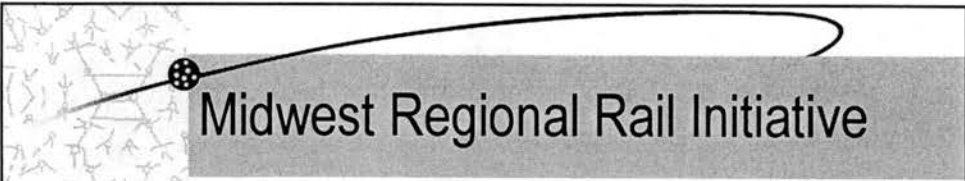
Midwest Regional Rail Initiative

- Implementation Schedule: 10 years
- Capital Funding: \$4.1 billion (1998\$)
 - 80% federal, 20% local
- Passengers: 9.6 million annual passengers when implemented
- Possible Funding Sources:
 - Authorizes Amtrak to sell \$12 billion in high-speed rail bonds
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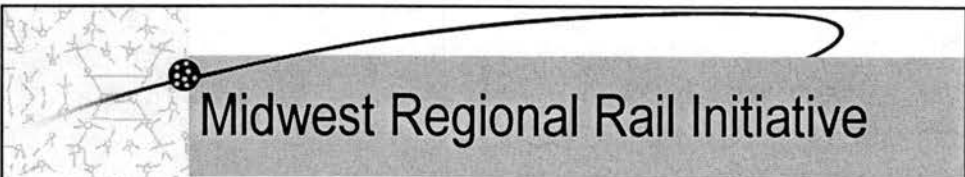
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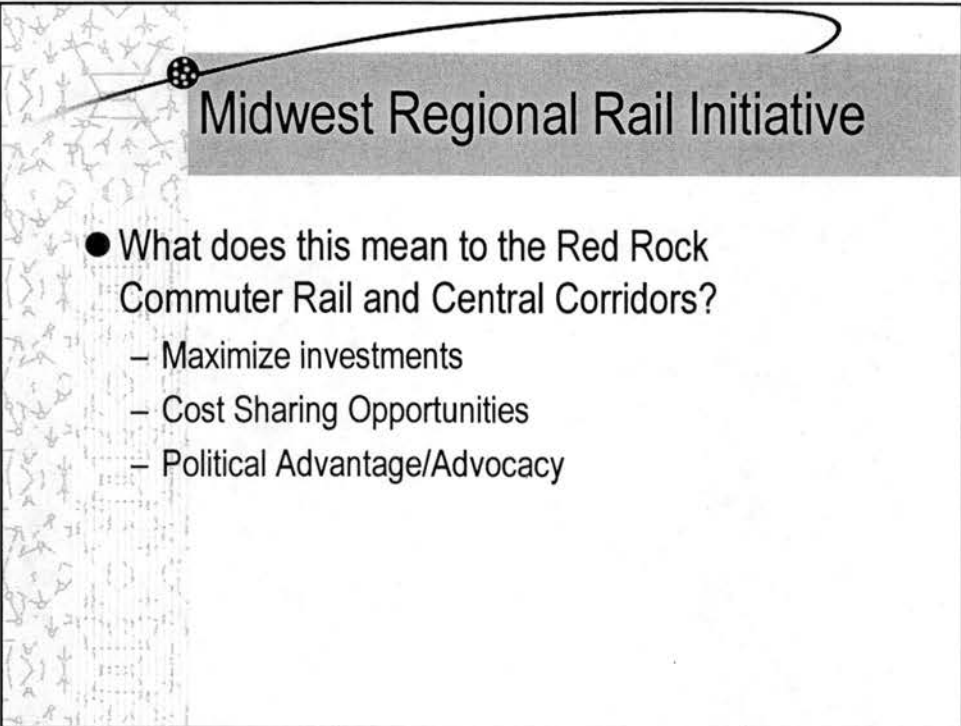
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Midwest Regional Rail Initiative

- What does this mean to the Red Rock Commuter Rail and Central Corridors?
 - Maximize investments
 - Cost Sharing Opportunities
 - Political Advantage/Advocacy

Creating Vision

The Midwest Regional Rail Initiative is a cooperative, multi-agency effort to develop an improved and expanded regional passenger rail system for the 21st century. It will feature increased operating speeds, additional train frequencies, modern technology and customer-friendly amenities with downtown-to-downtown connections to major Midwest urban centers.

Forming the Partnership

Partners in the Midwest Regional Rail Initiative include the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Nebraska and Wisconsin, along with support from Amtrak and the Federal Railroad Administration.

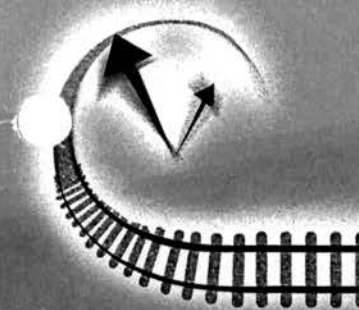
Midwest Regional Rail Initiative

Fulfilling the Vision Highlights of the Proposed Regional System

- > A 3,000 mile rail network largely utilizing existing rail lines radiating from Chicago to nine Midwest states.
- > Modern technology allowing trains to safely travel at speeds up to 110 mph.
- > Projected to carry 9.6 million passengers annually when fully implemented in 2010.
- > Feeder bus lines will provide connectivity to high-speed rail service.
- > Will require \$4.1 billion in capital investment (80% federal, 20% state).
- > Is forecast to earn revenues sufficient to cover operating costs once fully operational.

Benefits for Travelers

- > Offers a relaxing alternative to driving congested highways.
- > Travel times reduced by up to 30% from existing rail service.
- > Frequent, reliable service between major urban markets at a price competitive with other travel modes.
- > Modern equipment combined with a smorgasbord of amenities to attract business and leisure travelers.
- > Downtown-to-downtown connectivity.
- > Provides opportunities to enhance downtown development.
- > Offers economies-of-scale savings by allowing states to coordinate procurement of equipment.
- > Strengthens the Midwest economy by creating an estimated 2,000 new rail jobs, 4,000 temporary construction jobs and leveraging an additional \$2.6 billion in public/private investment.
- > Enhances public safety and the freight rail industry through improvements to rail infrastructure.



Midwest Regional Rail Initiative

Making a Sound Investment

- > The strong Midwest economy is placing tremendous demands on highway and airport systems.
- > Existing highway and air services often are not able to adequately provide the comfort and convenience that regional travelers desire.
- > High speed rail offers an opportunity to increase and enhance regional mobility by using existing transportation corridors.
- > Public interest in passenger rail is increasing.
- > High-speed passenger rail is an attractive and affordable travel option that encourages federal, state and local partnerships.

Meeting the Challenges

- > Secure federal and state funding.
- > Improve rail infrastructure.
- > Integrate freight and passenger rail services.
- > Energize public support for high-speed rail.

State Contacts

Illinois
Merrill Travis
(217) 782-2835

Indiana
Tom Beck
(317) 232-1478

Iowa
John Hey
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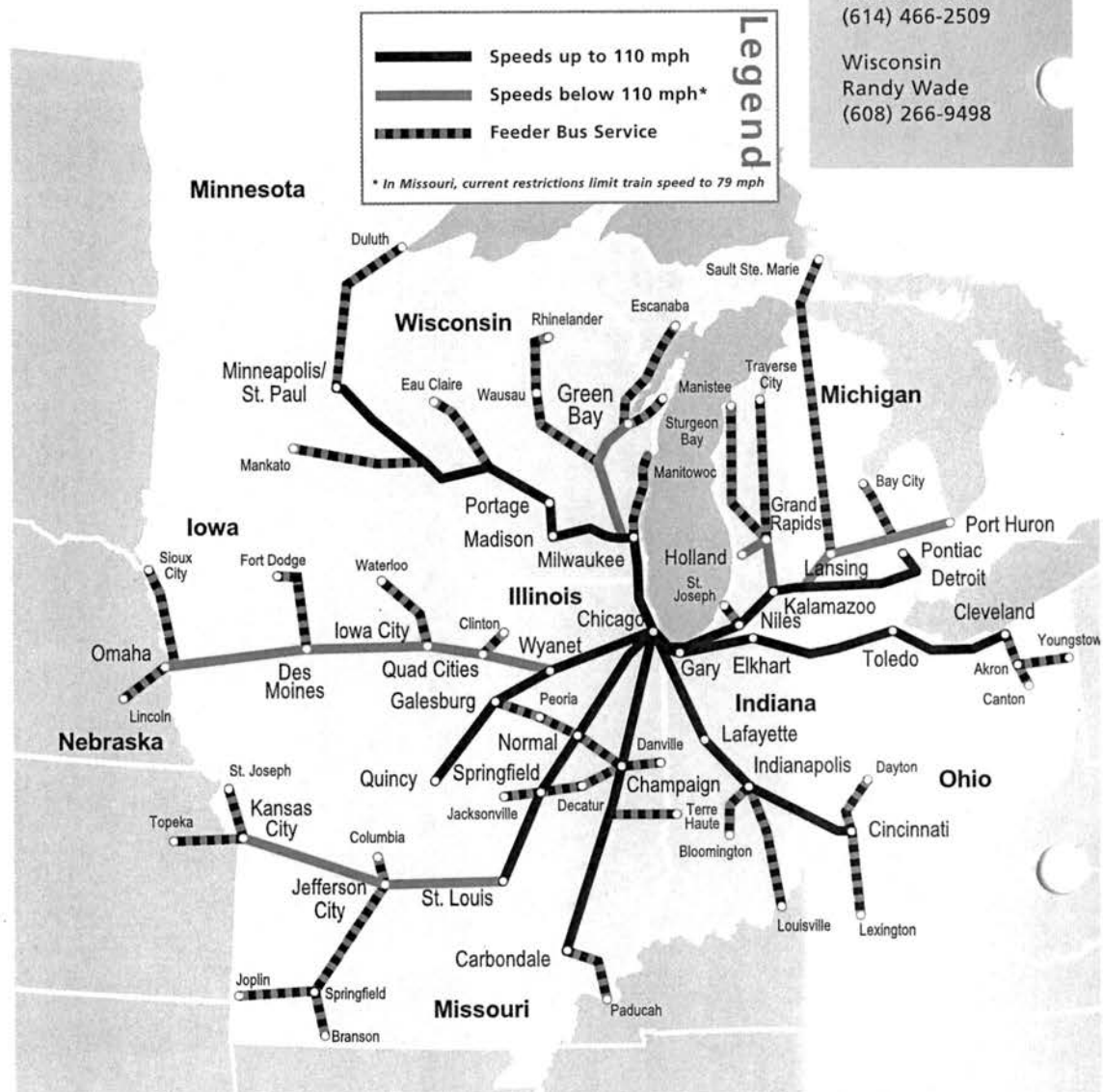
Minnesota
Sam Khan
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Midwest Regional Rail Initiative

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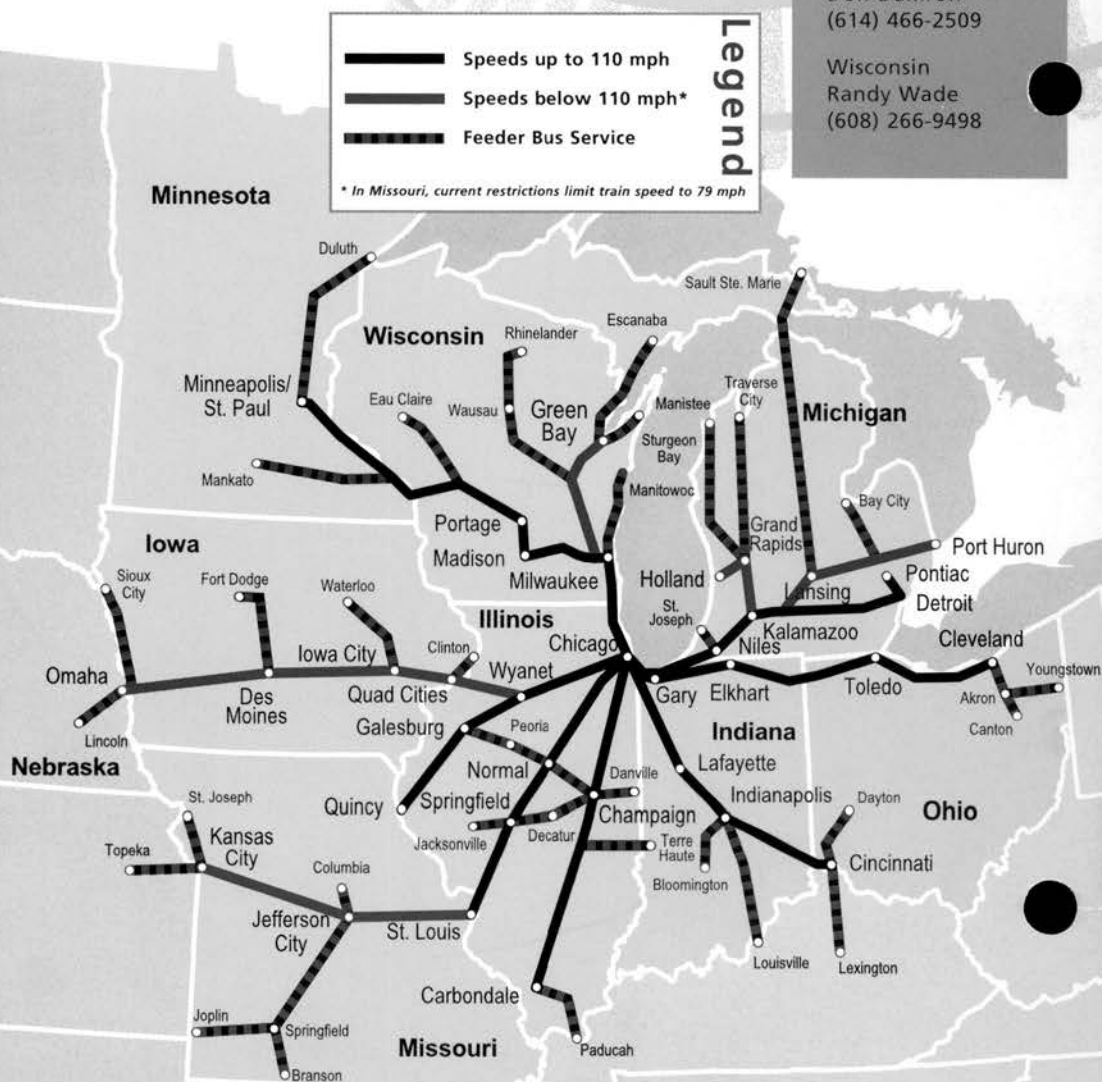
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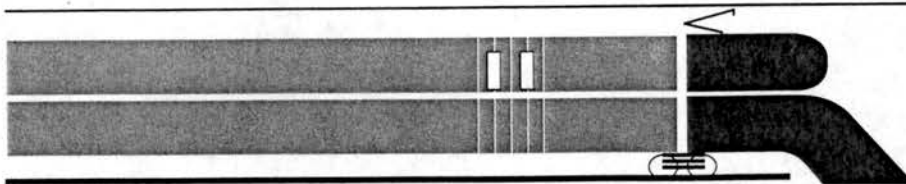
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Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority

March 27, 2001

Immediately following Administrative Board Meeting

Third Floor Council Chambers

1. * Approve minutes of the February 6, 2001 RCRRRA meeting
 2. * Appoint Commissioner Jan Wiessner as representative and Commissioner Victoria Reinhardt as alternate to the Northeast Diagonal Land Use/Transit Policy Advisory Committee for 2001
 3. * Approve extension of \$5,000,000 contract with Minnesota Department of Transportation accepting state and federal funding for Riverview and Central Corridor environmental, planning and engineering work through June 30, 2002
 4. * Approve extension of \$1,875,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor transit improvements through June 30, 2002
 5. * Ratify Partial Payment No. 6 in the amount of \$219,547.85 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study
 6. * Legislative update
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, February 6, 2001, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

MEMBERS ABSENT: Chair Tony Bennett

OTHERS PRESENT: David MacMillan, Kathy DeSpiegelaere, Mukhtar Thakur,
Sam Khan, Paul Kirkwold, Vern Wehlage, Karen Tero,
Bonnie Jackelen, Bobbie Crancer, Mary Ann Palmer,
Kris Longhenry, Steve Morris, Alicia Vap, Nona Haller,
Gary Davis, Dave Haley, Ken Haider, Dennis Bodin,
Jane McClure, Karen Clark

Commissioner Rettman called the meeting to order at 10:44 a.m.

1. Approve minutes of the December 19, 2000, RCRRA meeting

Motion by Commissioner Haigh, seconded by Commissioner McDonough to accept the minutes of the December 19, 2000, RCRRA meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Approve minutes of the January 2, 2001, RCRRA meeting

Motion by Commissioner Haigh, seconded by Commissioner McDonough to accept the minutes of the January 2, 2000, RCRRA meeting.

Ayes – 6, Nays – 0
Motion accepted.

3. Midwest Regional Rail Initiative Presentation

The guest speakers were Mukhtar Thakur, Office Director, and Sam Khan from the Office of Passenger Rail, Mn/DOT. Sam Kahn described their work since 1996 with the Midwest Regional Rail Initiative, which is a partnership of nine states, the Federal Railroad Administration and Amtrak. The Initiative envisions a regional passenger rail service in the Midwest of a "hub and spoke" design, providing upgraded through-service and connections in Chicago. It is a network of more than 3,000 miles serving a population of 60 million people. The service would introduce modern trains traveling up to 110 mph and providing a more comfortable ride and more amenities than current trains. One-third of the current ridership utilizes the Chicago-Twin Cities corridor.

The route is planned along a rail line from a station in St. Paul that would continue along the Canadian Pacific line down along the river, cross at La Crescent and continue into Wisconsin.

The implementation schedule for Midwest Regional Rail to build the system would be approximately ten years. Capital funding needed is estimated at \$4.1 billion (in 1998 planning dollars). As the work advances, the cost estimates will become more exact, and updated for inflation. An estimated 9.6 million riders annually will use the system with the Minnesota to Chicago corridor generating one-third of the total riders.

Possible funding sources include the High Speed Rail Investment Act, introduced to Congress by Senator Joseph Biden, allowing Amtrak to raise up to \$12 billion over 10 years to allow for investments like high speed rail. All corridors would be eligible for up to 80% funding. Other funding sources are the Transportation Infrastructure Financing and Innovation Fund (TIFI), letters of credit to speed up capital projects, and state funding and joint development funds.

Commissioner Rettman asked if the Midwest Regional Rail Initiative is not looking for property tax funds but will be solely funded at the state and federal levels. Sam Kahn responded that at this point, local funding sources are not included in the cost figures.

For the Minnesota system, all of the cost estimates and ridership work since 1996 has utilized existing right of way and the St. Paul Union Depot. Amtrak service would be rerouted from the current Midway station to the Union Depot.

Commissioner Rettman asked if relocation of the Midway station to Union Depot and acquisition of Union Depot is included in the cost estimates. Sam Khan replied that \$30 million was used as the unit cost for the Union Depot station, but that further analysis will be required to refine this estimate.

The existing Red Wing and Winona stations will also remain on the proposed system. Travel time will be reduced from eight hours to approximately five hours and 45 minutes. Level of service will improve from one to six trains daily. Fares will be approximately 80% of airfare.

Commissioner Wiessner asked if the system will use express trains. Sam Kahn replied that the travel time is reduced by the capital improvements (i.e., better crossings) and new train technology. Commissioner Wiessner asked if an express train could be even faster. Sam Khan responded that a longer-range plan called the Tri-State Study looks at speeds up to 150 miles per hour into Chicago, reducing travel time to four hours. However, the threshold seems to be about 125 mph because the passenger trains will run in a freight environment. Over that threshold, a dedicated Right of Way separate from the freight environment is required. This would increase the cost to an estimated \$4.2 billion for just one corridor.

The last 18.4 miles into St. Paul is also the same Right of Way as the Red Rock Corridor. There will be opportunities to maximize the investments. Commissioner Rettman asked if that will mean the Red Rock Corridor will be investing funds in the Midwest Regional Rail system. Sam Khan replied there may be opportunities to cost share.

Capital costs for the Minnesota segment from La Crescent into St. Paul is about \$227 million. Mn/DOT is conversing with the eight other partner states about how best to divide costs, which would be eligible under the High Speed Rail Investment Act for 80% federal funding. The estimates have been done at a program level. Minnesota has significant work remaining, including a capacity analysis. Between the eight states, there are significant freight railroads. Amtrak has the right to operate over those freight railroad tracks. The capacity analysis will incorporate the growth of the freight business.

Commissioner Haigh asked if Minnesota's share of the capital costs, \$45 million, is in the budget proposal from the Governor for this session or for next year. Mukhtar Thakur replied that the

Governor supports the Midwest Regional Rail Initiative, but has not included funds in his budget proposal.

Sam Kahn continued that operation refinements will be included in the model. Network analysis will examine feeder bus systems. An estimated ten percent of corridor passengers use feeder buses, viewing them as express shuttles, a positive link to the rail line.

Identification of institutional arrangements and cost allocation approaches has been a very complex discussion between the nine states, the federal government and Amtrak. The TIFIA application is in process for the system. For Minnesota's part, Senator Sheila Kiscaden has been a very vocal proponent of this project and hosted a series of meetings along the corridor early in November to get people interested and understand what the project means for their communities, which was very positive.

Mn/DOT has assumed the St. Paul Union Depot as the terminus for this project. This Depot is also the terminus for the Red Rock Commuter Rail Line. There would be an opportunity to maximize investments in terms of a multi-modal, multi-use station, leading to cost sharing opportunities. Because the Midwest Regional Rail Initiative is involved, 80% of funds could be leveraged from the federal government.

Commissioner Wiessner asked if the estimated fares (being 80% of the cost of air travel) will require operating subsidies and if so have they been included in the budget. Mukhtar Thakur responded that current estimates are at the planning level and are in 1998 dollars and will need to be adjusted for inflation, as well as further refined. There are a number of concerns with regard to the costs, including the \$30 million assumed for each station. Also, Mukhtar Thakur has been told by the consultants that within six years the system will be self-supporting, but this information will have to be further evaluated.

Commissioner Rettman asked if the operating subsidy is included in the budget. Mukhtar Thakur replied that the dollars in the plan to date are for capital costs only. The issues to be resolved now with the other states concern how resources will be allocated and then after that, the operating subsidies. These are very significant organizational issues that are currently in negotiation with the other states: how to divide the resources that may be coming from Federal action and how to determine the best organizational structure.

Commissioner Wiessner asked for an estimate for total operating costs for the entire system. Mukhtar Thakur stated that consultant estimates the system will be self-supporting in six years. Commissioner Rettman asked if self-supporting means the system pays back everything from the first six years. Mukhtar Thakur replied that for the first six years it will need government subsidy, but there are not yet any estimates as to how much.

Commissioner Haigh expressed concern about maximizing investment and cost sharing with regard to the timing of Red Rock and Central corridors. Mukhtar Thakur responded that 51 U.S. Senators have signed on as co-sponsors of the Amtrak bill for \$12 billion. Commissioner Haigh asked what is Minnesota's likelihood of funding from the state level. Mukhtar Thakur shared that there are currently no state monies appropriated.

Commissioner Haigh noted that if federal legislation passes by the end of the year, states will respond within another two year funding cycle. Joint planning and design work for commuter rail projects will move ahead. She asked how that could be advantageous to both state and local interest. Mukhtar Thakur replied that clearly Minnesota is very interested in participating, in order to obtain the funds that are coming to this region. There are two things to be very cautious about: one is the cost; the other is the timing. The earlier states refine their costs and make financial commitments, the better the chance of getting the 80/20 federal funds. More states will become ready and bring more money as a percentage match in order to get the federal funds. This is a national pot of money - there are other regional systems vying for this money, so the earlier you

have your state match, the better. The Governor supports this, but has no funds in his budget. Also, Red Rock and Central should carry on with their own timeline to meet local expectations. When and if the Midwest Regional Rail Initiative becomes viable, it will help the common rail segments.

Commissioner Ortega asked about the state's role in commuter rail; as Mn/DOT has moved ahead to manage the Northstar corridor. Initially, the counties did the planning and advocating. So how do Central and Red Rock fit into the administrative process? Mukhtar Thakur replied that it is important to have all the corridors at the table and with the legislature because of the need for support, lobbying efforts and local input. That will not end and these projects will be joint efforts. Commissioner Ortega commented that in terms of timing, there will be more involvement by Mn/DOT on the Northstar corridor and that he would like to know if the same process will happen with Red Rock and Central corridors. Mukhtar Thakur confirmed that the process will probably be similar.

Commissioner Rettman revisited the issue of no funding for any corridors, including the Midwest Regional Rail Initiative, in the Governor's budget. Mukhtar Thakur confirmed that, with the exception of Northstar. She asked where state funding might be on the horizon. Mukhtar Thakur responded that the 2020 transit plan includes Central, Red Rock, Dan Patch and Northstar. The Rush Line, Bethel and Norwood/Young America line are potential future corridors between 2020 and 2040. Mn/DOT is receiving intense resistance to the Dan Patch from communities. Commissioner Rettman asked who makes the determination about which line comes first. Mukhtar Thakur replied that the question is a policy level question and he is not qualified to respond; to his knowledge the department has not made a recommendation regarding which line should come first. Northstar is included in the Governor's budget for \$115 million. Hiawatha is a light rail line and is already funded and under construction. Commissioner Rettman asked if there is any other light rail line included in the 2020 transit plan. Kathy DeSpiegelaere responded that an even more current document, the Transportation Policy Plan, which was adopted in January by the Metropolitan Council, includes light rail corridors in the region, and Central Corridor before 2020. Commissioner Rettman asked where Midwest Regional Rail fits in. Mukhtar Thakur replied that this project is going to be driven by the region and by what happens at the legislature. It is unlikely to be decided by any other parties. Commissioner Rettman stated that there is a limited pot of dollars, and asked if it will take precedence over something else. Mukhtar Thakur responded that he can not reply to a policy level question or decision.

Commissioner Wiessner asked if Congress will have a say in the decision since the system will be regional. Mukhtar Thakur replied that Congress will have to supply the funds, and then local legislatures will decide whether they actually want to build the system. Matching with state and local funds will indicate the level of commitment. Commissioner Wiessner asked if the Midwest Regional system will be in competition with other rail corridors for the same funds. Mukhtar Thakur replied that the competition for dollars at the state level is much more than transit dollars, there are many different requests.

Commissioner Rettman asked about the 51 U.S. Senators that had signed onto the bill for Amtrak funding, and if President Bush included this in his tax bill. Mukhtar Thakur replied that he is not qualified to speak to policy level questions. He does not know if President Bush has a dedicated amount for funding the regional rail system, but knows that he is supportive of rail transit. Commissioner Rettman asked if there are U.S. House authors for the Midwest Regional Rail Initiative. Sam Kahn answered that the U.S. House passed the bill last session; one of the authors was Representative Oberstar. Both Senators Dayton and Wellstone have signed onto the bill.

Commissioner Rettman asked if the Union Depot is not the terminus, will the City of St. Paul decide where the terminus is. Mukhtar Thakur replied that the Union Depot is being considered. He is not aware if a decision has been made and he does not believe any study has been completed that includes a recommendation. Commissioner Rettman asked if Amtrak wants to

move out of their Midway station. Mukhtar Thakur responded that Amtrak has visited with MnDOT recently, and they are interested in bringing St. Paul into the discussion, and have expressed a desire to move to the Union Depot from Midway. Commissioner Rettman asked about funds for the relocation of the St. Paul station. Mukhtar Thakur replied that there is no plan for the state to provide any monies and that level of detail has not yet been looked at.

Commissioner Rettman asked how the Initiative began. Sam Kahn replied that since 1996, the states have met to talk about this project. The group's base includes Wisconsin, Illinois and Michigan. These states have current Amtrak service at a level exceeding Minnesota's, and they expressed dissatisfaction with their level of service. These states pay for their service, whereas Minnesota does not. They wanted to explore upgrading services. Other states joined in. Sam Khan revisited the Midway station and added that the station would still have to exist because it handles mail and express business. The short term vision that the City and Amtrak officials are exploring is adding St. Paul Union Depot as another stop to the Empire Builder service. They'll explore the issue over the next 17 months.

4. LRT Joint Powers Board 2000 Annual Report

There was no discussion on this item.

5. Central Corridor Update

Commissioners Rettman and Haigh have been meeting with the Central Corridor Coordinating Committee. Commissioner Haigh mentioned that the project is staying on track and is going well. Steve Morris commented that the current study is building to a draft Environmental Impact Statement by the end of the year, and has some strategies regarding meeting future transportation needs along the corridor. He presented a summary of the Purpose and Need statement. He highlighted the three categories of Economic Opportunity and Investment, Communities and the Environment, and Transportation and Mobility.

Under Economic Opportunity and Investment, people feel it is important to support the investments in infrastructure, business and community that sustain the heart of the region. A reliable public transit system needs to be developed that allows an efficient, effective land use pattern to minimize parking and provide transportation for employees.

Regarding Communities and Environment, the project should facilitate the preservation and enhancement of neighborhoods; acknowledge the individual aspirations of character in the neighborhoods along the way and the region as a whole; and support regional goals for clean air and water, more efficient energy use, and a safer and healthier environment.

Under Transportation and Mobility, improvements are needed that will add carrying capacity, minimize operating costs while improving efficiencies, provide high quality alternatives and reinforce the region's transportation system. Also, it should expand opportunities for all users, including those that need to move through it, and to enhance the existing transportation infrastructure.

The categories are listed in this specific order as a way of serving and improving the larger needs of the people in the area. Discussion is under way about various alternatives both as to alignment and to mode. The Corridor Coordinating Committee will narrow the field to four or five alignments for further study and analysis. This spring, the draft EIS process will be started.

6. Other Corridor updates

The update will be given at the Legislative meeting.

7. Legislative update

The update will be given at the next Legislative committee of the whole.

8. Ratify Partial Payment No. 5 in the amount of \$71,082.40 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to ratify partial payment No. 5 in the amount of \$71,082.40 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; 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 24, 2000; and

WHEREAS, Submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-10963, Partial Payment No. 5, in the amount of \$71,082.40 attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 24, 2000; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$71,082.40 for services rendered through November 24, 2000, is hereby ratified.

The meeting was adjourned at 11:42 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 19, 2001

Date

Board Action Requested

Appoint Commissioner Jan Wiessner as representative and Commissioner Victoria Reinhardt as alternate to the Northeast Diagonal Land Use/Transit Policy Advisory Committee for 2001.

ACTION IS REQUESTED

Request Justification

See attached resolution and information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 27, 2001

Board Date

Kristine A. Longhery
Signature

March 19, 2001

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northeast Diagonal Corridor is a corridor that begins in White Bear Lake and runs diagonally through Ramsey County and Hennepin County before ending in Minneapolis:

WHEREAS, The Northeast Diagonal Corridor is identified in the Metropolitan Council's *Transit 2020 Master Plan* as a potential transitway;

WHEREAS, The Regional Railroad Authorities of Hennepin and Ramsey Counties are funding a land use and transit study for the Northeast Diagonal Corridor area;

WHEREAS, A Policy Advisory Committee is being formed for this corridor and study; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Land Use/Transit Policy Advisory Committee Jan Wiessner as representative and Victoria Reinhardt as alternate for 2001.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

|

WHITE BEAR LAKE
WHITE BEAR TOWNSHIP
GEM LAKE
VADNAIS HEIGHTS
LITTLE CANADA
ROSEVILLE
ST. ANTHONY
MINNEAPOLIS
HENNEPIN COUNTY
RAMSEY COUNTY

NORTHEAST DIAGONAL LAND USE/ TRANSIT STUDY

665 Government Center West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102
Phone: (651) 266-2773
Fax: (651) 266-2761

March 5, 2001

Chair Bennett
Ramsey County Regional Railroad Authority
15 W Kellogg, Rm 220
St. Paul, MN 55102

Dear Chair Bennett:

We would like to invite your agency to participate in a new study which Ramsey and Hennepin County Regional Railroad Authorities are sponsoring. The purpose of this study is to analyze land use changes and transit improvements that could be implemented by local governments and transit providers to increase the transit market in the northeast metro area. The study area includes the cities encompassing the Northeast Diagonal Corridor (White Bear Lake, White Bear Township, Gem Lake, Vadnais Heights, Little Canada, Roseville, St. Anthony and Minneapolis). Enclosed is a map that further illustrates the study area.

The recommendation for the study came from a staff group comprised of local governments in the northeast area that has been meeting to discuss transportation and transit issues for over a year. The group was instrumental in the Northeast Diagonal Transitway's inclusion in the Metropolitan Council's *Transit 2020 Master Plan* as a potential transitway for post 2010. The staff group recommended conducting a study to identify land use and transit strategies for increasing the transit market in the northeast metro area. Both regional railroad authorities have budgeted for hiring a consultant to perform this study.

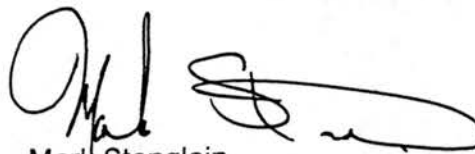
We would like your agency's participation on the policy advisory committee for this study. The policy advisory committee will finalize the proposed scope of work for the study, and then monitor the work of the study consultant and advise the technical committee as well as the consultant on policy issues. We also anticipate the group will meet every other month or as needed for the purpose of the study.

We have scheduled the first meeting of the Northeast Diagonal Land Use/Transit Policy Advisory Committee for Wednesday, April 18, 2001, at 4 p.m. at the Roseville Public Library's meeting room (2180 North Hamline in Roseville). Please contact Alicia Vap (651-266-2773) of the Ramsey County Regional Railroad Authority to provide a representative for this committee as well as to respond whether or not a representative is able to attend this first meeting. The proposed study scope is enclosed.

Thank you in advance for your cooperation. We look forward to your agency's participation in this study.

Sincerely,


Jan Wiessner
Ramsey County Commissioner


Mark Stenglein
Hennepin County Commissioner

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 19, 2001

Date

Board Action Requested

Approve extension of \$5,000,000 contract with Minnesota Department of Transportation accepting state and federal funding for Riverview and Central Corridor environmental, planning and engineering work through June 30, 2002.

ACTION IS REQUESTED

Request Justification

See information attached

1. Proposed Resolution
2. Memorandum from K. DeSpiegelaere
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 27, 2001

Board Date

Kristine A. Longhewy
Signature

March 19, 2001
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access state and federal funds in the amount of \$5,000,000 to be used for Riverview and Central Corridor environmental, planning and engineering work; and

WHEREAS, The contract with Mn/DOT expires June 30, 2001; and

WHEREAS, The Central Corridor environmental, planning and engineering work will not be completed until June 30, 2002; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Mn/DOT through June 30, 2002; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Mn/DOT Contract No. 79608; and Be It Further

RESOLVED, That the Director of the Ramsey County Regional Railroad Authority is authorized to execute and file any certifications, assurances, and agreements, required by Mn/DOT Contract No. 79608 and this Amendment thereto.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

AMENDMENT No. 1 to AGREEMENT No. 79608

This Amendment is by and between the State of Minnesota, through its Commissioner of Transportation ("STATE") and the **Ramsey County Regional Railroad Authority**, a regional railroad authority ("GRANTEE").

Background

STATE has an Original Agreement with GRANTEE, identified as Mn/DOT Agreement Number 79608, to conduct a transit study of the Central Corridor and to prepare a Draft Environmental Impact Statement, preliminary engineering, and a final Environmental Impact Statement for the Riverview Corridor. To accomplish the work to be performed under the Original Agreement, STATE has determined that GRANTEE requires a one-year extension in the term of the Original Agreement. To comply with federal requirements, the amendment will also add federal contract clauses and current certifications and assurances.

Amendment

REVISION 1. In Article I. TERM OF CONTRACT, delete "June 30, 2001" and insert "**June 30, 2002**".

REVISION 2. In Article XIV. delete the headnote "FEDERAL CLAUSES" and insert "FEDERAL CERTIFICATIONS AND ASSURANCES"; and delete "*FY 2000*" and insert "*FY 2001*".

REVISION 3. After Article XIV. FEDERAL CLAUSES., insert the following:

- XV. PROCUREMENT. GRANTEE agrees to comply with applicable procurement standards in Federal Transit Administration Circular 4220.1D, paragraphs 7m, 8a and b, and 9e, issued April 15, 1996 and subsequent revisions.
- XVI. FEDERAL CONTRACT CLAUSES. GRANTEE agrees to comply with the following federal requirements, and agrees to require, unless specifically exempted, subcontractors and third party contractors at every tier to comply with same.

A. ENERGY CONSERVATION REQUIREMENTS

(The Energy Conservation requirements extend to all third party contractors and their contracts at every tier and subrecipients and their subagreements at every tier.)

Energy Conservation - The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued under Minnesota Statutes, Chapter 216C and which are in compliance with the Energy Policy and Conservation Act.

B. CLEAN WATER REQUIREMENTS

(The Clean Water requirements apply to each contract and subcontract which exceeds \$100,000. The Clean Water requirements flow down to FTA recipients and subrecipients at every tier.)

Clean Water - (1) The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Contractor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

(2) The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

C. LOBBYING

(The Lobbying requirements apply to Construction/Architectural and Engineering/Acquisition of Rolling Stock/Professional Service Contract/Operational Service Contract/Turnkey contracts. The Lobbying requirements mandate the maximum flow down.)

Contractors who apply or bid for an award of \$100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

Certification for Contracts, Grants, Loans, and Cooperative Agreements

(To be submitted with each bid or offer exceeding \$100,000)

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq .)]
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]

AMENDMENT No. 1 to AGREEMENT No. 79608

The Contractor, _____, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if any.

Signature of Contractor's Authorized Official

Name and Title of Contractor's Authorized Official

Date

D. CLEAN AIR REQUIREMENTS

(The Clean Air requirements apply to all contracts exceeding \$100,000, including indefinite quantities where the amount is expected to exceed \$100,000 in any year. The Clean Air requirements flow down to all subcontracts which exceed \$100,000.)

Clean Air - (1) The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq . The Contractor agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

(2) The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

E. NO GOVERNMENT OBLIGATION TO THIRD PARTIES

(Applicable to all contracts. Not required by statute or regulation for either primary contractors or subcontractors, this concept should flow down to all levels to clarify, to all parties to the contract, that the Federal Government does not have contractual liability to third parties, absent specific written consent.)

(1) The Purchaser and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

(2) The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

F. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

(These requirements are applicable to all contracts. These requirements flow down to contractors and subcontractors who make, present, or submit covered claims and statements.)

(1) The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § § 3801 et seq . and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

AMENDMENT No. 1 to AGREEMENT No. 79608

(2) The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

(3) The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

G. GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

(Executive Order 12549, as implemented by 49 CFR Part 29, prohibits FTA recipients and sub-recipients from contracting for goods and services from organizations that have been suspended or debarred from receiving Federally-assisted contracts. As part of their applications each year, recipients are required to submit a certification to the effect that they will not enter into contracts over \$100,000 with suspended or debarred contractors and that they will require their contractors (and their subcontractors) to make the same certification to them.)

Contractors are required to pass this requirement on to subcontractors seeking subcontracts over \$100,000. Thus, the terms "lower tier covered participant" and "lower tier covered transaction" include both contractors and subcontractors and contracts and subcontracts over \$100,000.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

Instructions for Certification

1. By signing and submitting this bid or proposal, the prospective lower tier participant is providing the Signed certification set out below .
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, (Recipient) may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to (Recipient) if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. You may contact (Recipient) for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by the State.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

AMENDMENT No. 1 to AGREEMENT No. 79608

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.

8. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, the State may pursue available remedies including suspension and/or debarment.

"Certification Regarding Debarment, Suspension, Ineligibility and
Voluntary Exclusion - Lower Tier Covered Transaction"

(1) The prospective lower tier participant certifies, by submission of this bid or proposal, that neither it nor its "principals" [as defined at 49 C.F.R. § 29.105(p)] is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) When the prospective lower tier participant is unable to certify to the statements in this certification, such prospective participant shall attach an explanation to this proposal.

H. CIVIL RIGHTS

(The Civil Rights Requirements apply to all contracts. The Civil Rights requirements flow down to all third party contractors and their contracts at every tier.)

Civil Rights - The following requirements apply to the underlying contract:

(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to

AMENDMENT No. 1 to AGREEMENT No. 79608

their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

I. DISADVANTAGED BUSINESS ENTERPRISE .

The Contractor agrees to take the following measures to facilitate participation by disadvantaged business enterprises (DBE) in the Project:

(1) The Contractor agrees to comply with section 1101(b) of TEA-21, 23 U.S.C. § 101 note, and U.S. DOT regulations, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 C.F.R. Part 26.

(2) The Contractor agrees that it shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any third party contract, or subagreement supported with Federal assistance derived from the U.S. DOT or in the administration of its DBE program or the requirements of 49 C.F.R. Part 26. The Contractor agrees to take all necessary and reasonable steps under 49 C.F.R. Part 26 to ensure nondiscrimination in the award and administration of all third party contracts and subagreements supported with Federal assistance derived from the U.S. DOT. The State's DBE program, as required by 49 C.F.R. Part 26 and approved by the U.S. DOT, is incorporated by reference and made part of the Contract.

AMENDMENT No. 1 to AGREEMENT No. 79608

1. STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minn. Stat. §§ 16A.15 and 16C.05.

Signed: _____

Date: _____

CFMS Contract No. A- _____

2. GRANTEE

The Grantee certifies that the appropriate person(s) have executed the contract on behalf of the Grantee required by applicable articles, bylaws, resolutions, or ordinances.

By: _____

Title: Chair

Date: _____

And

By: K. Helpiogelau

Title: Director

Date: 3/19/01

3. DEPARTMENT of TRANSPORTATION

By: _____

(with delegated authority)

Title: Director, Office of Transit

Date: _____

Grantee's Signature Acknowledgment

This instrument was acknowledged before me this _____ day of _____ 2001,

by _____, the _____ and
(name) (title)

_____, the _____
(name) (title)

of _____
(grantee)

NOTARY PUBLIC

My Commission Expires: _____

Or GRANTEE's official seal

Appendix A

FEDERAL FISCAL YEAR 2001 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

In accordance with 49 U.S.C. 5323(n), the following certifications and assurances have been compiled for Federal Transit Administration (FTA) programs. FTA requests each Applicant to provide as many certifications and assurances as needed to cover all programs for which it will seek FTA assistance in Federal Fiscal Year 2001. FTA strongly encourages the Applicant to submit its certifications and assurances through FTA's Transportation Electronic Award and Management (TEAM) system.

The 15 Categories of certifications and assurances are listed by numbers 1 through 15 on the Cert's & Assurances tab page of the TEAM system and on the opposite side of the Signature Page at the end of this document. Categories 2 through 15 will apply to some, but not all, applicants. The designation of the 15 categories corresponds to the circumstances mandating submission of specific certifications, assurances, or agreements.

1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EACH APPLICANT

Each Applicant for FTA assistance awarded must provide all certifications and assurances in this Category "1." FTA may not award any Federal assistance until the Applicant provides these certifications and assurances by selecting Category "1."

A. Authority of Applicant and Its Representative

The authorized representative of the Applicant and attorney who sign these certifications, assurances, and agreements affirm that both the Applicant and its authorized representative have adequate authority under state and local law and the by-laws or internal rules of the Applicant organization to:

- (1) Execute and file the application for Federal assistance on behalf of the Applicant;
- (2) Execute and file the required certifications, assurances, and agreements on behalf of the Applicant binding the Applicant; and
- (3) Execute grant agreements and cooperative agreements with FTA on behalf of the Applicant.

B. Standard Assurances

The Applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant or cooperative agreement. The Applicant agrees that it is under a continuing obligation to comply with the terms and conditions of the grant agreement or cooperative agreement issued for its project with FTA. The Applicant recognizes that Federal laws, regulations, policies, and administrative practices might be modified from time to time and affect the implementation of the project. The Applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise.

Appendix A

C. Debarment, Suspension, and Other Responsibility Matters for Primary Covered Transactions

As required by U.S. DOT regulations on Governmentwide Debarment and Suspension (Nonprocurement) at 49 CFR 29.510:

- (1) The Applicant (Primary Participant) certifies, to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not, within a three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state, or local) terminated for cause or default.
- (2) The Applicant also certifies that, if it later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to FTA.
- (3) If the Applicant (Primary Participant) is unable to certify to all statements in paragraphs (1) and (2) of this certification, it shall indicate so in its applications, or in the transmittal letter or message or accompanying its annual certifications and assurances, and provide a written explanation to FTA.

D. Drug-Free Workplace Agreement

As required by U.S. DOT regulations, "Drug-Free Workplace Requirements (Grants)," 49 CFR part 29, Subpart F, as modified by 41 U.S.C. 702, the Applicant agrees that it will provide a drug-free workplace by:

- (1) Publishing a statement notifying its employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in its workplace and specifying the actions that will be taken against its employees for violation of that prohibition;
- (2) Establishing an ongoing drug-free awareness program to inform its employees about:
 - (a) The dangers of drug abuse in the workplace;
 - (b) Its policy of maintaining a drug-free workplace;
 - (c) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (d) The penalties that may be imposed upon its employees for drug abuse violations occurring in the workplace;
- (3) Making it a requirement that each of its employees to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (1) of this certification;
- (4) Notifying each of its employees in the statement required by paragraph (1) of this

Appendix A

certification that, as a condition of employment financed with Federal assistance provided by the grant or cooperative agreement, the employee will be required to:

- (a) Abide by the terms of the statement; and
 - (b) Notify the employer (Applicant) in writing of any conviction for a violation of a criminal drug statute occurring in the workplace no later than five (5) calendar days after that conviction;
- (5) Notifying FTA in writing, within ten (10) calendar days after receiving notice required by paragraph (4)(b) above from an employee or otherwise receiving actual notice of that conviction. The Applicant, as employer of any convicted employee, must provide notice, including position title, to every project officer or other designee on whose project activity the convicted employee was working. Notice shall include the identification number(s) of each affected grant or cooperative agreement;
- (6) Taking one of the following actions within thirty (30) calendar days of receiving notice under paragraph (4)(b) of this agreement with respect to any employee who is so convicted:
- (a) Taking appropriate personnel action against that employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (b) Requiring that employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency; and
- (7) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (1), (2), (3), (4), (5), and (6) of this agreement. The Applicant agrees to maintain a list identifying its headquarters location and each workplace it maintains in which project activities supported by FTA are conducted, and make that list readily accessible to FTA.

E. Intergovernmental Review Assurance

The Applicant assures that each application for Federal assistance it has submitted or will submit to FTA has been or will be submitted for intergovernmental review to the appropriate state and local agencies consistent with the requirements of the state or states affected. Specifically, the Applicant assures that it has fulfilled or will fulfill the obligations imposed on FTA by U.S. DOT regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17.

F. Nondiscrimination Assurance

As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity), Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7, the Applicant assures that it will comply with all requirements of 49 CFR part 21; FTA Circular 4702.1, "Title VI Program Guidelines for Federal Transit Administration Recipients", and other applicable directives, so that no person in the United States, on the basis of race, color, national

Appendix A

origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the Applicant receives Federal assistance awarded by the U.S. DOT or FTA as follows:

- (1) The Applicant assures that each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements of 49 U.S.C. 5332 and 49 CFR part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project.
- (2) The Applicant assures that it will take appropriate action to ensure that any transferee receiving property financed with Federal assistance derived from FTA will comply with the applicable requirements of 49 U.S.C. 5332 and 49 CFR part 21.
- (3) The Applicant assures that it will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Applicant assures that it will submit the required information pertaining to its compliance with these requirements.
- (4) The Applicant assures that it will make any changes in its 49 U.S.C. 5332 and Title VI implementing procedures as U.S. DOT or FTA may request.
- (5) As required by 49 CFR 21.7(a)(2), the Applicant will include in each third party contract or subagreement provisions to invoke the requirements of 49 U.S.C. 5332 and 49 CFR part 21, and include provisions to invoke those requirements in deeds and instruments recording the transfer of real property, structures, improvements.

G. Disadvantaged Business Enterprise Assurance

In accordance with 49 CFR 26.13(a), the Recipient assures that it shall not discriminate on the basis of race, color, national origin, or sex in the implementation of the project and in the award and performance of any third party contract, or subagreement supported with Federal assistance derived from the U.S. DOT or in the administration of its DBE program or the requirements of 49 CFR part 26. The Recipient assures that it shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of all third party contracts and subagreements supported with Federal assistance derived from the U.S. DOT. The Recipient's DBE program, as required by 49 CFR part 26 and approved by the U.S. DOT, will be incorporated by reference and made part of the grant agreement or cooperative agreement for any Federal assistance awarded by FTA or U.S. DOT. Implementation of this DBE program is a legal obligation of the Recipient, and failure to carry out its terms shall be treated as a violation of the grant agreement or cooperative agreement. Upon notification by the Government to the Recipient of its failure to implement its approved DBE program, the U.S. DOT may impose sanctions as provided for under 49 CFR part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001, and/or the Program Fraud Civil Remedies Act, 31 U.S.C. 3801 *et seq.*

H. Assurance of Nondiscrimination on the Basis of Disability

As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs

Appendix A

and Activities Receiving or Benefiting from Federal Financial Assistance." at 49 CFR part 27, the Applicant assures that, as a condition to the approval or extension of any Federal assistance awarded by FTA to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA, no otherwise qualified person with a disability shall be, solely by reason of that disability, excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from Federal assistance administered by the FTA or any entity within U.S. DOT. The Applicant assures that project implementation and operations so assisted will comply with all applicable requirements of U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.* at 49 CFR parts 27, 37, and 38, and any applicable regulations and directives issued by other Federal departments or agencies.

I. Procurement Compliance

The Applicant certifies that its procurements and procurement system will comply with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and FTA third party contracting regulations when promulgated, as well as other requirements FTA may issue. The Applicant certifies that it will include in its contracts financed in whole or in part with FTA assistance all clauses required by Federal laws, executive orders, or regulations, and will ensure that each subrecipient and each contractor will also include in its subagreements and contracts financed in whole or in part with FTA assistance all applicable clauses required by Federal laws, executive orders, or regulations.

J. Certifications Prescribed by the Office of Management and Budget (SF-424B and SF 424D)

As required by the Office of Management and Budget (OMB), the Applicant certifies that it:

- (1) Has the legal authority to apply for Federal assistance and the institutional, managerial, and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management, and completion of the project described in its application;
- (2) Will give FTA, the Comptroller General of the United States and, if appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives;
- (3) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain;
- (4) Will initiate and complete the work within the applicable project time periods following receipt of FTA approval;
- (5) Will comply with all statutes relating to nondiscrimination including, but not limited to:
 - (a) Title VI of the Civil Rights Act, 42 U.S.C. 2000d, which prohibits discrimination on the basis of race, color, or national origin;

Appendix A

- (b) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. Part 25, which prohibit discrimination on the basis of sex;
- (c) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of handicaps;
- (d) The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 through 6107, which prohibit discrimination on the basis of age;
- (e) The Drug Abuse Office and Treatment Act of 1972, Pub. L. 92-255, March 21, 1972, and amendments thereto, relating to nondiscrimination on the basis of drug abuse;
- (f) The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, Pub. L. 91-616, Dec. 31, 1970, and amendments thereto, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
- (g) The Public Health Service Act of 1912, as amended, 42 U.S.C. 290dd-3 and 290ee-3, related to confidentiality of alcohol and drug abuse patient records;
- (h) Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*, relating to nondiscrimination in the sale, rental, or financing of housing;
- (i) Any other nondiscrimination provisions in the specific statutes under which Federal assistance for the project may be provided including, but not limited to section 1101(b) of the Transportation Equity Act for the 21st Century, 23 U.S.C. 101 note, which provides for participation of disadvantaged business enterprises in FTA programs; and
- (j) The requirements of any other nondiscrimination statute(s) that may apply to the project;
- (6) Will comply, or has complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. 4601 *et seq.*, which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. As required by U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," at 49 CFR 24.4, and sections 210 and 305 of the Uniform Relocation Act, 42 U.S.C. 4630 and 4655, the Applicant assures that it has the requisite authority under applicable state and local law and will comply or has complied with the requirements of the Uniform Relocation Act, 42 U.S.C. 4601 *et seq.*, and U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," 49 CFR part 24 including, but not limited to the following:
 - (a) The Applicant will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24;
 - (b) The Applicant will provide fair and reasonable relocation payments and assistance required by 42 U.S.C. 4622, 4623, and 4624; 49 CFR part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations or associations displaced as a result of any project financed with FTA assistance;
 - (c) The Applicant will provide relocation assistance programs offering the services described in 42 U.S.C. 4625 to such displaced families, individuals, partnerships, corporations, or associations in the manner provided in 49 CFR part 24 and FTA procedures;
 - (d) Within a reasonable time before displacement, the Applicant will make available

Appendix A

- comparable replacement dwellings to displaced families and individuals as required by 42 U.S.C. 4625(c)(3);
- (e) The Applicant will carry out the relocation process in such a manner as to provide displaced persons with uniform and consistent services, and will make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin;
 - (f) In acquiring real property, the Applicant will be guided to the greatest extent practicable under state law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652;
 - (g) The Applicant will pay or reimburse property owners for necessary expenses as specified in 42 U.S.C. 4653 and 4654, with the understanding that FTA will participate in the Applicant's eligible costs of providing payments for those expenses as required by 42 U.S.C. 4631;
 - (h) The Applicant will execute such amendments to third party contracts and subagreements financed with FTA assistance and execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement the assurances provided herein; and
 - (i) The Applicant agrees to make these assurances part of or incorporate them by reference into any third party contract or subagreement, or any amendments thereto, relating to any project financed by FTA involving relocation or land acquisition and provide in any affected document that these relocation and land acquisition provisions shall supersede any conflicting provisions;
- (7) To the extent applicable, will comply with the Davis-Bacon Act, as amended, 40 U.S.C. 276a through 276a(7), the Copeland Act, as amended, 18 U.S.C. 874 and 40 U.S.C. 276c, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 327 through 333, regarding labor standards for federally-assisted subagreements;
 - (8) To the extent applicable, will comply with flood insurance purchase requirements of section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), requiring recipients in a special flood hazard area to participate in the program and purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more;
 - (9) Will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4801, which prohibits the use of lead-based paint in construction or rehabilitation of residence structures;
 - (10) Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities on which a construction project supported with FTA assistance takes place without permission and instructions from the awarding agency;
 - (11) Will record the Federal interest in the title of real property in accordance with FTA directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project;
 - (12) Will comply with FTA requirements concerning the drafting, review, and approval of construction plans and specifications of any construction project supported with FTA assistance. As required by U.S. DOT regulations, "Seismic Safety," 49 CFR 41.117(d), before accepting delivery of any building financed with FTA assistance, it will obtain a certificate of compliance with 49 CFR part 41 seismic design and construction requirements;
 - (13) Will provide and maintain competent and adequate engineering supervision at the construction site of any project supported with FTA assistance to ensure that the complete

Appendix A

- work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by FTA or the state;
- (14) Will comply with environmental standards that may be prescribed to implement the following Federal laws and executive orders:
- (a) Institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 *et seq.* and Executive Order No. 11514, as amended, 42 U.S.C. 4321 note;
 - (b) Notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note;
 - (c) Protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note;
 - (d) Evaluation of flood hazards in floodplains in accordance with Executive Order 11988, 42 U.S.C. 4321 note;
 - (e) Assurance of project consistency with the approved state management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451 *et seq.*;
 - (f) Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401 *et seq.*;
 - (g) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300h *et seq.*;
 - (h) Protection of endangered species under the Endangered Species Act of 1973, as amended, Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq.*; and
 - (i) Environmental protections for Federal transit programs, including, but not limited to protections for a park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance or any land from a historic site of national, state, or local significance used in a transit project as required by 49 U.S.C. 303;
 - (j) Will comply with the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271 *et seq.* relating to protecting components of the national wild and scenic rivers systems; and
 - (k) Will assist FTA in assuring compliance with section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f, Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note, and the Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469a-1 *et seq.*;
- (15) To the extent applicable, will comply with provisions of the Hatch Act, 5 U.S.C. 1501 through 1508, and 7324 through 7326, which limit the political activities of state and local agencies and their officers and employees whose principal employment activities are financed in whole or part with Federal funds including a Federal loan, grant, or cooperative agreement, but pursuant to 23 U.S.C. 142(g), does not apply to a nonsupervisory employee of a transit system (or of any other agency or entity performing related functions) receiving FTA assistance to whom the Hatch Act does not otherwise apply;
- (16) Will comply with the National Research Act, Pub. L. 93-348, July 12, 1974, as amended, regarding the protection of human subjects involved in research, development, and related activities supported by Federal assistance and DOT regulations, "Protection of Human Subjects," 49 CFR part 11;
- (17) Will comply with the Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. 2131

Appendix A

- et seq.* pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by FTA assistance;
- (18) Will have performed the financial and compliance audits required by the Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.* and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations and Department of Transportation provisions of OMB A-133 Compliance Supplement, March 2000"; and
 - (19) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the project.

2. LOBBYING CERTIFICATION FOR AN APPLICATION EXCEEDING \$100,000

An Applicant that submits, or intends to submit this fiscal year, an application for Federal assistance exceeding \$100,000 must provide the following certification. FTA may not award Federal assistance for an application exceeding \$100,000 until the Applicant provides this certification by selecting Category "2."

- A. As required by U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, the Applicant's authorized representative certifies to the best of his or her knowledge and belief that for each application for a Federal assistance exceeding \$100,000:
 - (1) No Federal appropriated funds have been or will be paid, by or on behalf of the Applicant, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress pertaining to the award of any Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and
 - (2) If any funds other than Federal appropriated funds have been or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application to FTA for Federal assistance, the Applicant assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," including the information required by the form's instructions, which may be amended to omit such information as permitted by 31 U.S.C. 1352.
- B. The Applicant understands that this certification is a material representation of fact upon which reliance is placed and that submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. 1352. The Applicant also understands that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. CERTIFICATION PERTAINING TO THE EFFECTS OF THE PROJECT ON PRIVATE MASS TRANSPORTATION COMPANIES

An Applicant that is a state or local government seeking Federal assistance authorized by 49 U.S.C. chapter 53 to acquire the property of or an interest therein of a private mass transportation company or to operate mass transportation equipment or a facility in competition with or in addition to transportation service provided by an existing mass transportation

Appendix A

company must provide the following certification. FTA may not award Federal assistance for that project until the Applicant provides this certification by selecting Category "3."

As required by 49 U.S.C. 5323(a)(1), the Applicant certifies that before it acquires property or an interest in property of a private mass transportation company or operates mass transportation equipment or a facility in competition with or in addition to transportation service provided by an existing mass transportation company it has or will have:

- A. Found that the assistance is essential to carrying out a program of projects as determined by the plans and programs of the metropolitan planning organization;
- B. Provided for the participation of private mass transportation companies to the maximum extent feasible consistent with applicable FTA requirements and policies;
- C. Paid just compensation under state or local law to a private mass transportation company for its franchises or property acquired; and
- D. Acknowledged that the assistance falls within the labor standards compliance requirements of 49 U.S.C. 5333(a) and 5333(b).

4. PUBLIC HEARING CERTIFICATION FOR A CAPITAL PROJECT THAT WILL SUBSTANTIALLY AFFECT A COMMUNITY OR ITS TRANSIT SERVICE

An Applicant seeking Federal assistance authorized by 49 U.S.C. chapter 53 for a capital project that will substantially affect a community or the community's mass transportation service must provide the following certification. FTA may not award Federal assistance for that project until the Applicant provides this certification by selecting Category "4."

As required by 49 U.S.C. 5323(b), the Applicant certifies that it has, or before submitting its application, will have:

- A. Provided an adequate opportunity for a public hearing with adequate prior notice of the proposed project published in a newspaper of general circulation in the geographic area to be served;
- B. Held that hearing and provided FTA a transcript or detailed report summarizing the issues and responses, unless no one with a significant economic, social, or environmental interest requests a hearing;
- C. Considered the economic, social, and environmental effects of the project; and
- D. Determined that the project is consistent with official plans for developing the urban area.

5. CERTIFICATION OF PRE-AWARD AND POST-DELIVERY REVIEWS REQUIRED FOR ACQUISITION OF ROLLING STOCK

An Applicant seeking FTA assistance to acquire rolling stock must provide the following certification. FTA may not provide assistance to acquire rolling stock until the Applicant provides this certification by selecting Category "5."

As required by 49 U.S.C. 5323(m) and implementing FTA regulations at 49 CFR 663.7, the Applicant certifies that it will comply with the requirements of 49 CFR part 663 when procuring revenue service rolling stock. Among other things, the Applicant agrees to conduct or cause to

Appendix A

be conducted the requisite pre-award and post-delivery reviews, and maintain on file the certifications required by 49 CFR part 663, subparts B, C, and D.

6. BUS TESTING CERTIFICATION REQUIRED FOR NEW BUS ACQUISITIONS

An Applicant seeking FTA assistance to acquire new buses must provide the following certification. FTA may not provide assistance for the acquisition of new buses until the Applicant provides this certification by selecting Category "6."

As required by FTA regulations, "Bus Testing," at 49 CFR 665.7, the Applicant certifies that before expending any Federal assistance to acquire the first bus of any new bus model or any bus model with a new major change in configuration or components or authorizing final acceptance of that bus (as described in 49 CFR part 665):

- A. The model of the bus will have been tested at a bus testing facility approved by FTA; and
- B. It will have received a copy of the test report prepared on the bus model.

7. CHARTER SERVICE AGREEMENT

An Applicant seeking FTA assistance to acquire or operate transportation equipment or facilities using Federal assistance authorized by 49 U.S.C. chapter 53 or Title 23, U.S.C. (except 49 U.S.C. 5310) must enter into the following charter service agreement. FTA may not provide assistance for those projects until the Applicant enters into this agreement by selecting Category "7."

- A. As required by 49 U.S.C. 5323(d) and FTA regulations, "Charter Service," at 49 CFR 604.7, the Applicant agrees that it and its recipients will:
 - (1) Provide charter service that uses equipment or facilities acquired with Federal assistance authorized for 49 U.S.C. 5307, 5309, or 5311 or Title 23 U.S.C., only to the extent that there are no private charter service operators willing and able to provide the charter service that it or its recipients desire to provide, unless one or more of the exceptions in 49 CFR 604.9 applies; and
 - (2) Comply with the provisions of 49 CFR part 604 before they provide any charter service using equipment or facilities acquired with Federal assistance authorized for the above statutes.
- B. The Applicant understands that the requirements of 49 CFR part 604 will apply to any charter service provided, the definitions in 49 CFR part 604 apply to this agreement, and violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

8. SCHOOL TRANSPORTATION AGREEMENT

An Applicant seeking FTA assistance to acquire or operate transportation facilities and equipment using Federal assistance authorized by 49 U.S.C. chapter 53 or Title 23, U.S.C. must agree as follows. FTA may not provide assistance for transportation facilities until the Applicant enters into this Agreement by selecting Category "8."

Appendix A

- A. As required by 49 U.S.C. 5323(f) and FTA regulations, "School Bus Operations," at 49 CFR 605.14, the Applicant agrees that it and all its recipients will:
- (1) Engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and implementing regulations; and
 - (2) Comply with the requirements of 49 CFR part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance awarded by FTA and authorized by 49 U.S.C. chapter 53 or Title 23 U.S.C. for transportation projects.
- B. The Applicant understands that the requirements of 49 CFR part 605 will apply to any school transportation it provides, the definitions of 49 CFR part 605 apply to this school transportation agreement, and a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

9. CERTIFICATION REQUIRED FOR THE DIRECT AWARD OF FTA ASSISTANCE TO AN APPLICANT FOR ITS DEMAND RESPONSIVE SERVICE

An Applicant seeking direct Federal assistance to support demand responsive service must provide the following certification. FTA may not award Federal assistance directly to an Applicant to support its demand responsive service until the Applicant provides this certification by selecting Category "9."

As required by U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," at 49 CFR 37.77, the Applicant certifies that its demand responsive service offered to persons with disabilities, including persons who use wheelchairs, is equivalent to the level and quality of service offered to persons without disabilities. When viewed in its entirety, the Applicant's service for persons with disabilities is provided in the most integrated setting feasible and is equivalent with respect to: (1) response time, (2) fares, (3) geographic service area, (4) hours and days of service, (5) restrictions on trip purpose, (6) availability of information and reservation capability, and (7) constraints on capacity or service availability.

10. SUBSTANCE ABUSE CERTIFICATIONS

If the Applicant is required by Federal regulations to provide the following substance abuse certifications, FTA may not provide Federal assistance to that Applicant until it provides these certifications by selecting Category "10."

A. Alcohol Testing Certification

As required FTA regulations, "Prevention of Alcohol Misuse in Transit Operations," at 49 CFR 654.83, the Applicant certifies that it has established and implemented an alcohol misuse prevention program in compliance with 49 CFR part 654, and if the Applicant has employees regulated by the U.S. Federal Railroad Administration (U.S. FRA), the Applicant also certifies

Appendix A

that it has for those employees an alcohol misuse prevention program in compliance with U.S. FRA regulations, "Control of Alcohol and Drug Use," 49 CFR part 219.

B. Anti-Drug Program Certification

As required by FTA regulations "Prevention of Prohibited Drug Use in Transit Operations," at 49 CFR 653.83, the Applicant certifies that it has established and implemented an anti-drug program and conducted employee training in compliance with 49 CFR part 653. and if the Applicant also has employees regulated by the U.S. FRA, the Applicant also certifies that it has for those employees an anti-drug program in compliance with U.S. FRA regulations, "Control of Alcohol and Drug Use," 49 CFR part 219.

11. CERTIFICATION REQUIRED FOR INTEREST OR OTHER FINANCING COSTS

The Applicant must provide the following certification in connection with requests for reimbursements of interest or other financing costs of capital projects. FTA may not provide assistance to support those costs until the Applicant provides this certification by selecting Category "11."

As required by 49 U.S.C. 5307(g), 49 U.S.C. 5309(g)(2)(B), 49 U.S.C. 5309(g)(3)(A), and 49 U.S.C. 5309(n), the Applicant certifies that it will not seek reimbursement for interest and other financing costs unless its records demonstrate it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA might require.

12. CERTIFICATIONS AND ASSURANCES FOR THE URBANIZED AREA FORMULA PROGRAM, THE JOB ACCESS AND REVERSE COMMUTE PROGRAM, AND THE CLEAN FUELS FORMULA PROGRAM

Each Applicant to FTA for Urbanized Area Formula Program assistance authorized by 49 U.S.C. 5307, each Applicant for Job Access and Reverse Commute Program assistance authorized by section 3037 of the Transportation Equity Act for the 21st Century, 49 U.S.C. 5309 note, and each Applicant for the Clean Fuels Formula Program assistance authorized by 49 U.S.C. 5308 must provide the following certifications in connection with its application. FTA may not award Urbanized Area Formula Program assistance, the Job Access and Reverse Commute Program assistance, or the Clean Fuels Formula Program assistance to the Applicant until the Applicant provides these certifications and assurances by selecting Category "12" on the Cert's & Assurances tab page of the TEAM system or on the Signature Page at the end of this document. A state or other Applicant providing certifications and assurances on behalf of its prospective subrecipients is expected to obtain sufficient documentation from those subrecipients to assure the validity of its certifications and assurances.

In addition, each Applicant that has received Transit Enhancement funding authorized by 49 U.S.C. 5307(k)(1) must include within its quarterly report for the fourth quarter of the preceding Federal fiscal year a list of the projects carried out during the preceding Federal fiscal year with

Appendix A

those Transit Enhancement funds. That list constitutes the report of transit projects carried out during the preceding fiscal year to be submitted as part of the Applicant's annual certifications and assurances, as required by 49 U.S.C. 5307(k)(3), and is thus incorporated by reference and made part of that Applicant's annual certifications and assurances. FTA may not award Urbanized Area Formula Program assistance to any Applicant that has received Transit Enhancement funding authorized by 49 U.S.C. 5307(k)(1), unless that Applicant's quarterly report for the fourth quarter of the preceding Federal fiscal year has been submitted to FTA and that report contains the requisite list.

A. Certifications Required by Statute

- (1) As required by 49 U.S.C. 5307(d)(1)(A) through (J), the Applicant certifies that:
 - (a) It has or will have the legal, financial, and technical capacity to carry out the proposed program of projects;
 - (b) It will adequately maintain the equipment and facilities;
 - (c) It will ensure that elderly or handicapped persons, or any person presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*), will be charged for transportation during non-peak hours using or involving a facility or equipment of a project financed with Federal assistance authorized for 49 U.S.C. 5307 or for section 3037 of the Transportation Equity Act for the 21st Century (TEA-21), 49 U.S.C. 5309 note, not more than fifty (50) percent of the peak hour fare;
 - (d) In carrying out a procurement financed with Federal assistance authorized for the Urbanized Area Formula Program at 49 U.S.C. 5307 or section 3037 of TEA-21, 49 U.S.C. 5309 note, it will use competitive procurement (as defined or approved by the Secretary), it will not use a procurement using exclusionary or discriminatory specifications, and it will comply with applicable Buy America laws in carrying out a procurement;
 - (e) It has complied or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, it has made available or before submitting its application it will make available: (1) to the public information on amounts available for the Urbanized Area Formula Program at 49 U.S.C. 5307 and, if applicable, the Job Access and Reverse Commute Grant Program, 49 U.S.C. 5309 note, and the program of projects it proposes to undertake with those funds; (2) in consultation with interested parties including private transportation providers, develop a proposed program of projects for activities to be financed; (3) publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the Applicant; (4) provide an opportunity for a public hearing to obtain the views of citizens on the proposed program of projects; and (5) ensure that the proposed program of projects provides for the coordination of transportation services assisted under 49 U.S.C. 5336 with transportation services assisted by another Federal Government source; (6) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects; and (7) make the final program of projects available to the public;

Appendix A

- (f) It has or will have available and will provide the amount of funds required by 49 U.S.C. 5307(e) and applicable FTA policy (specifying Federal and local shares of project costs;
 - (g) It will comply with: 49 U.S.C. 5301(a) (requirements for transportation systems that maximize mobility and minimize fuel consumption and air pollution); 49 U.S.C. 5301(d) (requirements for transportation of the elderly and persons with disabilities); 49 U.S.C. 5303 through 5306 (planning requirements); and 49 U.S.C. 5310(a) through (d) (programs for the elderly and persons with disabilities);
 - (h) It has a locally developed process to solicit and consider public comment before raising fares or implementing a major reduction of transportation; and
 - (i) As required by 49 U.S.C. 5307(d)(1)(J), unless it has determined that it is not necessary to expend one (1) percent of the amount of Federal assistance it receives for this fiscal year apportioned in accordance with 49 U.S.C. 5336 for transit security projects, it will expend at least one (1) percent of the amount of that assistance for transit security projects, including increased lighting in or adjacent to a transit system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned transit system.
- (2) As required by 49 U.S.C. 5307(k)(3), if it has received Transit Enhancement funds authorized by 49 U.S.C. 5307(k)(1), its quarterly report for the fourth quarter of the preceding Federal fiscal year includes a list of the projects implemented in the preceding Federal fiscal year using Transit Enhancement funds, and that report is made part of its certifications and assurances.

B. Certification Required for Capital Leasing

As required by FTA regulations, "Capital Leases," at 49 CFR 639.15(b)(1) and 639.21, to the extent the Applicant uses Federal assistance authorized for 49 U.S.C. 5307 or section 3037 of TEA-21, 49 U.S.C. 5309 note, to acquire any capital asset by lease, the Applicant certifies that:

- (1) It will not use Federal assistance authorized for 49 U.S.C. 5307 or section 3037 of TEA-21, 49 U.S.C. 5309 note, to finance the cost of leasing any capital asset until it performs calculations demonstrating that leasing the capital asset would be more cost-effective than purchasing or constructing a similar asset;
- (2) It will complete these calculations before entering into the lease or before receiving a capital grant for the asset, whichever is later; and
- (3) It will not enter into a capital lease for which FTA can only provide incremental funding unless it has the financial capacity to meet its future obligations under the lease in the event Federal assistance is not available for capital projects in subsequent years.

C. Certification Required for Sole Source Purchase of Associated Capital Maintenance Item

As required by 49 U.S.C. 5325(c), to the extent that the Applicant procures an associated capital maintenance item under the authority of 49 U.S.C. 5307(b)(1), the Applicant certifies that it will use competition to procure an associated capital maintenance item unless the manufacturer or

Appendix A

supplier of that item is the only source for the item and the price of the item is no more than the price similar customers pay for the item, and maintain sufficient records pertaining to each such procurement on file easily retrievable for FTA inspection.

D. Clean Fuels Program Certification

As required by 49 U.S.C. 5308(c)(2), the Applicant certifies that, in connection with any application for assistance authorized for the Clean Fuels Formula Program, vehicles purchased with grant funds made available for 49 U.S.C. 5308 will be operated only with clean fuels.

13. CERTIFICATIONS AND ASSURANCES FOR THE ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

An Applicant that intends to administer the Elderly and Persons with Disabilities Program on behalf of a state must provide the following certifications and assurances. In providing certifications and assurances on behalf of its prospective subrecipients, the Applicant is expected to obtain sufficient documentation from those subrecipients to assure the validity of its certifications and assurances. FTA may not award assistance for the Elderly and Persons with Disabilities Program until the Applicant provides these certifications and assurances by selecting Category "13."

The Applicant administering on behalf of the state the Elderly and Persons with Disabilities Program authorized by 49 U.S.C. 5310 certifies and assures that the following requirements and conditions will be fulfilled:

- A. The state organization serving as the Applicant and each subrecipient has or will have the necessary legal, financial, and managerial capability to apply for, receive and disburse Federal assistance authorized for 49 U.S.C. 5310 and to implement and manage the project.
- B. The state assures that each subrecipient either is recognized under state law as a private nonprofit organization with the legal capability to contract with the state to carry out the proposed project, or is a public body that has met the statutory requirements to receive Federal assistance authorized for 49 U.S.C. 5310.
- C. The subrecipient's application for 49 U.S.C. 5310 assistance contains information from which the state concludes that the transit service provided or offered to be provided by existing public or private transit operators is unavailable, insufficient, or inappropriate to meet the special needs of the elderly and persons with disabilities.
- D. The state assures that sufficient non-Federal funds have been or will be committed to provide the required local share.
- E. The subrecipient has, or will have by the time of delivery, sufficient funds to operate and maintain the vehicles and equipment purchased with Federal assistance awarded for this project.
- F. The state assures that before issuing the state's formal approval of a project, its Elderly and Persons with Disabilities Formula Program is included in the Statewide Transportation Improvement Program as required by 23 U.S.C. 135; all projects in urbanized areas recommended for approval are included in the annual element of the metropolitan Transportation Improvement Program in which the subrecipient is located; and any public

Appendix A

body that is a prospective subrecipient of capital assistance has provided an opportunity for a public hearing.

- G. The state recognizes that the subrecipient, rather than the state itself, will be ultimately responsible for implementing many Federal requirements covered by the certifications the state has signed. Having taken appropriate measures to secure the necessary compliance by each subrecipient, the state assures, on behalf of each subrecipient, that each subrecipient has:

- (1) Coordinated or will coordinate to the maximum extent feasible with other transportation providers and users, including social service agencies authorized to purchase transit service;
- (2) Complied or will comply with all applicable civil rights requirements;
- (3) Complied or will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprise in U.S. DOT programs;
- (4) Complied or will comply with Federal requirements regarding transportation of elderly persons and persons with disabilities;
- (5) Complied or will comply with the transit employee protective provisions of 49 U.S.C. 5333(b), by one of the following actions: (1) signing the Special Warranty for the Nonurbanized Area Formula Program, (2) agreeing to alternative comparable arrangements approved by the Department of Labor (DOL), or (3) obtaining a waiver from DOL; and the state has certified the subrecipient's compliance to DOL;
- (6) Complied or will comply with 49 CFR part 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance;
- (7) Complied with or will comply with applicable provisions of 49 CFR part 605 pertaining to school transportation operations;
- (8) Viewing its demand responsive service to the general public in its entirety, complied or will comply with the requirement to provide demand responsive service to persons with disabilities, including persons who use wheelchairs, meeting the standard of equivalent service set forth in 40 CFR 37.77(c), if it purchases non-accessible vehicles for use in demand responsive service for the general public;
- (9) Established or will establish a procurement system and conducted or will conduct its procurements in compliance with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue;
- (10) Complied or will comply with the requirement that its project provides for the participation of private mass transportation companies to the maximum extent feasible;
- (11) Paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project;
- (12) Complied or will comply with all applicable lobbying requirements for each application exceeding \$100,000;
- (13) Complied or will comply with all applicable nonprocurement suspension and debarment requirements;
- (14) Complied or will comply with all applicable bus testing requirements for new bus models; and
- (15) Complied or will comply with all applicable pre-award and post-delivery review requirements.

Appendix A

- H. Unless otherwise noted, each of the subrecipient's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR 771.117(c). The state certifies that financial assistance will not be provided for any project that does not qualify for a categorical exclusion described in 23 CFR 771.117(c) until FTA has made the required environmental finding. The state further certifies that no financial assistance will be provided for a project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR parts 51 and 93, until FTA makes the required conformity finding.
- I. The state will enter into a written agreement with each subrecipient stating the terms and conditions of assistance by which the project will be undertaken and completed.
- J. The state recognizes the authority of FTA, U.S. DOT, and the Comptroller General of the United States to conduct audits and reviews to verify compliance with the foregoing requirements and stipulations, and assures that, upon request, the SIB and its subrecipients, as well as the states, will make the necessary records available to FTA, U.S. DOT and the Comptroller General of the United States. The state also acknowledges its obligation under 49 CFR 18.40(a) to monitor project activities carried out by its subrecipients to assure compliance with applicable Federal requirements.

14. CERTIFICATIONS AND ASSURANCES FOR THE NONURBANIZED AREA FORMULA PROGRAM

An Applicant that intends to administer the Nonurbanized Area Formula Program on behalf of a state must provide the following certifications and assurances. In providing certifications and assurances on behalf of its prospective subrecipients, the Applicant is expected to obtain sufficient documentation from those subrecipients to assure the validity of its certifications and assurances. FTA may not award Nonurbanized Area Formula Program assistance to the Applicant until the Applicant provides these certifications and assurances by selecting Categories "1" through "11" and "14."

The Applicant administering on behalf of the state the Nonurbanized Area Formula Program authorized by 49 U.S.C. 5311 certifies and assures that the following requirements and conditions will be fulfilled:

- A. The state organization serving as the Applicant and each subrecipient has or will have the necessary legal, financial, and managerial capability to apply for, receive and disburse Federal assistance authorized for 49 U.S.C. 5311; and to implement and manage the project.
- B. The state assures that sufficient non-Federal funds have been or will be committed to provide the required local share.
- C. The state assures that before issuing the state's formal approval of the project, its Nonurbanized Area Formula Program is included in the Statewide Transportation Improvement Program as required by 23 U.S.C. 135; to the extent applicable, projects are included in a metropolitan Transportation Improvement Program.
- D. The state has provided for a fair and equitable distribution of Federal assistance authorized for 49 U.S.C. 5311 within the state, including Indian reservations within the state.
- E. The state recognizes that the subrecipient, rather than the state itself, will be ultimately

Appendix A

responsible for implementing many Federal requirements covered by the certifications the state has signed. Having taken appropriate measures to secure the necessary compliance by each subrecipient, the state assures, on behalf of each subrecipient, that each subrecipient has:

- (1) Coordinated or will coordinate to the maximum extent feasible with other transportation providers and users, including social service agencies authorized to purchase transit service;
- (2) Complied or will comply with all applicable civil rights requirements;
- (3) Complied or will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprise in U.S. DOT programs;
- (4) Complied or will comply with Federal requirements regarding transportation of elderly persons and persons with disabilities;
- (5) Complied or will comply with the transit employee protective provisions of 49 U.S.C. 5333(b), by one of the following actions: (1) signing the Special Warranty for the Nonurbanized Area Formula Program, (2) agreeing to alternative comparable arrangements approved by the Department of Labor (DOL), or (3) obtaining a waiver from DOL; and the state has certified the subrecipient's compliance to DOL;
- (6) Complied or will comply with 49 CFR part 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance;
- (7) Complied with or will comply with applicable provisions of 49 CFR part 605 pertaining to school transportation operations;
- (8) Viewing its demand responsive service to the general public in its entirety, complied or will comply with the requirement to provide demand responsive service to persons with disabilities, including persons who use wheelchairs, meeting the standard of equivalent service set forth in 40 CFR 37.77(c), if it purchases non-accessible vehicles for use in demand responsive service for the general public;
- (9) Established or will establish a procurement system and conducted or will conduct its procurements in compliance with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue;
- (10) Complied or will comply with the requirement that its project provides for the participation of private enterprise to the maximum extent feasible;
- (11) Paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project;
- (12) Complied or will comply with all applicable lobbying requirements for each application exceeding \$100,000;
- (13) Complied or will comply with all applicable nonprocurement suspension and debarment requirements;
- (14) Complied or will comply with all applicable bus testing requirements for new bus models;
- (15) Complied or will comply with all applicable pre-award and post-delivery review requirements;
- (16) Complied with or will comply with all assurances FTA requires for projects involving real property; and
- (17) Complied with, or to the extent required by FTA will comply with, applicable anti-drug

Appendix A

- and alcohol program requirements
- F. Unless otherwise noted, each of the subrecipient's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR 771.117(c). The state certifies that financial assistance will not be provided for any project that does not qualify for a categorical exclusion described in 23 CFR 771.117(c) until FTA has made the required environmental finding. The state further certifies that no financial assistance will be provided for a project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR parts 51 and 93, until FTA makes the required conformity finding.
 - G. The state will enter into a written agreement with each subrecipient stating the terms and conditions of assistance by which the project will be undertaken and completed.
 - H. The state recognizes the authority of FTA, U.S. DOT, and the Comptroller General of the United States to conduct audits and reviews to verify compliance with the foregoing requirements and stipulations, and assures that, upon request, the SIB and its subrecipients, as well as the states, will make the necessary records available to FTA, U.S. DOT and the Comptroller General of the United States. The state also acknowledges its obligation under 49 CFR 18.40(a) to monitor project activities carried out by its subrecipients to assure compliance with applicable Federal requirements.
 - I. As required by 49 U.S.C. 5311(f), the state will expend not less than fifteen (15) percent of the Federal assistance authorized for 49 U.S.C. 5311(f) and apportioned during this fiscal year to carry out a program to develop and support intercity bus transportation, unless the chief executive officer of the state or his or her duly authorized designee certifies that the intercity bus service needs of the state are being adequately met.

15. CERTIFICATIONS AND ASSURANCES FOR THE STATE INFRASTRUCTURE BANK PROGRAM

An Applicant for a grant of Federal assistance for deposit in the State Infrastructure Bank (SIB) must provide the following certifications and assurances. In providing certifications and assurances on behalf of its prospective subrecipients, the Applicant is expected to obtain sufficient documentation from those subrecipients to assure the validity of its certifications and assurances. FTA may not award Nonurbanized Area Formula Program assistance to the Applicant until the Applicant provides these certifications and assurances by selecting Categories "1" through "11" and "15."

The state serving as the Applicant for Federal assistance for the Transit Account of its state SIB program authorized by either section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 101 note, or the State Infrastructure Bank Pilot Program, 23 U.S.C. 181 note, certifies and assures that the following requirements and conditions will be fulfilled pertaining to any project financed with Federal assistance derived from the Transit Account of the SIB:

- A. The state organization serving as the Applicant (state) agrees and assures the agreement of the SIB and each recipient of Federal assistance derived from the Transit Account of the SIB within the state (subrecipient) that each Project financed with Federal assistance derived from

Appendix A

the Transit Account will be administered in accordance with the:

- (1) Applicable provisions of section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 101 note, or of the State Infrastructure Bank Pilot Program, 23 U.S.C. 181 note, and any further amendments thereto;
 - (2) Provisions of FTA's NHS Guidelines, and any amendments thereto;
 - (3) Terms and conditions of Department of Labor Certification(s) of Transit Employee Protective Arrangements that are required by Federal law or regulations;
 - (4) Provisions of FHWA and FTA cooperative agreement with the state to establish the state's SIB program; and
 - (5) Provisions of the FTA grant agreement with the state that obligating Federal assistance for the SIB, except that any provision of the Federal Transit Administration Master Agreement incorporated by reference into that grant agreement will not apply if it conflicts with any provision of National Highway System Designation Act of 1995, as amended, 23 U.S.C. 101 note, or section 1511 of TEA-21, as amended, 23 U.S.C. 181 note, and FTA SIB Guidelines, the provisions of the cooperative agreement establishing the SIB program within the state, or the text within the FTA grant agreement.
- B. The state agrees to comply with and assures the compliance of the SIB and each subrecipient of assistance under the SIB with all applicable requirements for the SIB program, as those requirements may be amended from time to time. Pursuant to the requirements of subsection 1511(h)(2) of TEA-21, 23 U.S.C. 181 note, applicants for assistance authorized by the state Infrastructure Bank Pilot Program agree that previous cooperative agreements entered into with states under section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 101 note, will be revised to comply with new requirements.
- C. The state assures that the SIB will provide Federal assistance from its Transit Account only for transit capital projects eligible under section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 101 note or under section 1511 of TEA-21, 23 U.S.C. 181 note, and that those projects will fulfill all requirements imposed on comparable capital transit projects financed by FTA.
- D. The state understands that the total amount of funds to be awarded for a grant agreement will not be immediately available for draw down. Consequently, the state assures that it will limit the amount of Federal assistance it draws down for deposit in the SIB to amounts that do not exceed the limitations specified in the underlying grant agreement or the approved project budget for that grant agreement.
- E. The state assures that each subrecipient has or will have the necessary legal, financial, and managerial capability to apply for, receive, and disburse Federal assistance authorized by Federal statute for use in the SIB, and to implement, manage, operate, and maintain the project and project property for which such assistance will support.
- F. The state assures that sufficient non-Federal funds have been or will be committed to provide the required local share.
- G. The state recognizes that the SIB, rather than the state itself, will be ultimately responsible for implementing many Federal requirements covered by the certifications the state has signed. Having taken appropriate measures to secure the necessary compliance by the SIB, the state assures, on behalf of the SIB, that:
- (1) The SIB has complied or will comply with all applicable civil rights requirements;
 - (2) The SIB has complied or will comply with applicable requirements of U.S. DOT

Appendix A

- regulations on participation of disadvantaged business enterprise in U.S. DOT programs;
- (3) The SIB will provide Federal assistance only to a subrecipient that is either a public or private entity recognized under state law as having the legal capability to contract with the state to carry out its proposed project;
 - (4) Before the SIB enters into an agreement with a subrecipient under which Federal assistance will be disbursed to the subrecipient, the subrecipient's project is included in the Statewide Transportation Improvement Program; all projects in urbanized areas recommended for approval are included in the annual element of the metropolitan Transportation Improvement Program in which the subrecipient is located; a certification that an opportunity for a public hearing has been provided;
 - (5) The SIB will not provide Federal financial assistance for any project that does not qualify for a categorical exclusion described in 23 CFR 771.117(c) until the required Federal environmental finding has been made. Moreover, the SIB will provide no financial assistance for a project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR parts 51 and 93, until the required Federal conformity finding has been made;
 - (6) Before the SIB provides Federal assistance for a transit project, each subrecipient will have complied with the applicable transit employee protective provisions of 49 U.S.C. 5333(b) as required for that subrecipient and its project; and
 - (7) The SIB will enter into a written agreement with each subrecipient stating the terms and conditions of assistance by which the project will be undertaken and completed, including specific provisions that any security or debt financing instrument the SIB may issue will contain an express statement that the security or instrument does not constitute a commitment, guarantee, or obligation of the United States.
- H. The state recognizes that the subrecipient, rather than the state itself, will be ultimately responsible for implementing many Federal requirements covered by the certifications the state has signed. Having taken appropriate measures to secure the necessary compliance by the SIB and each subrecipient, the state assures, on behalf of each subrecipient, that each subrecipient has:
- (1) Complied or will comply with all applicable civil rights requirements;
 - (2) Complied or will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprise in U.S. DOT programs;
 - (3) Complied or will comply with Federal requirements regarding transportation of elderly persons and persons with disabilities;
 - (4) Complied or will comply with the applicable transit employee protective provisions of 49 U.S.C. 5333(b) as required for that subrecipient and its project;
 - (5) Complied or will comply with 49 CFR part 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance;
 - (6) Complied with or will comply with applicable provisions of 49 CFR part 605 pertaining to school transportation operations;
 - (7) Viewing its demand responsive service to the general public in its entirety, complied or will comply with the requirement to provide demand responsive service to persons with disabilities, including persons who use wheelchairs, meeting the standard of equivalent service set forth in 40 CFR 37.77(c), if it purchases non-accessible vehicles for use in demand responsive service for the general public;

Appendix A

- (8) Established or will establish a procurement system and conducted or will conduct its procurements in compliance with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue;
 - (9) Complied or will comply with the requirement that its project provides for the participation of private mass transportation companies to the maximum extent feasible;
 - (10) Paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project;
 - (11) Complied or will comply with all applicable lobbying requirements for each application exceeding \$100,000;
 - (12) Complied or will comply with all nonprocurement suspension and debarment requirements;
 - (13) Complied with or will comply with all applicable bus testing requirements for new bus models;
 - (14) Complied with or will comply with all applicable pre-award and post-delivery review requirements;
 - (15) Complied with or will comply with all assurances FTA requires for projects involving real property; and
 - (16) Complied with, or to the extent required by FTA will comply with, applicable anti-drug and alcohol program requirements.
- I. The state recognizes the authority of FTA, U.S. DOT, and the Comptroller General of the United States to conduct audits and reviews to verify compliance with the foregoing requirements and stipulations, and assures that, upon request, the SIB and its subrecipients, as well as the states, will make the necessary records available to FTA, U.S. DOT and the Comptroller General of the United States. The state also acknowledges its obligation under 49 CFR 18.40(a) to monitor project activities carried out by the SIB and its subrecipients to assure compliance with applicable Federal requirements.

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Selection and Signature Pages follow.

Appendix A

FEDERAL FY 2001 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE
(Alternative to Electronic Filing)

Name of Applicant: Ramsey County Regional Railroad Authority

The Applicant agrees to comply with applicable requirements of Categories 1 - 15. _____
(The Applicant may make this selection in lieu of individual selections below.)

OR

The Applicant agrees to comply with the applicable requirements of the following
Categories it has selected:

- | | |
|--|----------|
| 1. Certifications and Assurances Required of Each Applicant. | <u>X</u> |
| 2. Lobbying Certification | <u>X</u> |
| 3. Certification Pertaining to Effects on Private Mass Transportation Companies | _____ |
| 4. Public Hearing Certification for a Project with Substantial Impacts | _____ |
| 5. Certification for the Purchase of Rolling Stock | _____ |
| 6. Bus Testing Certification. | _____ |
| 7. Charter Service Agreement. | _____ |
| 8. School Transportation Agreement. | _____ |
| 9. Certification for Demand Responsive Service | _____ |
| 10. Substance Abuse Certifications | _____ |
| 11. Certification Required for Interest and Other Financing Costs | _____ |
| 12. Certifications and Assurances for the Urbanized Area Formula Program, the Job
Access and Reverse Commute Program, and the Clean Fuels Formula Program | <u>X</u> |
| 13. Certifications and Assurances for the Elderly and Persons with Disabilities Program | _____ |
| 14. Certifications and Assurances for the Nonurbanized Area Formula Program | _____ |
| 15. Certifications and Assurances for the State Infrastructure Bank (SIB) Program | _____ |

(Both sides of this Signature Page must be appropriately completed and signed where indicated.)

Appendix A

FEDERAL FISCAL YEAR 2001 FTA CERTIFICATIONS AND ASSURANCES

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

Name of Applicant: Ramsey County Regional Railroad Authority

Name and Relationship of Authorized Representative: Kathryn DeSpiegelaere, Director

BY SIGNING BELOW I, Kathryn DeSpiegelaere, on behalf of the Applicant, declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2001.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2001.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature

Kathryn DeSpiegelaere

Authorized Representative of Applicant

Date:

3/19/01

AFFIRMATION OF APPLICANT'S ATTORNEY

for Ramsey County Regional Railroad Authority (Name of Applicant)

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature

David MacMillan

Applicant's Attorney

Date:

3/21/01

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Attorney's affirmation of the Applicant's legal capacity. The Applicant may enter its PIN in lieu of the electronic signature of its Attorney, provided the Applicant has on file this Affirmation of its Attorney in writing dated this Federal fiscal year.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 19, 2001

Date

Board Action Requested

Approve extension of \$1,875,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor transit improvements through June 30, 2002.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 2. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 27, 2001

Board Date

Kristine A. Longhenry
Signature

March 19, 2001
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access state and federal funds for Riverview Corridor transit improvements along East and West Seventh Streets and in Downtown St. Paul; and

WHEREAS, The contract with Mn/DOT expires June 30, 2001; and

WHEREAS, The transit improvements for this contract will not be completed until June 30, 2002; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the \$1,875,000 contract with Mn/DOT through June 30, 2002; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Contract No. 79236

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary

AMENDMENT No. 1 to AGREEMENT No. 79236

This Amendment is by and between the State of Minnesota, through its Commissioner of Transportation ("STATE") and the **Ramsey County Regional Railroad Authority**, a regional railroad authority ("GRANTEE").

Background

STATE has an Original Agreement with GRANTEE, identified as Mn/DOT Agreement Number 79236, to provide funding for transit improvements along the Riverview Corridor in St. Paul, Minnesota. To accomplish the work to be performed under the Original Agreement, STATE has determined that GRANTEE requires a one-year extension in the term of the Original Agreement.

Amendment

REVISION 1. In Article I. TERM OF CONTRACT, delete "June 30, 2001" and insert "**June 30, 2002**".

Except as amended herein, the terms and conditions of the Original Agreement and all previous amendments remain in full force and effect.

(This space left blank intentionally.)

AMENDMENT No. 1 to AGREEMENT No. 79236

1. STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minn. Stat. §§ 16A.15 and 16C.05.

Signed: _____

Date: _____

CFMS Contract No. A- _____

2. GRANTEE

The Grantee certifies that the appropriate person(s) have executed the contract on behalf of the Grantee required by applicable articles, bylaws, resolutions, or ordinances.

By: _____

Title: Chair

Date: _____

And

By: _____

Title: Director

Date: _____

3. DEPARTMENT of TRANSPORTATION

By: _____

(with delegated authority)

Title: Director, Office of Transit

Date: _____

Grantee's Signature Acknowledgment

This instrument was acknowledged before me this _____ day of _____ 20 _____;

by _____, the _____ and
(name) (title)

_____, the _____
(name) (title)

of _____
(grantee)

NOTARY PUBLIC

My Commission Expires: _____

Or GRANTEE's official seal

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 19, 2001

Date

Board Action Requested

Ratify Partial Payment No. 6 in the amount of \$219,547.85 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of \$219,547.85 for the period ending January 19, 2001 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:

1. Proposed resolution ratifying payment
2. Accounts Payable form and Partial Payment No. 6
3. BRW, Inc. Invoice No. 267-11427 (6) and attachments.

Budgeting and Accounting

Vern Wahlgren 3/21/01

County Attorney

Don McMillan

Risk Management

Documentation certified complete for:

March 27, 2001

Board Date

Kristine A. Longhenny
Signature

March 19, 2001

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 19, 2001; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-11427, Partial Payment No. 6, in the amount of \$219,547.85 attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 19, 2001; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$219,547.85 for services rendered through January 19, 2001, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

FEBRUARY 16, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN:MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -11427 :
ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO.

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

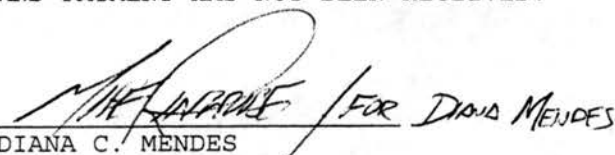
PERIOD COVERING 11/25/00 THROUGH 01/19/01

US\$

PROFESSIONAL SERVICES RENDERED

230,972.91

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DIANA C. MENDES
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
URS/BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

November 26, 2000 – January 19, 2001

Below each of the following project tasks are listed the work items that were accomplished between November 26, 2000 and January 19, 2001.

Task 1.0: Define Goals and Objectives

- Continued refinement of Vision and Goals/Objectives Statement
- Continued data collection including population and employment, land use, development, existing system, and travel demand
- Holding FTA brief for revisions

Task 2.0: Establish Project Charter

- Continued refinement of Purpose and Need (Internal Draft)
- Continued refinement of schedule of meetings and deliverable dates
- Continued to comment on public participation program
- Continued refinement of evaluation framework and criteria
- Continued refinement of Project Management Plan (Internal Draft)
- Continued refinement of evaluation criteria
- Prepared for and participated in the following meetings related to the above work items:
 - December 19, 2000 – Purpose and Need working session
 - January 12, 2001 – Purpose and Need working session

Task 3.0: Alternatives Definition

- Prepared overheads for presentations (5)
- Continued development of alternatives for major generators (downtown Minneapolis, University of Minnesota, Capitol Area, downtown St. Paul), which includes coordination with subconsultants, RCRRA staff, and staff from generators
- Continued identification of key issues related to downtown St. Paul and the University of Minnesota
- Continued refinement of Option Definitions
- Continued coordination with BNSF, CP Rail and MC Rail
- Continued coordination with Red Rock Corridor ridership estimation
- Continued preparation of alignment drawings
- Continued work on *Tech Memo III – Screen II Evaluation*
- Prepared for and participated in the following meetings related to the above work items:
 - November 29, 2000 – MC Rail informational meeting
 - December 4, 2000 – internal working session
 - December 7, 2000 – internal working session
 - December 15, 2000 – internal working session

Task 4.0: Refine Alternatives

- Continued alignment development on University Avenue
- Continued refinement of potential station locations
- Prepared for and participated in the following meetings related to the above work items:
 - December 19, 2000 – internal working session
 - January 19, 2001 – internal working session

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Initiated schedule acceleration for Screen III/DEIS
- Continued discussion of scoping timing relative to Screens I and II, and Scoping

Task 7.0: Public Involvement

- Prepared overheads for Coordinating Committee Meetings (30)
- Prepared for and attended Coordinating Committee Meetings
 - December 14, 2000 – Coordinating Committee #6
 - January 11, 2001 – Coordinating Committee # 7
- Continued to review meeting minutes from public information meetings (when available)
- Prepared for and participated in the December 12, 2000 Coordinating Committee corridor tour
- Prepared for and participated in the January 19, 2001 St. Paul Chamber of Commerce/TMO meeting
- Prepared meeting minutes for the following meetings
 - December 14, 2000 – Coordinating Committee #6
 - January 11, 2001 – Coordinating Committee # 7

Task 8.0: Project Management

- Prepared for and attended the following meetings:
 - November 29, 2000 – Working Group Team #16
 - December 13, 2000 – Working Group Team #17
 - December 20, 2000 – Project Management Team #7
 - January 2, 2001 – Working Group Team #18
- Prepared for and attended the following internal meetings:
 - November 29, 2000 – internal coordination
 - December 1, 2000 – internal coordination
 - January 12, 2001 – internal coordination
- Prepared minutes for the following meetings:
 - December 20, 2000 – Project Management Team #7
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule

INVOICE NO.: 267 -11427
ACCOUNT NO.: 45550-001-267

PERIOD COVERING 11/25/00 THROUGH 01/19/01

** RECORD OF CHARGES NUMBER 6 **

DESCRIPTION OF CHARGES	RATE	UNITS MEAS	AMOUNT
PERSONNEL CHARGES			
ASSOCIATES			
18712 MENDES, DIANA C	57.69	20.00 HR	1,153.80
18889 WITZIG, JEANNE M	46.36	13.50 HR	625.86
18890 WOLSFELD JR., RICHARD P	65.00	8.00 HR	520.00
18890 WOLSFELD JR., RICHARD P	69.00	13.00 HR	897.00
TOTAL ASSOCIATES			3,196.66
SENIOR PROFESSIONALS			
18532 DORN, MARK L	43.38	3.00 HR	130.14
18716 MEYERS, DANIEL T	41.80	39.00 HR	1,630.20
18822 SHOWALTER, DAVID	39.20	95.00 HR	3,724.00
25438 BEDNARCZYK, JOHN H	40.88	129.00 HR	5,273.52
25884 LEONG, ANDREW KF	43.22	186.50 HR	8,060.53
TOTAL SENIOR PROFESSIONALS			18,818.39
PROJECT PROFESSIONALS			
18689 MALLOY, STEPHEN P	30.28	4.00 HR	121.12
18789 RINGROSE, MICHAEL R	31.92	176.00 HR	5,617.92
22439 KRAGENBRING, APRIL M	27.98	185.00 HR	5,176.30
24544 WITTSTOCK, JEROME C	39.38	70.00 HR	2,756.60
26998 LEE, NADINE SING-YON	30.78	112.50 HR	3,462.75
TOTAL PROJECT PROFESSIONALS			17,134.69
STAFF PROFESSIONALS			
18543 ELLIS, MARK D	19.88	1.00 HR	19.88
20083 NAWROCKI, TATIANA B	24.90	49.00 HR	1,220.10
23258 SCHWARTZ, LYNN J	48.00	11.00 HR	528.00
23396 GORE, BARRY A	21.64	183.50 HR	3,970.94
23648 JAFF, OMAR G	30.00	8.50 HR	255.00
23841 BIELEFELDT, BARBARA J	18.00	4.00 HR	72.00
25882 HENRICKSEN, JIM B	23.08	5.00 HR	115.40
25966 PADGET, ERIC D	19.24	261.50 HR	5,031.26
27183 CHOWDHURY, KAMAL A.	31.26	224.00 HR	7,002.24
TOTAL STAFF PROFESSIONALS			18,214.82

INVOICE NO.: 267 -11427
ACCOUNT NO.: 45550-001-267

PERIOD COVERING 11/25/00 THROUGH 01/19/01

** RECORD OF CHARGES NUMBER 6 **

DESCRIPTION OF CHARGES	RATE	UNITS MEAS	AMOUNT

ASSISTANT PROFESSIONAL			
18583 HALVERSON, HOLLY P	17.92	69.00 HR	1,236.48
18583 HALVERSON, HOLLY P	19.18	133.00 HR	2,550.94
18664 LANDWER, NICK C	22.60	82.00 HR	1,853.20
18753 PAUMEN, ERIC J	15.90	172.00 HR	2,734.80
18794 RONHOVDE, NANCY J	19.76	131.50 HR	2,598.44
18843 STRACHOTA, ETOILE W	19.06	93.50 HR	1,782.11

TOTAL ASSISTANT PROFESSIONAL			12,755.97
TECHNICAL SUPPORT			
25078 GADBOIS, PATRICK M	14.70	163.00 HR	2,396.10
25518 LOGAN, CHRISTOPHER E	15.38	1.00 HR	15.38

TOTAL TECHNICAL SUPPORT			2,411.48
SENIOR TECH/DRAFTSMEN			
18631 JOHNSRUD, LARRY G	21.00	44.00 HR	924.00
20679 VANG, YANG	15.70	20.00 HR	314.00

TOTAL SENIOR TECH/DRAFTSMEN			1,238.00
CLERICAL & ACCOUNTING PERSONNEL			
25472 MIRON, JULIE A	15.38	0.50 HR	7.69
25472 MIRON, JULIE A	16.36	2.00 HR	32.72
25723 LOHSE, PENNY D	19.24	5.50 HR	105.82
26998 LEE, NADINE SING-YON	30.78	13.00 HR	400.14

TOTAL CLERICAL & ACCOUNTING PERSONNEL			546.37
OVERHEAD @ 157.41%			116,981.34

* TOTAL PERSONNEL CHARGES			191,297.72

6

INVOICE NO.: 267 -11427
ACCOUNT NO.: 45550-001-267

PERIOD COVERING 11/25/00 THROUGH 01/19/01

** RECORD OF CHARGES NUMBER 6 **

DESCRIPTION OF CHARGES	RATE	UNITS MEAS	AMOUNT

SERVICES AND SUPPLIES OBTAINED FOR YOUR ACCOUNT			
SUBSISTENCE			1,283.72
NON-LOCAL TRANSPORTATION			3,538.19
LOCAL TRANSPORTATION			568.70
VEHICLE RENTAL			4.00
COMMUNICATIONS			153.65
PRINTING & REPRODUCTION			418.01
PROFESSIONAL SERVICES			10,660.27
EQUIPMENT RENTAL			156.90
OTHER			892.50

* TOTAL SERVICES AND SUPPLIES			17,675.94

FEE @ 11.5%			21,999.25

***** TOTAL CHARGES			230,972.91

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 19, 2001

Date

Board Action Requested

Legislative update.

ACTION MAY BE TAKEN

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

Ken Washley 3/21/01

County Attorney

Dan McMath

Risk Management

Documentation certified complete for:

March 27, 2001

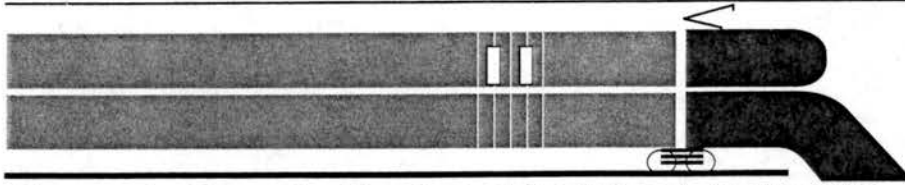
Board Date

Kristine A. Longhewy

Signature

March 19, 2001

Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority

May 8, 2001

Immediately following County Board

Third Floor Council Chambers

1. * Approve minutes of the March 27, 2001 RCRRA meeting
2. * Legislative update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, March 27, 2001, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Chair Tony Bennett Commissioner Susan Haigh Commissioner Rafael Ortega Commissioner Janice Rettman Commissioner Jan Wiessner
MEMBERS ABSENT:	Commissioner Jim McDonough Commissioner Victoria Reinhardt
OTHERS PRESENT:	David MacMillan, Kathy DeSpiegelaere, Kris Longhenry, Karen Tero, Mary Ann Palmer, Gene Haselmann, Alicia Vap, Vern Wehlage

Chair Bennett called the meeting to order at 11:40 a.m.

1. Approve minutes of the February 6, 2001 RCRRA meeting

Motion made and seconded to accept the minutes of the February 6, 2000, RCRRA meeting.

Ayes – 5, Nays – 0
Motion accepted.

2. Appoint Commissioner Jan Wiessner as representative and Commissioner Victoria Reinhardt as alternate to the Northeast Diagonal Land Use/Transit Policy Advisory Committee for 2001

Motion by Commissioner Ortega, seconded by Commissioner Haigh to appoint Commissioner Jan Wiessner as representative and Commissioner Victoria Reinhardt as alternate to the Northeast Diagonal Land Use/Transit Policy Advisory Committee for 2001.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, The Northeast Diagonal Corridor is a corridor that begins in White Bear Lake and runs diagonally through Ramsey County and Hennepin County before ending in Minneapolis;

WHEREAS, The Northeast Diagonal Corridor is identified in the Metropolitan Council's *Transit 2020 Master Plan* as a potential transitway;

WHEREAS, The Regional Railroad Authorities of Hennepin and Ramsey Counties are funding a land use and transit study for the Northeast Diagonal Corridor area;

WHEREAS, A Policy Advisory Committee is being formed for this corridor and study;
Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Land Use/Transit Policy Advisory Committee Jan Wiessner as representative and Victoria Reinhardt as alternate for 2001.

3. Approve extension of \$5,000,000 contract with Minnesota Department of Transportation accepting state and federal funding for Riverview and Central Corridor environmental, planning and engineering work through June 30, 2002

Motion by Commissioner Haigh, seconded by Commissioner Wiessner to approve extension of \$5,000,000 contract with Minnesota Department of Transportation accepting state and federal funding for Riverview and Central Corridor environmental, planning and engineering work through June 30, 2002.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access state and federal funds in the amount of \$5,000,000 to be used for Riverview and Central Corridor environmental, planning and engineering work; and

WHEREAS, The contract with Mn/DOT expires June 30, 2001; and

WHEREAS, The Central Corridor environmental, planning and engineering work will not be completed until June 30, 2002; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Mn/DOT through June 30, 2002; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Mn/DOT Contract No. 79608; and Be It Further

RESOLVED, That the Director of the Ramsey County Regional Railroad Authority is authorized to execute and file any certifications, assurances, and agreements, required by Mn/DOT Contract No. 79608 and this Amendment thereto.

4. Approve extension of \$1,875,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor transit improvements through June 30, 2002

Motion by Commissioner Ortega, seconded by Commissioner Wiessner to approve extension of \$1,875,000 contract with Minnesota Department of Transportation for funding of Riverview Corridor transit improvements through June 30, 2002.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access state and federal funds for Riverview Corridor transit improvements along East and West Seventh Streets and in Downtown St. Paul; and

WHEREAS, The contract with Mn/DOT expires June 30, 2001; and

WHEREAS, The transit improvements for this contract will not be completed until June 30, 2002; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the \$1,875,000 contract with Mn/DOT through June 30, 2002; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Contract No. 79236

5. Ratify Partial Payment No. 6 in the amount of \$219,547.85 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study

Motion by Commissioner Haigh, seconded by Commissioner Ortega to ratify Partial Payment No. 6 in the amount of \$219,547.85 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

Ayes – 5, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 19, 2001; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-11427, Partial Payment No. 6, in the amount of \$219,547.85 attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 19, 2001; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$219,547.85 for services rendered through January 19, 2001, is hereby ratified.

6. Legislative update

Kathy DeSpiegelaere noted that on April 9th there will be a "Day at the Capitol" for Central Corridor and Rush Line Corridor. A bill at the capitol includes state funding for those two corridors, as well as Northstar and Red Rock. Meetings with legislators will take place that day, as noted in a previous e-mail to Commissioners.

The meeting was adjourned at 11:45 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 3, 2001

Date

Board Action Requested

Legislative update.

ACTION MAY BE TAKEN

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 8, 2001

Board Date

Kristine A. Longhenry
Signature

May 3, 2001

Date

Legislative Impacts on the Twin Cities Transit System

**Special Meeting of the
Transportation Committee of the
Metropolitan Council
May 7th, 2001**



Metropolitan Council

2002-2003 Transit Funding

	2000-01 Biennium	2002-03 Governor	2002-03 Senate	2002-03 House
General Fund	\$113.6 M	\$136.2 M	\$136.2 M	\$114.2 M
Proposed Fare		+\$0.25 Increase (\$15.8 M)	\$18 M Buydown	

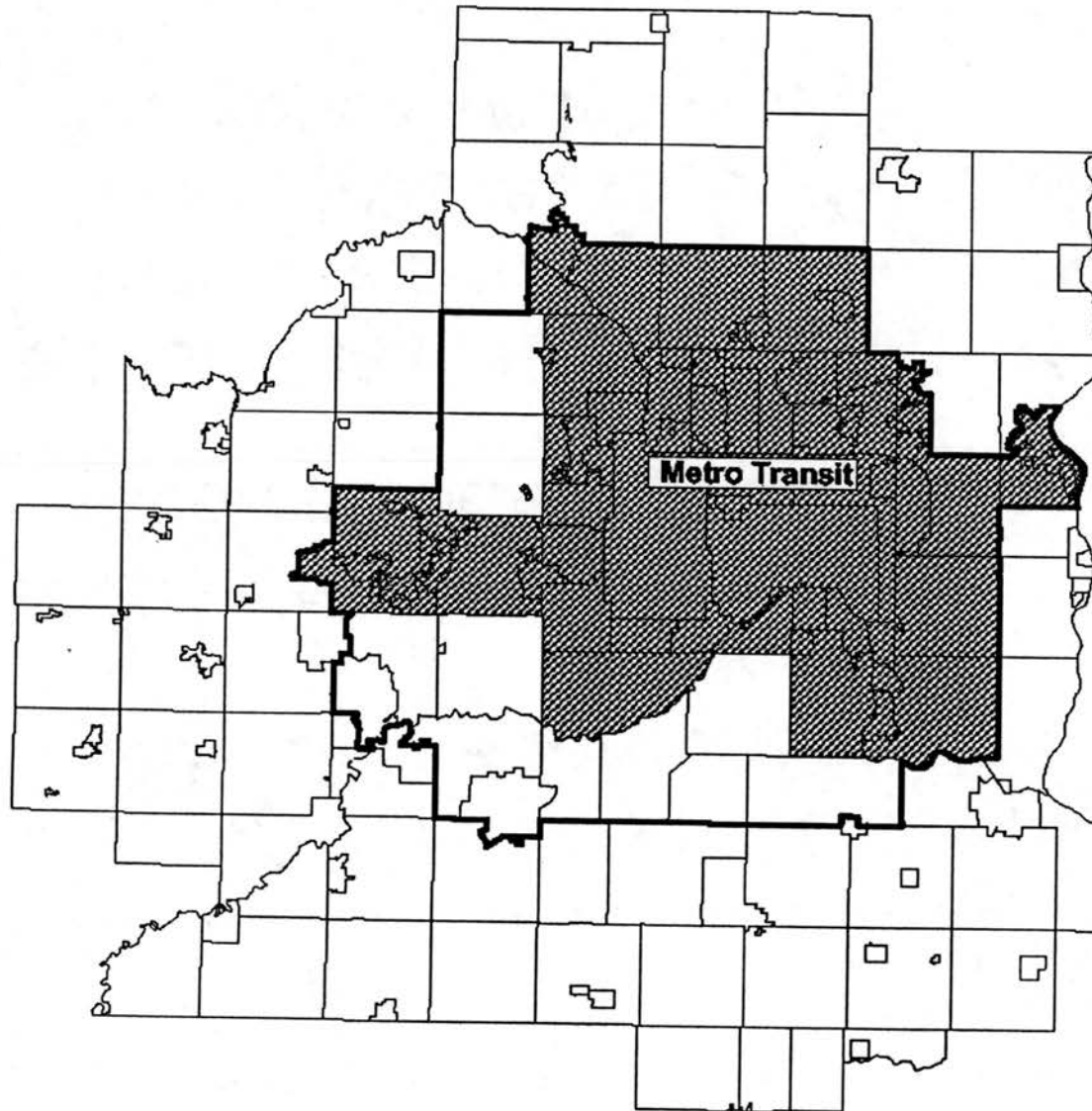


Impact \$114.2M in Funding

- **\$114.2 M is only \$600,000 more than \$113.6 M 2000-2001 appropriation**
- **\$114.2 M is \$22 M short of \$136.2 M recommended by the Governor and Senate**
- **\$136.2 M maintains existing service levels; addresses extraordinary costs such as fuel, health insurance, and utilities; funds service increases added in 2000.**
- **\$22 M less funding results in drastic service reductions**



Metro Transit Service Area

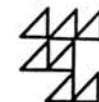


**6% reduction
in service**

**3% loss in
ridership**

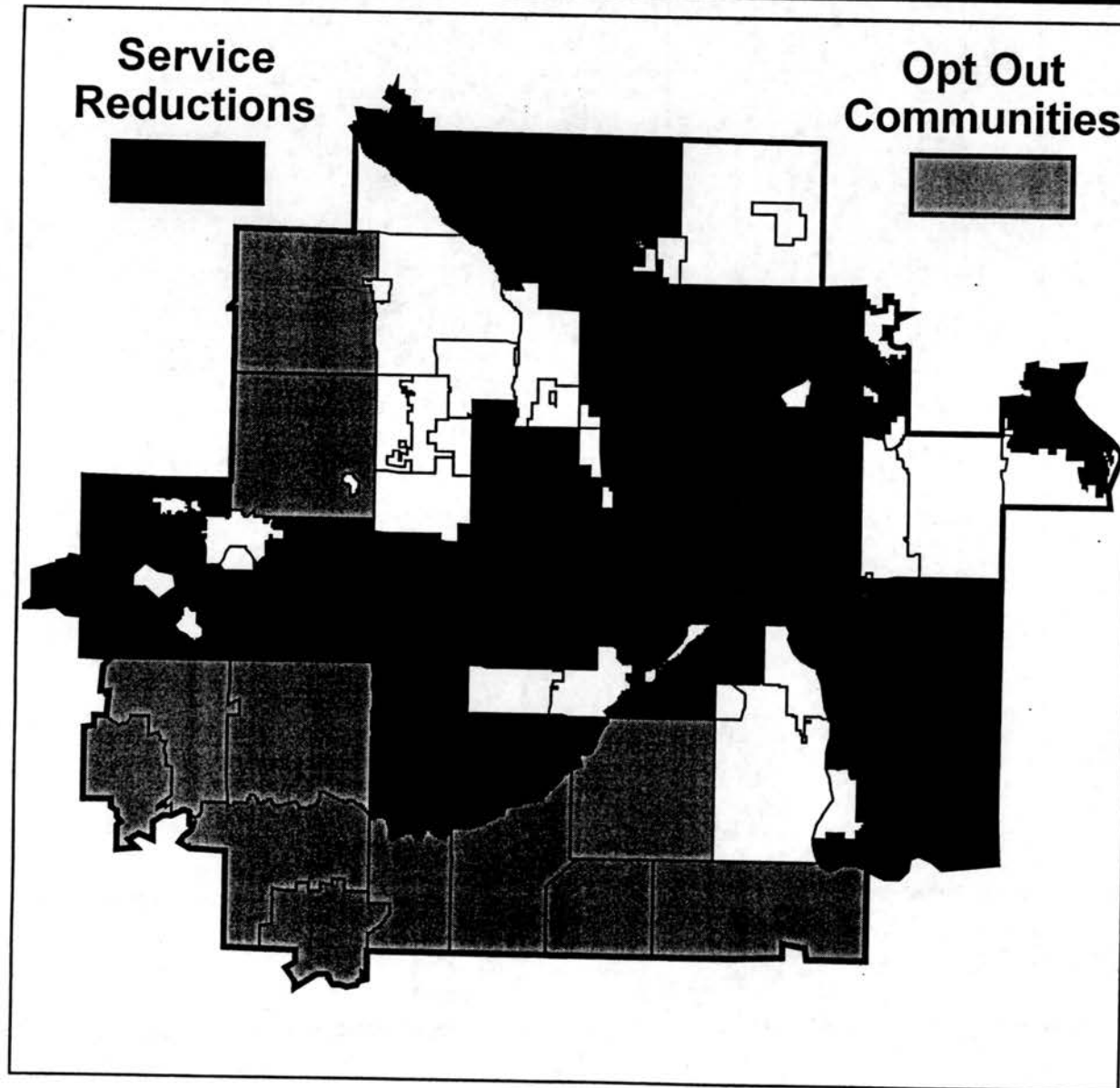
**3.3 million
fewer rides for
biennium**

**Most
communities
affected**



Metropolitan Council

Contracted Regular Routes



52%
reduction in
service

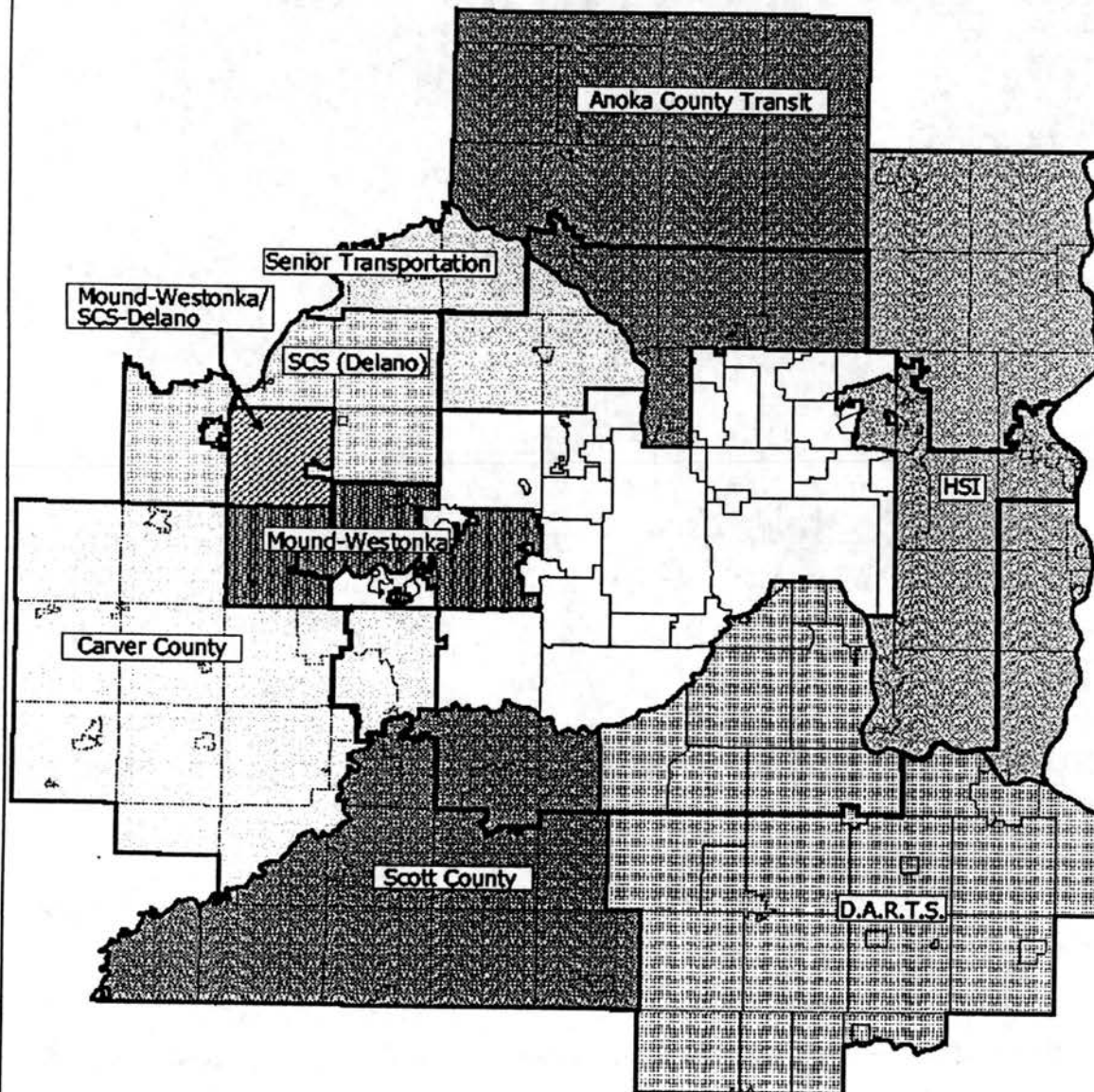
**33% loss in
ridership**

**975,000
fewer rides
for biennium**



Metropolitan Council

Rural Programs



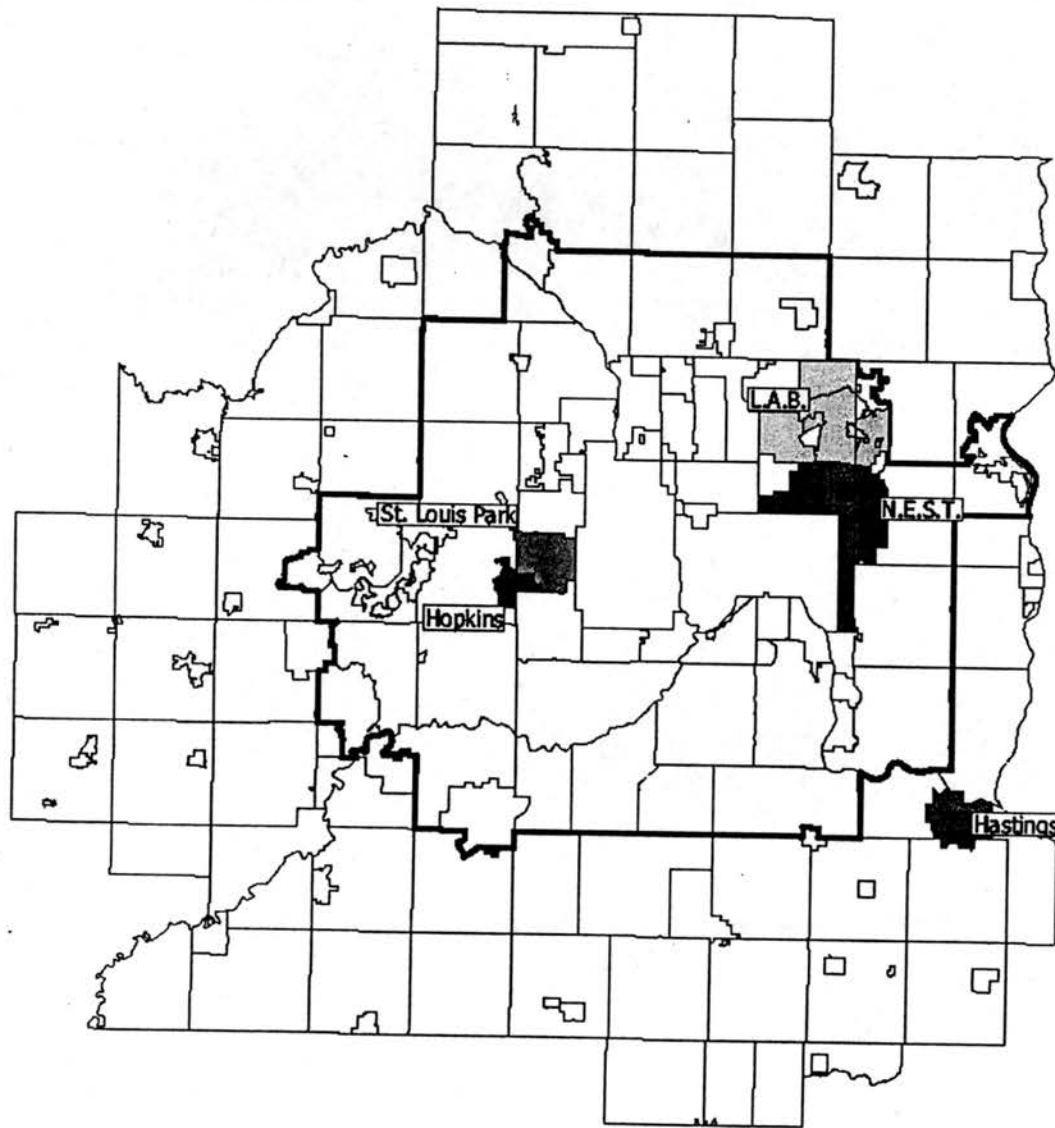
**35% reduction in
funding**

**Anoka County
Carver County
DARTS
Human Services Inc
Mound-Westonka
Delano Senior Svs
Senior Comm. Svs
Senior Transportation
Scott County**



Metropolitan Council

Urban Programs



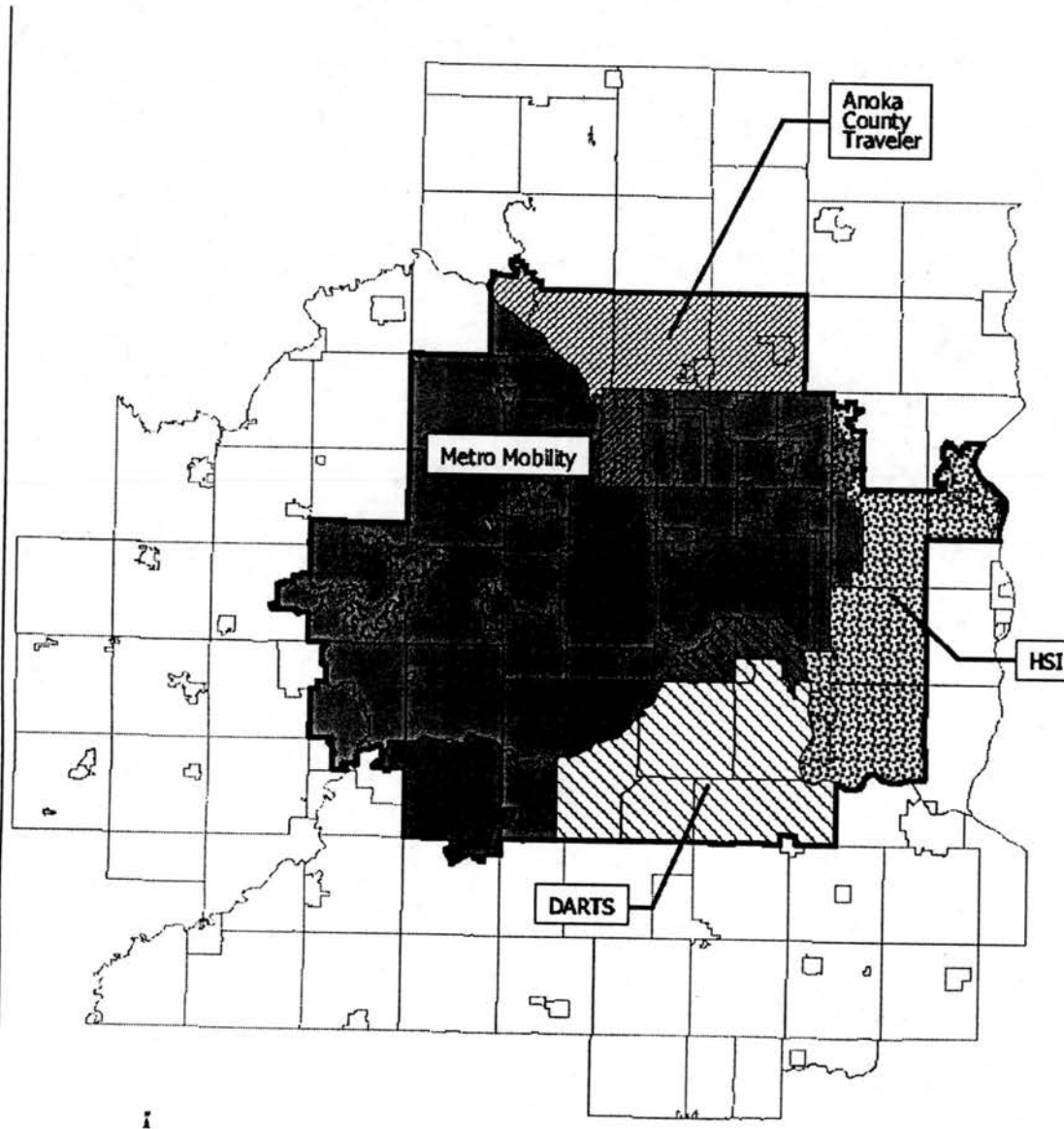
**35% reduction
in funding**

**NEST
Hopkins
Lake Area Bus
Hastings TRAC
St Louis Park
Edina**



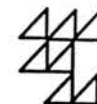
Metropolitan Council

Metro Mobility



**Funded at
Governor's
Recommendation**

**\$42.3 M for the
biennium**

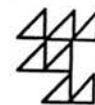


Metropolitan Council

Biennial Impacts

Loss of 4.5 million rides

**Loss of ridership gains
achieved in last two
years**



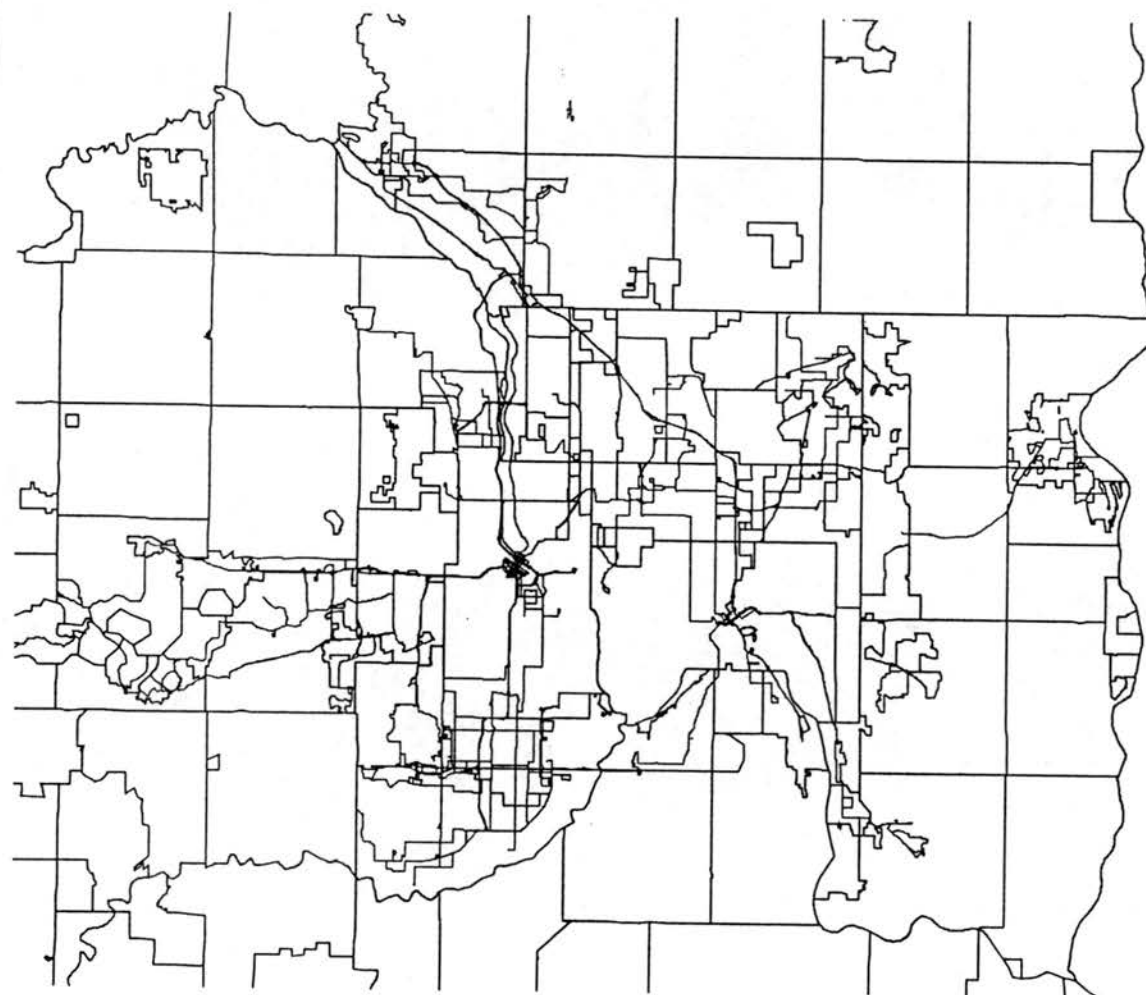
Metropolitan Council

Impacts

- 58 routes eliminated
- 260,000 hours of service eliminated
- Over 400 Metro Transit and other providers jobs eliminated
- Lifeline services for suburban and rural seniors severely cut back
- Employees access to work eroded
- Transit reduced while congestion worsening and commuting costs increasing



Routes Eliminated



Weekday
Routes
Eliminated

Weekend
Routes
Eliminated

Opt Out
Communities

TRANSPORTATION AND TRANSIT LEGISLATION

The Metropolitan LRT Joint Powers Board comprises the seven metropolitan county regional railroad authorities. We have reviewed the Senate and House Legislation relating to transit and transportation, and respectfully request your consideration of the following comments.

Senate File 2340

1. The Joint Powers Board strongly supports:
 - The proposed constitutional amendment that would dedicate 18% of MVET revenues to transit operating assistance.
 - The \$23 million appropriation for passenger rail, including the Northstar Corridor, the Midwest Regional Rail Initiative and the Union Depot.
 - The \$10 million appropriation for transitways corridors, including Cedar Avenue, Central Corridor and the Rush Line Corridor.
 - The appropriation for the support of the bus system in the metropolitan area and the \$18 million appropriation that would forestall a fare increase for bus riders.
2. If the metropolitan counties elect to impose a sales tax, the Joint Powers Board strongly believes that the tax revenues must be made available for the construction and operation of busways, light rail transit and commuter rail as well as bottleneck removal and capital expenses relating to the metropolitan bus system. (The current proposal limits the use of tax revenue to bottleneck removal and capital expenses relating to the metropolitan bus system.)

House File 2340 (HF 2189)

1. The Joint Powers Board is very concerned about:
 - The failure to provide for a dedicated source of funding for transit, and the insufficient appropriations for the bus system. The \$58.9 million appropriation for the metropolitan bus system is \$22 million below the Governor's budget request and would result in a significant decline in bus service.
 - The failure to provide funding for the proposed commuter rail corridors (Northstar and Red Rock) or for the transitway corridors (Cedar, Central, and Rush Line).
2. The Joint Powers Board opposes:
 - The prohibitions against the study of commuter rail and light rail by Mn/DOT and the Metropolitan Council.
 - The cancellation of the \$19 million appropriation for 2000 for busway development.
 - The establishment of special taxing districts in LRT corridors to pay for operations.
 - The constitutional dedication of MVET funds that would restrict use exclusively for highways.

3. The Joint Powers Board questions the need for:
- The prohibition against smart growth principles. (Note that the Federal Transit Administration requires the demonstration for transit oriented development in order to receive federal funding.)
 - The requirement of a full cost accounting for the Hiawatha Corridor, another attempt to slow down a project that has already been approved.

House Omnibus Tax Bill. The Metropolitan LRT Joint Powers Board supports the dedicated funding for transit and the decreased reliance on property taxes, providing that this proposal provides equivalent funding in the future. It strongly opposes the prohibition against the use of the fund for commuter rail or light rail transit.

House File 218. The Metropolitan LRT Joint Powers Board opposes the re-enactment of the requirement of a cost-benefit analysis for transit developments in excess of \$5 million.

[transportation and transit legislation 2001.doc]

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 21, 2000 No: R00-23

(Page 1 of 4)

WHEREAS, Ramsey County Regional Railroad Authority initiated a Major Investment Study for the Riverview Corridor in October, 1998; and

WHEREAS, The Riverview Corridor was designated as an essential route in the Metro Transit's Transit 2020 plan because it plays a key role in linking the three largest transportation generators in the region: Downtown Minneapolis, Downtown Saint Paul, and the Minneapolis Saint Paul International Airport/ Mall of America Complex. Along with the Central Corridor and the Hiawatha Corridor, Riverview will be a leg of a transit triangle that will be the core of the metropolitan transit system; and

WHEREAS, The neighborhoods between Saint Paul's East Side and the Minneapolis Saint Paul International Airport/Mall of America complex are poised for a population and economic development explosion. From their strategic location at the center of the Twin Cities, Dayton's Bluff, Downtown Saint Paul, the West 7th Street neighborhood and the Homecroft/ Gateway area feature some of the busiest cultural and natural amenities in the state, very attractive residential neighborhoods, and some of the largest tracts of undeveloped or underdeveloped land in the central cities; and

WHEREAS, The impending growth of this area will cause significant increases in transportation needs. Today, the only options for meeting those needs are private automobiles, bicycles, taxi service, and in-traffic bus service; and

WHEREAS, According to traffic projections within the Riverview Corridor Major Investment study, these conditions will lead to unacceptable levels of congestion in the area before 2020; and

WHEREAS, In this environment, the Riverview Corridor Major Investment Study was conducted to give the Ramsey County Regional Railroad Authority guidance in selecting a locally preferred transit investment alternative that meets the following goals:

1. Improve access and mobility in the Riverview Corridor and the region.
2. Support economic and housing revitalization of the corridor.
3. Contribute to positive economic conditions.
4. Provide effective and efficient transportation options in the corridor and throughout the region; and

WHEREAS, The Ramsey County Regional Railroad Authority approved the Riverview Corridor Major Investment Study on August 22, 2000 for the purposes of public review; and

WHEREAS, Three public hearings and numerous other meetings have been held on the Riverview Corridor Major Investment Study since August 22, 2000; and

WHEREAS, The Study analyzed the following transit alternatives:

1. No build
2. Transportation System Management
3. Bus Rapid Transit
4. Light Rail Transit

Along with their impacts; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 21, 2000

No: R00-23

(Page 2 of 4)

WHEREAS, Public comments have been received and analyzed by Commissioners and staff;
and

WHEREAS, The St. Paul City Council has adopted unanimously a resolution recommending selection of Alternative 7, Bus Rapid Transit in the Canadian Pacific Railroad right of way as its preference, subject to modifications and conditions in its resolution; and

WHEREAS, The study indicates that the goals will be best met and the people of Saint Paul, Ramsey County and the Twin Cities Region will be best served by the construction of a Bus Rapid Transit System in the Riverview Corridor. This alternative will best balance the need for rapid transit that serves neighborhood needs and regional needs, the need to preserve housing, commercial space and on street parking, the need for a cost effective solution and the foreseeable funding availability; and

WHEREAS, For this investment in a bus rapid transit system in the Riverview Corridor, the people of Saint Paul and Ramsey County will receive a direct connection to an efficient regional transit system, a new and fast mobility option, an alternative to a serious future congestion problem and the ability to move about the metro area without owning a car; and

WHEREAS, A key element in the busway alternative described below is its flexibility. Because it can move from a dedicated busway to on street configurations, it can be built to minimize disruption to properties in the corridor and maximize benefits in terms of increased ridership and improved access to area amenities, businesses and residential communities; Now Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority selects the locally preferred alternative for the Riverview Corridor that is consistent with St. Paul's recommendation. The locally preferred alternative is bus rapid transit in the interests of meeting the transit needs for this corridor now and in future years; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority selects the locally preferred alignment for the Riverview Corridor that is also consistent with St. Paul's recommendation. That alignment is a dedicated lane for buses along or parallel to the following general locations:

- Mall of America to Minneapolis/St. Paul International Airport on existing roadways;
- Airport to TH 5 to West Seventh Street on existing bridges and roadways;
- Canadian Pacific Railroad from approximately Alton Street and West Seventh Street to Toronto Street;
- West Seventh Street from Toronto Street to Smith Avenue;
- Smith Avenue/West Seventh Street vicinity in the United Hospital area;
- Fifth and Sixth Streets in Downtown St. Paul;
- East Fifth Street from Broadway to Kittson Street;
- Work with St. Paul to address the needs and preferences for a busway in the vicinity of East Seventh Street from Kittson Street to Metropolitan State University, Ramsey County Regional Railroad right of way, and a connection to the Phalen Corridor;
- Possible uses of portions of I-35E or Shepard Road will be considered; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority is committed to continuing work with residents and businesses affected by the transit improvement; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 21, 2000 No: R00-23

(Page 3 of 4)

RESOLVED, That accommodations for bicyclists should be implemented for this corridor when the bus rapid transitway is implemented; and Be It Further

RESOLVED, That landscaping to enhance the appearance of the corridor will be an important part of transitway development; and Be It Further

RESOLVED, That busway facilities should be designed to comply with the Americans with Disabilities Act. The busway and its signalization, stations and other appurtenances must accommodate persons with visual as well as other physical issues that may require special attention; and Be It Further

RESOLVED, That spur tracks that serve buildings and businesses adjacent to the Canadian Pacific Railway must be retained until such time as the property owner agrees to removal of the spur track if the Canadian Pacific Railway right of way is used for the Riverview Corridor Busway; and Be It Further

RESOLVED, That buses that are quieter, more fuel efficient, less polluting than diesel buses currently in use in the area and offer other technological advances such as hybrid electric buses, should and must be employed on the Riverview Corridor Busway; and Be It Further

RESOLVED, That there should be no net loss in parking and there will be a one-to-one replacement of parking spaces. Any spaces specifically taken on West and East Seventh Street should be replaced in a convenient location for the businesses and in consultation with businesses and neighborhoods; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority discourages the use of local property tax dollars for the creation and operation of busways; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority have two representatives on a Riverview Corridor Management Committee that consists of policy makers making recommendations on the busway implementation to the Metropolitan Council; and Be It Further

RESOLVED, That no new river crossing in excess of improvements to existing crossings shall be constructed in order to accommodate transit improvements; and Be It Further

RESOLVED, That no transit alignments shall be implemented that present a harmful environmental impact on the Mississippi River bluff area and the Swede Hollow area; and Be It Further

RESOLVED, That no parkland be eliminated or mitigated; and Be It Further

RESOLVED, That no removal of business, homes, or multi-unit dwellings shall take place unless a replacement redevelopment plan from any of the responsible jurisdictions is in place and a one for one replacement of affordable housing occurs; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 21, 2000 No: R00-23

(Page 4 of 4)

RESOLVED, That the Minnesota Department of Transportation is encouraged to consider a full interchange at I-35E and Shepard Road so that less commuter traffic uses neighborhood streets; and Be It Further

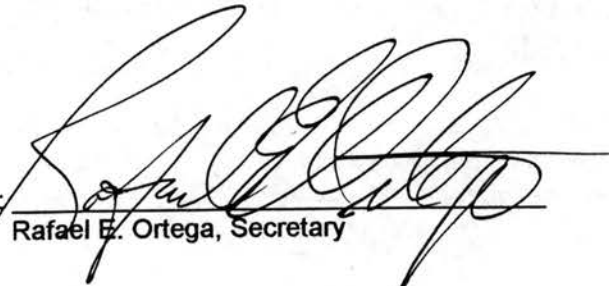
RESOLVED, That Ramsey County Regional Railroad Authority will work with the Metropolitan Council to transition implementation of this project to Council jurisdiction.

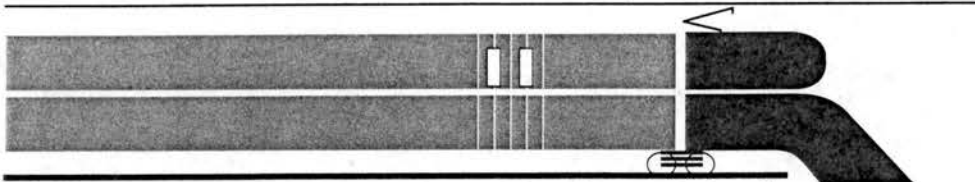
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	<u></u>	<u></u>
Dino Guerin	<u></u>	<u></u>	<u>X</u> (absent)
Susan M. Haigh	<u>X</u>	<u></u>	<u></u>
Rafael E. Ortega	<u>X</u>	<u></u>	<u></u>
Victoria Reinhardt	<u>X</u>	<u></u>	<u></u>
Janice Rettman	<u>X</u>	<u></u>	<u></u>
Jan Wiessner	<u></u>	<u></u>	<u>X</u> (abstained)

Tony Bennett, Chair

By:


Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Workshop

May 22, 2001

Immediately following Administrative Board Meeting

**Room 220 Courthouse
Large Conference Room**

1. * Legislative update

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 17, 2001

Date

Board Action Requested

Legislative update.

ACTION MAY BE TAKEN

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 22, 2001

Board Date

Kristine A. Longhewy
Signature

May 17, 2001

Date