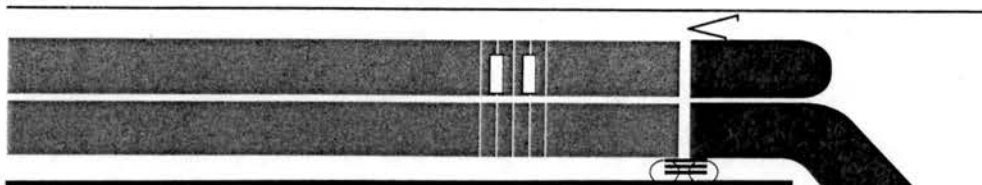




Ramsey County Regional Railroad Authority.
Records.

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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

June 25, 2002

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of May 14, 2002, RCRRA meeting
2. * Approve Amendment #2 for contract #79608 with Mn/DOT that provides additional funding for Central Corridor transit work and extends the term of the contract from June 30, 2002 to December 31, 2002; accepts the additional federal funding in the amount of \$742,224.48 from Mn/DOT for Central Corridor transit work; authorize the use of previously received state LRT grant funds in the amount of \$59,028.06 for Central Corridor transit work; approve the appropriation of \$59,028.06 from RCRRA fund balance for matching funds for Central Corridor transit work; and authorize the Director of the RCRRA to execute and file any certifications, assurances and agreements required by Mn/DOT Contract #79608 and this amendment.
3. * Approve extension of \$3,001,400 contract with URS for professional consulting services on the Central Corridor Transit Study through December 31, 2002 at no additional cost.
4. * Ratify Partial Payment No. 19 in the amount of \$98,346.35 to BRW, Inc. for professional consulting services for the Central Corridor
5. * Approve extension of \$1,875,000 contract with Mn/DOT for funding of capital improvements on the Riverview Corridor through September 30, 2003 at no additional cost; and approve adjustment of Scope of Work to the contract.

6. * Approve financial advisor agreement with Springsted Incorporated.
7. Update on Central Corridor Transit Study
8. Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees
9. * Approve permits with Mn/DOT, AT&T Broadband, Williams Communications, Northern Line Layers and Touch America, Inc. for use of an underground cable conduit on RCRRA property near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94) and authorize the Chair of the RCRRA to sign the permits on behalf of the RCRRA.
10. * Ratify quarterly report of payments for October 1, 2001 to March 31, 2002.
11. Legislative update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, May 14, 2002, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Susan Haigh (arrived at 11:35 a.m.)
Commissioner Jim McDonough (arrived at 11:35 a.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 11:35 a.m.)

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Julie Kleinschmidt, Darwin Lookingbill, Vern Wehlage, Kris Longhenry

Chair Ortega called the meeting to order at 11:30 a.m.

1. Approve minutes of April 23, 2002 RCRRRA meeting

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to approve minutes of April 23, 2002 RCRRRA Meeting.

Ayes – 4, Nays – 0
Motion accepted.

2. Legislative update

Kathy DeSpiegelaere stated that this item should be deferred until the legislature has completed it's work.

3. Corridor updates

[Commissioners Haigh, McDonough and Wiessner arrived at this time]

Kathy DeSpiegelaere presented information on Central Corridor ridership projections. Kathy noted that this information was presented to the Central Corridor Coordinating Committee (CCCC) last week.

Commissioner Haigh stated that she wanted to indicate the timetable of the Central Corridor Environmental Impact Statement process. She noted that the CCCC will be given cost estimates on May 30th and on June 13th, the CCCC will recommend a preliminary strategy to be sent out for public process. She added that 38,000 light rail transit riders in this corridor is significant because it is the highest new start LRT ridership corridor in the country. She commented that the Hiawatha Corridor ridership is 24,000 to 25,000.

Commissioner Bennett asked if the CCCC determines if the corridor will be bus or rail in June. Kathy DeSpiegelaere responded that the CCCC will make a preliminary recommendation on June 13th, then this preliminary recommendation will go out for public review and a final recommendation will be made by the CCCC sometime in the Fall.

Commissioner Bennett questioned when the RCRRA makes its recommendation. Kathy DeSpiegelaere explained that the RCRRA has two representatives on the CCCC and the RCRRA can choose to defer its recommendation to the representatives, or the RCRRA can vote on a recommendation.

Commissioner Bennett noted his concern of the CCCC deciding on light rail transit and then Mn/DOT taking the project over without RCRRA jurisdiction. He questioned why this wasn't what happened in the Riverview MIS process. Kathy DeSpiegelaere responded that when the Riverview MIS was done by Ramsey County, there was no coordinating committee. Kathy added that now state law sets up the coordinating committee process for the Central Corridor.

David MacMillan stated that he hasn't looked at the legislation on the coordinating committee, but understands that by statute, the CCCC will make the recommendation on the preferred strategy. Commissioner Bennett commented that the two RCRRA representatives may differ on their recommendation and then the RCRRA will not have a formal decision. He added that RCRRA pays for the local match, but the CCCC is not appointed by the RCRRA and still makes the decision.

Commissioner McDonough remarked that the RCRRA should make a decision and the two RCRRA representatives to the CCCC should represent the position that the RCRRA takes on the Central Corridor preferred alternative.

It was noted that David MacMillan will research this statute.

4. Ratify Partial Payment No. 1 in the amount of \$101,692.05 to Metropolitan Council for Riverview Corridor transit improvements

Motion by Commissioner Bennett, seconded by Commissioner Haigh to ratify Partial Payment No. 1 in the amount of \$101,692.05 to Metropolitan Council for Riverview Corridor transit improvements.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches; and

WHEREAS, Metropolitan Council 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, 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, Metropolitan Council Invoice No. NCV-1413, Partial Payment No. 1 in the amount of \$101,692.05, attachments thereto, provide the correct documentation of payments due Metropolitan Council through November 24, 2001; Now Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$101,692.05 for services rendered through November 24, 2001, is hereby ratified.

5. Ratify Partial Payment No. 18 in the amount of \$165,846.44 to BRW, Inc. for professional consulting services for the Central Corridor

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 25, 2002; 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. 267-15758, Partial Payment No. 18 in the amount of \$165,846.44, attachments thereto, provide the correct documentation of payments due BRW, Inc. through January 25, 2002; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$165,846.44 for services rendered through January 25, 2002, is hereby ratified.

Meeting adjourned at 11:50 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

6/16/02
Date

Board Action Requested

1) Approve Amendment #2 for contract #79608 with Mn/DOT that provides additional funding for Central Corridor transit work and extends the term of the contract from June 30, 2002 to December 31, 2002; 2) Accept the additional federal funding in the amount of \$472,224.48 from Mn/DOT for Central Corridor transit work; 3) Authorize the use of previously received state LRT grant funds in the amount of \$59,028.06 for Central Corridor transit work; 4) Approve the appropriation of \$59,028.06 from RCRRA fund balance for matching funds for Central Corridor transit work; and 5) Authorize the Director of the RCRRA to execute and file any certifications, assurances, and agreements required by Mn/DOT Contract #79608 and this amendment.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 6/17/02
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longherry
Signature

June 20, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 2)

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) was promised \$9 million in funding for planning and engineering work for the Central and Riverview Corridors; and

WHEREAS, The funding requires a 20% nonfederal match of \$2.25 million; and

WHEREAS, The Minnesota Department of Transportation (MnDOT) has previously approved contract #79608 that released \$2.5 million in federal funds for the Central Corridor Transit Study; and

WHEREAS, RCRRA has requested the release of an additional \$472,224.48 in federal funds to complete the Draft Environmental Impact Statement and conduct public meetings on the Central Corridor; and

WHEREAS, Mn/DOT has prepared an Amendment #2 for contract #79608 that will release the additional federal funds being requested by RCRRA; and

WHEREAS, The approval of Amendment #2 will leave a remaining balance of approximately \$6.028 million that can be accessed by RCRRA for subsequent phases of work for the Central Corridor; Now, Therefore, Be It

RESOLVED, That RCRRA hereby approves Amendment #2 and accepts the additional federal funding of \$472,224.48 for the Central Corridor Transit Study and extends the term from June 30, 2002 to December 31, 2002 for contract #79608 between the RCRRA and Mn/DOT; and Be It Further

RESOLVED, That the Chair of the RCRRA is authorized to execute Amendment #2 for contract #79608; and Be It Further

RESOLVED, That RCRRA authorizes the use of previously received state LRT funds in the amount of \$59,028.06 and the use of RCRRA fund balance of \$59,028.06 for the necessary 20% local match for Central Corridor transit work; and Be It Further

RESOLVED, That the Director of the RCRRA is authorized to execute and file any certifications, assurances, and agreements required by MN/DOT Contract #79608 and this amendment thereto.

1

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 2)

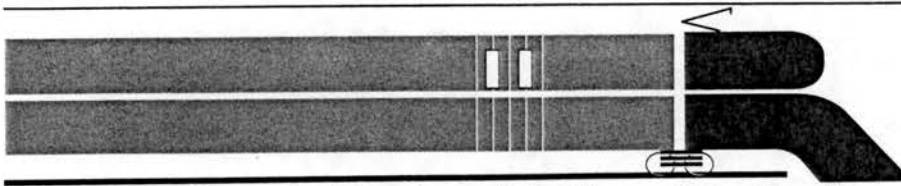
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Commissioner Jim McDonough

2



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

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director *KD*

Subject: Central Corridor Transit Study Grant Amendment with the Minnesota
Department of Transportation

Date: June 17, 2002

During the 1999 legislative session, Ramsey County Regional Railroad Authority was promised \$9 million in funding for planning and engineering work for the Central and Riverview Corridors. The funds were to be provided by the Minnesota Department of Transportation and would require a nonfederal match of \$2.25 million.

The first installment of \$4.5 million was requested by the Ramsey County Regional Railroad Authority (RCRRA) in 1999 to be used for a Draft Environmental Impact Statement for the Riverview Corridor (\$2.5 million including federal and nonfederal share) and Central Corridor Transit Study (\$3.125 million including federal and nonfederal share). The funds were to be used to initiate the Transit Study, but were not sufficient in the first installment to complete the study, which had consulting contracts with BRW and Himle Horner at the study inception that exceeded the amount of the first installment. There was an understanding that additional funds would be accessed by RCRRA as needed to pay the consultant contracts and administrative costs.

The Riverview funds were not used because the Metropolitan Council assumed responsibility for the project and there were other sources of funds available for their work. In addition, the Metropolitan Council did not plan to complete an Environmental Impact Statement for the Riverview project because the scope of the project changed.

Ramsey County proceeded with the Central Corridor transit study and requested additional funds from the Minnesota Department of Transportation to complete it study in early 2002.

This grant amendment removes the funds previously allocated to the Riverview Corridor, provides the additional federal funds to the Central Corridor project and also extends the



term of the contract to December 31, 2002. The additional amount in the amendment, beyond the original \$3.125 million, is \$590,280.50. Of this amount, the federal share is \$472,224. The nonfederal share (\$118,056.50) would be supplied by 50% state funds previously received by RCRRA and 50% RCRRA funds that are required to match the state funds.

This would leave a remaining balance of the \$9 million federal funds from Mn/DOT in the amount of \$6.028 million that can be accessed by RCRRA for subsequent phases of work for the Central Corridor.

Therefore, RCRRA is being requested to take the following actions:

- (1) Approve Amendment #2 for contract #79608 with Mn/DOT that provides additional funding for Central Corridor transit work and extends the term of the contract from June 30, 2002 to December 31, 2002.
- (2) Accept the additional federal funding in the amount of \$472,224.48 from Mn/DOT for Central Corridor transit work.
- (3) Authorize the use of previously received state LRT grant funds in the amount of \$59,028.06 for Central Corridor transit work.
- (4) Approve the appropriation of \$59,028.06 from RCRRA fund balance for matching funds for Central Corridor transit work.
- (5) Authorize the Director of the RCRRA to execute and file any certifications, assurances, and agreements required by Mn/DOT Contract #79608 and this amendment.

Recommendation:

A resolution is attached that addresses the subjects listed above.

Amendment No. 2 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, as amended, to conduct a transit study and a re-evaluation of the Alternatives/Draft Environmental Impact Statement of the Central Corridor, and to prepare a Draft Environmental Impact Statement, preliminary engineering, and a final Environmental Impact Statement of the Riverview Corridor. Work on the Riverview Corridor is not proceeding and funding for this corridor is no longer required. Work on the Central Corridor has changed and requires additional time and funding to complete. STATE and GRANTEE have agreed to amend the Original Agreement, as amended, to reflect these changes.

Amendment

REVISION 1. In Article I. TERM OF CONTRACT, delete "June 30, 2002" and insert "December 31, 2002".

REVISION 2. In Article II. GRANTEE'S DUTIES, paragraph A, delete clauses 1 and 2 and insert:

"1. GRANTEE will complete a Draft Environmental Impact Statement (DEIS) of the Central Corridor and conduct public meetings and hearings; and

2. GRANTEE will provide a 20% match of non-federal funds in the amount of \$743,056.12."

Further details of GRANTEE's duties, budget, and timeline are provided in the Scope of Work in **Exhibit IV**, which is attached and incorporated into this Amendment and which supercedes the details provided in **Exhibit I** to the Original Agreement.

Delete paragraph B.

REVISION 3. In Article III. CONSIDERATION AND TERMS OF PAYMENT, in the first sentence in paragraph A, delete "\$5,000,000.00" and insert "\$2,972,224.48 of Federal Transit Administration Section 5307 transit funds. GRANTEE agrees to provide a 20% match to the federal funds from local funds and from state funds previously received by GRANTEE, for a total amount of \$743,056.12."

Delete remainder of paragraph A.

REVISION 4. In Article V. AUTHORIZED AGENTS, paragraph A, delete "Judith Ellison, Planning Director" and insert "Micky Gutzmann, Project Manager", and delete "296-1376" and insert "282-9950".

REVISION 5. In Article XIV. FEDERAL CLAUSES, delete "*Federal FY2000 Certifications and Assurances*" and insert "*Federal FY 2002 Certifications and Assurances*", and delete "**Exhibit III**" and insert "**Exhibit V**". Before the final period, insert "GRANTEE agrees to include appropriate federal clauses in all subcontracts or third-party contracts for work performed under this Grant Contract."

REVISION 6. After Article XIV, insert:

"Article XV. DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL. GRANTEE agrees to meet the DBE goal determined by STATE, if any, and to provide DBE status reports as requested by STATE."

1. STATE ENCUMBRANCE VERIFICATION

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

Signed: n/a

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: Kathryn Delpiegelaere

Title: Director

Date: 6/17/02

APPROVED AS TO FORM
AND EXECUTION.

RAMSEY COUNTY ATTORNEY

BY: [Signature]

DATE: 06/19/02

BUDGETING & ACCOUNTING
Vern Wohlgast 6/26/02

3. DEPARTMENT of TRANSPORTATION

By: _____
(with delegated authority)

Title: Director, Office of Transit

Date: _____

Scope of Work
Mn/DOT-RCRRA
Central Corridor
Contract Amendment 79608
June 5, 2002

Purpose:

This scope of work will outline the remaining work for contract 79608 between Mn/DOT and Ramsey County Regional Railroad Authority (RCRRA) for a transit study and DEIS for the Central Corridor.

General Information:

RCRRA has three subcontractors that will be named in this scope of work. The first is BRW, Inc., also known as URS. BRW, Inc. is a consultant firm that has been contracted by RCRRA to provide planning and engineering professional services in connection with their agreement as outlined in the work plan which is incorporated as part of the contractual document between RCRRA and BRW. BRW will also serve as RCRRA's representative and provide advice in the consulting phase and will perform all project tasks identified in said work plan.

The second is Himle Horner. Himle Horner will provide public involvement assistance and advice including public information and education. They will provide assistance to make technical information understandable to the public. The Himle Horner contract will conclude in October, 2002, and may be amended to December 31, 2002, to cover the public hearings on the Central Corridor.

The third is Metro Transit. Metro Transit has provided a project manager, Steve Morris, to assist RCRRA in administrative and technical project issues for the Central Corridor. Metro Transit and RCRRA have a contract for these services. Mr. Morris oversees the work of other consultants, works with RCRRA staff, the Federal Transit Administration (FTA), policy makers and the public on the Central Corridor transit project. In the next several months he will be coordinating and reviewing work products from other consultants, making presentations at public meetings, working with the FTA on its review of Central Corridor work products, working with RCRRA staff and consultants on all aspects of finishing the DEIS, assisting in preparation of the Locally Preferred Alternative Report, working with administrative staff on the distribution of documents and cataloging of comments, and responding to public comments for information on the DEIS. Mr. Morris will keep a record of his time to differentiate work on the Central Corridor project from other Metro Transit work, as the needs for his time on the Central Corridor transit project change.

Tasks:

Items preceded by a Task number are tasks that have been outlined in the work plan as included in part of the individual contracts between the RCRRA and either BRW, Inc. or Himle Horner.

RCRRA:

The RCRRA will provide staff (director, transportation planner, budget analyst, information specialist, attorney, administrative assistants) for the following activities:

Exhibit IV 7

- Administer the contracts.
- Work with consultants to bring elements of the Draft Environmental Impact Statement to the Central Corridor Coordinating Committee (CCCC) for their input and approval.
- Review work products from the consultants.
- Coordinate the review process and negotiate questions with the Project Management Team, CCCC, FTA, the public and community groups.
- Do community outreach with district councils and business groups to present findings and receive feedback.
- 6.5 Provide comments to BRW on the DEIS within 30 days of delivery of the DEIS to RCRRA for review.
- 6.5 Obtain FTA signature for the DEIS, copy the DEIS, prepare the DEIS distribution list and distribute the DEIS.
- 6.5 Draft cover letter to both the general DEIS distribution list as well as the Native Americans distribution list; draft appropriate notification documents associated with the availability of the DEIS.
- Provide transcripts of the DEIS public hearings.
- Collect public comments during the public review and hearing process.
- 6.5 RCRRA will assist Mn/DOT with generation of the responses to public comments on the DEIS.
- 6.5 Prepare the locally preferred alternative report.
- Continue participation in policy committee meetings, technical staff coordination, public meetings, agency briefings, business briefings and board meetings.
- Maintain a database of key stakeholders, create and manage advisory committees and the coalition of materials.
- Maintain and update the Central Corridor website.
- 6.5 Assist Mn/DOT (Cultural Resource Unit) in working with FTA and SHPO in analyzing cultural resource information for the Corridor.

BRW:

- 5.5 Preparation for, attendance at, and summary of up to twelve meetings related to development of products and deliverables listed in the work plan.
- 6.5 Provide formal scoping meeting materials, attend formal scoping meetings, provide DEIS outline and schedule, preliminary Draft DEIS and DEIS for FTA review.
- 6.5 Provide preliminary Draft DEIS.
- 6.5 Respond to one set of consolidated comments from RCRRA on the DEIS and incorporate changes into the DEIS as appropriate.
- 6.5 Respond to one consolidated set of comments from the FTA review process.
- 6.5 Provide an outline of the public hearing process for RCRRA to implement. Attend public hearings.
- 6.5 Provide circulation DEIS including FTA revisions and approved for public and agency circulation.

- 6.5 Provide circulation DEIS distribution list.
- 6.5 Provide RCRRA with a list of required agencies for DEIS distribution.
- 6.5 Provide sample documents from past projects for use by RCRRA to prepare cover letter to both the general DEIS distribution list as well as the Native Americans distribution list.
- 6.5 Provide assistance to RCRRA and Mn/DOT in developing technical responses to one consolidated set of comments generated by RCRRA after completion of the public review and hearing process. BRW will provide assistance on RCRRA for generating the draft response document to comments as part of the DEIS. BRW will provide an example of the formal response for use as a guide on this project.
- 6.5 BRW will take text written by RCRRA for a locally preferred alternative report and format it, incorporate appropriate graphics and provide one original set to RCRRA after completion of the public review process and action by the Central Corridor Coordinating Committee. BRW will assist RCRRA as requested.

Himle Horner:

- Task 2. Information Campaign – Direct Public Communications. Provide communication materials and training. (Do we know what materials and what/whom will we be training?)
- Task 3. Information Campaign – Media Relations. Produce media kits, media database, news releases, media tracking, letters to the editor and op ed drafts as needed.

Metro Transit:

- Will assist in all activities itemized under RCRRA in this scope of work that are needed to finalize the Draft Environmental Impact Statement circulation, public meetings and hearings, responses, and preparation of the Locally Preferred Alternative Report.

Central Corridor Transit Study Tentative Project Schedule June, 2002

Date	Action	Responsible Party
April 11, 2002	Central Corridor Coordinating Committee (CCCC) - Presentation of Traffic Impact Impact Analysis - Presentation of LRT Operating Plan - Presentation on Transit Oriented Design (TOD) Report	BRW
April 24, 2002	Review of DEIS Elements by Project Management Team (PMT)	BRW
May 9, 2002	Presentation of Evaluation Materials to CCCC	BRW
May 30, 2002	Additional Presentation on DEIS Elements to CCCC	BRW
June 30, 2002	Submission of First Draft DEIS to Federal Transit Administration (FTA) for comment	RCRRA
June 30 to September 30, 2002 *	Negotiation with FTA on the DEIS	RCRRA
June 13, 2002	Recommendation of locally favored alternative by CCCC	CCCC
September 30, 2002	Receipt of FTA DEIS comments	RCRRA
October 15, 2002	Submission of second draft of DEIS to FTA	RCRRA
October 15, 2002	DEIS Notice of Availability (NOA) published in Federal Register	FTA
November 15, 2002	DEIS Public Hearings	RCRRA
November 30, 2002	Close of DEIS Comment Period	N/A
December 15, 2002	Address Comments and Issue Public Hearing Summary	RCRRA/BRW Mn/DOT

* - The schedule is dependent on receiving and addressing comments from FTA.

Budget

Mn/DOT - RCRRA
Central Corridor
Contract Amendment 79608
June 4, 2002

	Contract	Amendment Request
Remaining on Contract as of 12/31/01	\$229,242.01	
Local Share	<u>57,310.50</u>	
Subtotal	\$286,552.51	
Amended Amount Bifurcation:		
Remainder on BRW Contract		\$550,721.17
Remainder on Himle Horner Contract		75,383.71
Contract with Metro Transit (12/01/01 -12/31/02)		156,812.50
Administrative Costs - County Staff and Expenses		<u>93,915.73</u>
Total		\$876,833.11
Less Total Left on Existing Contract		<u>\$286,552.51</u>
Total Amendment Requested		\$590,280.60
Federal Share 80%		\$472,224.48
Local Share 20%		<u>118,056.12</u>
Total		\$590,280.60

Recap

	Existing Contract	Balance of Project	Amendment Request
Federal Share	\$229,242.01	\$701,466.49	\$472,224.48
Local Share	57,310.50	175,366.62	118,056.12
Total	\$286,552.51	\$876,833.11	\$590,280.60

FEDERAL FISCAL YEAR 2002 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 2002. FTA strongly encourages the Applicant to submit its certifications and assurances through FTA's electronic award and management system.

The 16 Categories of certifications and assurances are listed by numbers 1 through 16 on the Cert's & Assurances tab page of the FTA electronic award and management system and on the opposite side of the Signature Page at the end of this document. Categories 2 through 16 will apply to some, but not all, applicants. The designation of the 16 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 they may 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 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, and 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

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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 submits to FTA has been or will be submitted for intergovernmental review to the appropriate state and local agencies in accordance with applicable state requirements. The Applicant also 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 origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or

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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 set forth in 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 and Activities Receiving or Benefiting from Federal Financial Assistance," at 49 CFR 27.9, the

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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, *et seq.*, 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 Required by the U.S. Office of Management and Budget (SF-424B and SF-424D)

As required by the U.S. 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 applicable Federal statutes relating to nondiscrimination including, but not limited to:

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- (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;
- (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 prohibits 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 of 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

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- 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 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;

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- (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 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

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Subjects," 49 CFR part 11;

- (17) Will comply with the Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. 2131 *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 2001"; 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

A State or local government Applicant 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

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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 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 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 financed with Federal assistance authorized by 49 U.S.C. chapter 53 (except 49 U.S.C. 5310) or Title 23, U.S.C. must enter into the following charter service agreement. FTA may not provide assistance for projects authorized by 49 U.S.C. chapter 53 (except 49 U.S.C. 5310) or Title 23, U.S.C. 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

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agree as follows. FTA may not provide assistance for transportation facilities until the Applicant enters into this Agreement by selecting Category "8."

- 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. PREVENTION OF ALCOHOL MISUSE AND PROHIBITED DRUG USE CERTIFICATION

If the Applicant is required by Federal regulations to provide the following certification concerning its activities to prevent alcohol misuse and prohibited drug use in its transit operations, FTA may not provide Federal assistance to that Applicant until it provides this certification by selecting Category "10."

As required by FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR part 665, subpart I, the Applicant certifies that it has established

and implemented an anti-drug and alcohol misuse program, and has complied with or will comply with all applicable requirements of FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR part 665.

11. CERTIFICATION REQUIRED FOR INTEREST OR OTHER FINANCING COSTS

An Applicant that intends to request reimbursement of interest or other financing costs incurred for its capital projects must provide the following certification. 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. INTELLIGENT TRANSPORTATION SYSTEM PROGRAM ASSURANCE

An Applicant for FTA assistance for an Intelligent Transportation System Project (ITS Project), defined as any project that in whole or in part funds the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the National ITS Architecture," must provide the following assurance. FTA may not award any Federal assistance until the Applicant provides this assurance by selecting Category "12."

In compliance with Section VII of FTA Notice, "FTA National ITS Architecture Policy on Transit Projects," at 66 Fed. Reg. 1459, January 8, 2001, in the course of implementing an ITS Project, the Applicant assures that it will comply, and require its third party contractors and subrecipients to comply, with all applicable requirements imposed by Section V (Regional ITS Architecture) and Section VI (Project Implementation) of that Notice.

13. 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 "13." 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.

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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 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 the Job Access and Reverse Commute Program at 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 the Job Access and Reverse Commute Program at 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.

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- 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;
- (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. 5301(d) (special efforts for designing and providing mass transportation 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 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 49 CFR 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.

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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 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.

14. 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 "14."

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 private nonprofit 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.

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- 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 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 with or will comply with applicable provisions of 49 CFR part 605 pertaining to school transportation operations;
 - (6) 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;
 - (7) 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;
 - (8) Complied or will comply with the requirement that its project provides for the participation of private mass transportation companies to the maximum extent feasible;
 - (9) 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;
 - (10) Complied or will comply with all applicable lobbying requirements for each application exceeding \$100,000;
 - (11) Complied or will comply with all applicable nonprocurement suspension and debarment requirements;
 - (12) Complied or will comply with all applicable bus testing requirements for new bus models;
 - (13) Complied with, or to the extent required by FTA, will comply with, applicable FTA Intelligent Transportation System (ITS) architecture requirements; and
 - (14) Complied or will comply with all applicable pre-award and post-delivery review requirements.

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- 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 State and its subrecipients 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.

15. 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 "15."

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

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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;
- (17) Complied with, or to the extent required by FTA, will comply with, applicable FTA

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- Intelligent Transportation System (ITS) architecture requirements; and
- (18) Complied with, or to the extent required by FTA will comply with, applicable anti-drug 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 State and its subrecipients 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.

16. 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 assistance for the State Infrastructure Bank program to the Applicant until the Applicant provides these certifications and assurances by selecting Categories "1" through 11," and "16."

The state serving as the Applicant for Federal assistance for the Transit Account of its State Infrastructure Bank (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 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 any applicable Federal guidance that may be issued;
 - (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 Federal guidance on SIBs, 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:

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- (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 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

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- 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;
- (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;
 - (16) Complied with, or to the extent required by FTA, will comply with, applicable FTA Intelligent Transportation System (ITS) architecture requirements; and
 - (17) 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.

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FEDERAL FY 2002 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE
(Alternative to Electronic Filing)

Name of Applicant: Ramsey Co. Regional Railroad Authority

The Applicant agrees to comply with applicable requirements of Categories 1 - 16. _____
(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. X
2. Lobbying Certification X
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. Prevention of Alcohol Misuse and Prohibited Drug Use Certification _____
11. Certification Required for Interest and Other Financing Costs _____
12. Intelligent Transportation Systems Program Assurance _____
13. Certifications and Assurances for the Urbanized Area Formula Program, the Job Access and
Reverse Commute Program, and the Clean Fuels Formula Program X
14. Certifications and Assurances for the Elderly and Persons with Disabilities Program _____
15. Certifications and Assurances for the Nonurbanized Area Formula Program _____
16. Certifications and Assurances for the State Infrastructure Bank (SIB) Program _____

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

Appendix A

FEDERAL FISCAL YEAR 2002 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 Co. Regional Railroad Authority

Name and Relationship of Authorized Representative: _____

BY SIGNING BELOW I, _____ (name), 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 2002.

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 2002.

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 _____ Date: _____
Name _____
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

for _____ (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 _____ Date: _____
Name _____
Applicant's Attorney

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

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

6/17/02
Date

Board Action Requested

Approve extension of \$3,001,400 contract with URS for professional consulting services on the Central Corridor Transit Study through December 31, 2002 at no additional cost.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Resolution
 2. Memorandum from K. DeSpiegelaere dated 6/17/02
 3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenny
Signature

June 20, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, An agreement between Ramsey County Regional Railroad Authority and URS (BRW), and engineering firm, was executed on February 15, 2000 for the Central Corridor transit study at a cost of no more than \$3,001,400.00. The term of the contract was extended at no additional cost to the end of October, 2002; Now Therefore, Be It

RESOLVED, That an amendment which reflects the current scope of work (complete Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue; complete feasibility study for commuter rail on Burlington Northern and Canadian Pacific rail lines) and the new anticipated end date of December 31, 2002 is approved by Ramsey County Regional Railroad Authority. No additional funds are being sought for completing this work; and Be It Further,

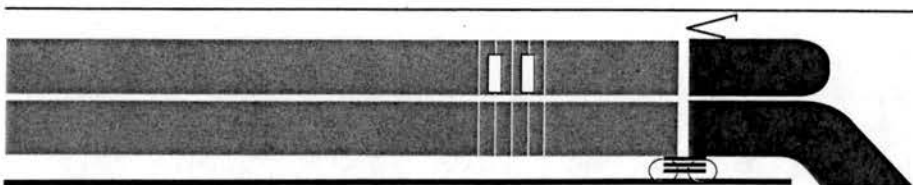
RESOLVED, That the Chair of the Ramsey County Regional Railroad Authority is authorized to execute the amendment.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director *KD*

Subject: Amend contract with URS at no additional cost to reflect current scope of work and timeline for the Central Corridor transit project

Date: June 17, 2002

An agreement between Ramsey County Regional Railroad Authority and URS (BRW), and engineering firm, was executed on February 15, 2000 for the Central Corridor transit study at a cost of no more than \$3,001,400.00. The term of the contract was extended at no additional cost to the end of October, 2002.

This amendment reflects the current scope of work (complete Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue; complete feasibility study for commuter rail on Burlington Northern and Canadian Pacific rail lines) and the new anticipated end date of December 31, 2002. No additional funds are being sought for completing this work.

Recommendation:

Consider attached resolution and authorize chair to sign the amendment with URS for the Central Corridor Transit Study.

FIRST AMENDMENT TO AGREEMENT

This Agreement between URS Corporation (URS), successor to BRW, Inc., (BRW) and the Ramsey County Regional Railroad Authority (RCRRA) amends that certain agreement between the RCRRA and BRW, dated February 15, 2000, and its incorporated workplan (the Workplan) (the Agreement) by which BRW agreed to provide professional consulting services to the RCRRA in connection with the analysis and evaluation of transit and transportation alternatives in the Central Corridor between downtown St. Paul in Ramsey County and downtown Minneapolis in Hennepin County. This Amendment shall be effective on _____, 2002.

For VALUABLE CONSIDERATION, the receipt and sufficiency of which the parties hereby acknowledge, the parties hereto agree as follows:

1. Section II, paragraph 16 of the Agreement, is amended to read as follows:

Term. This agreement shall be in force and effect from February 15, 2000 through December 31, 2002 or until earlier terminated by the parties pursuant to this agreement.

2. The Workplan is amended to delete all existing language and substitute the following, therefore, in the sections indicated:

- a. Section 5.5 Products, Deliverables and Meetings:

- Preparation for, attendance at, and summary of up to twelve (12) meetings related to development of the above listed products and deliverables.

- b. Section 6.5 Products, Deliverables and Meetings:

- Formal Scoping Meeting Materials (up to 200 copies)
- Formal Scoping Meetings (up to 3 public and 2 interagency)
- DEIS outline (with page limits) and Schedule (up to 10 copies Draft and 20 copies Final)
- Preliminary Draft DEIS (one copy)
- DEIS for FTA Review (one copy)

- Circulation DEIS, including FTA revisions and approved for public and agency circulation (one copy)
- Circulation DEIS Distribution List (one copy)
- Preliminary Draft DEIS (one copy). No FEIS/ROD is anticipated under this contract.
- URS will respond to one set of consolidated comments from RCRRA on the DEIS and incorporate changes into the DEIS as appropriate. RCRRA will provide these comments within 30 days of delivery of the DEIS to RCRRA for review.
- RCRRA will take the lead in negotiating with the FTA and the Minnesota SHPO in finalizing the Section 106 programmatic agreement.
- URS will respond to one consolidated set of comments from the FTA review process. We expect that the programmatic agreement negotiations will occur concurrent with this review period.
- URS will provide an outline of the public hearing process for RCRRA to implement once FTA comments are complete and the DEIS is ready for public review. URS will attend public hearings.
- RCRRA will take the lead in obtaining FTA signature for the DEIS, copying of the DEIS, preparing the DEIS distribution list, and actual distribution of the DEIS. URS will provide RCRRA with a list of required agencies for distribution.
- RCRRA will draft the DEIS cover letter to both the general DEIS distribution list as well as the Native Americans distribution list; and draft appropriate notification documents associated with the availability of the DEIS. URS will provide sample documents from past projects for use as a guide.
- URS will provide assistance in developing technical responses to one consolidated set of comments generated by RCRRA after completion of the public review and hearing process. RCRRA will be responsible for generating the required formal response with URS assistance to comments as part of the DEIS. URS will provide an example of the formal response for use as a guide on this project.
- URS will take text written by RCRRA for an LPA report and format it, incorporate appropriate graphics and provide one original set to RCRRA after completion of the public review process and action by the Central Corridor Coordinating Committee. URS will assist RCRRA as requested.

Except as modified herein, all other terms and conditions of the Agreement and

Addendum I thereto remain in full force and effect.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

URS CORPORATION

By: _____
Rafael Ortega, Chair

By: Craig Menden
Its: SENIOR VICE PRESIDENT

Dated: _____

Dated: 6.5.02

APPROVED AS TO FORM:

By: [Signature]
Assistant County Attorney

RECOMMEND FOR APPROVAL

By: [Signature]
Director

RISK MANAGEMENT

By: _____

BUDGET AND ACCOUNTING

By: [Signature] 6/26/02

Funds Available: _____

Account Number: 84200 12501 150180 6205002

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

5/26/02
Date

Board Action Requested

Ratify Partial Payment No. 19 in the amount of \$98,346.35 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 \$98,346.35 for the period ending February 22, 2002 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 forms and Partial Payment No. 19
 3. BRW, Inc. Invoice No. 267-16146 (19) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kirstine A. Longhenry
Signature

June 20, 2002

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 February 22, 2002; 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. 267-16146, Partial Payment No. 19 in the amount of \$98,346.35, attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 22, 2002; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$98,346.35 for services rendered through February 22, 2002, 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	_____	_____	_____

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00001697

VOUCHER Purchase Order Voucher

Page No. 1
Run Date: 13.May.2002
Run Time: 12:21:02 PM

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
May.2002	267-16146 (19)	01.Mar.2002	0000002207	BRW INC	ONL	LONGHEKR P		13.May.2002	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$98,346.35	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000345	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Provide consulting services	\$98,346.35		\$98,346.35		Y	Y	Y	N

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	421501	12501	150180	00000			2000	G205002			\$98,346.35			N

Account Name: Consulting Services
ent Comments-Check Stub

Department Name: RCRRA-Proj/Grant

Invoice No. 267-16146 (19), dated 3/1/02
Invoice for 1/26/02-2/22/02

Other Comments

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

Authorization _____ Date _____

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000002207
BRW INC
THRESHER SQUARE
700 THIRD ST SO
MINNEAPOLIS MN 55415
United States

Purchase Order	Date	Revision	Page
RRA - 0000000146	03/04/2002		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA		Currency Code:	USD

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States
Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 99999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Provide consulting services	1.00	EA	550,721.17	550,721.17	03/04/2002
Schedule Total						550,721.17	

Mfg ID

Item Total 550,721.17

Total PO Amount 550,721.17

All shipments, shipping papers, invoices, and correspondence must be identified with our Purchase Order Number. Overshipments will not be accepted unless authorized by Buyer prior to shipment.

Unauthorized

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
BRW Inc Contract History
February 15, 2000 through April 15, 2002

Payment Number	Invoice Number	Invoice Amount	Adjustment	Revised Amount	Less Retainage	Net Payment	Remaining Amount	Payment Date	Check Number
BY2000 12501 150180 00000 421501 G205002 - Total Contract Amount							3,001,400.00		
1	267-09297	106,089.14	(7.99)	106,081.15	(5,304.06)	100,777.09	2,900,622.91	8/14/2000	240170
2	267-10008	234,626.08	(88.72)	234,537.36	(11,726.87)	222,810.49	2,677,812.42	12/8/2000	275814
3	267-10321	66,912.99	(135.27)	66,777.72	(3,338.89)	63,438.83	2,614,373.59	12/22/2000	281838
4	267-10609	80,546.37	0.00	80,546.37	(4,027.32)	76,519.05	2,537,854.54	12/22/2000	281838
5	267-10963	75,525.00	(701.42)	74,823.58	(3,741.18)	71,082.40	2,466,772.14	2/9/2001	301468
6	267-11427	230,972.91	130.09	231,103.00	(11,555.15)	219,547.85	2,247,224.29	3/28/2001	320021
7	267-11819	235,525.60	(212.79)	235,312.81	(11,765.64)	223,547.17	2,023,677.12	3/30/2001	320905
8	267-12167	263,828.44	240.15	264,068.59	(13,203.43)	250,865.16	1,772,811.96	5/18/2001	340197
9	267-12557	175,926.37	(26,171.52)	149,754.85	(7,487.74)	142,267.11	1,630,544.85	6/29/2001	357196
10	267-12908	193,153.36	0.00	193,153.36	(9,657.67)	183,495.69	1,447,049.16	7/25/2001	367346
11	267-13375	207,677.68	0.00	207,677.68	(10,383.88)	197,293.80	1,249,755.36	9/12/2001	386925
12	267-13738	116,940.39	0.00	116,940.39	(5,847.02)	111,093.37	1,138,661.99	9/26/2001	391252
13	267-14086	200,879.11	(6.85)	200,872.26	(10,043.61)	190,828.65	947,833.34	10/10/2001	398165
14	267-14471	167,072.28	(30.00)	167,042.28	(8,352.11)	158,690.17	789,143.17	11/2/2001	408573
15	267-14796	113,582.99	23.52	113,606.51	(5,680.33)	107,926.18	681,216.99	12/12/2001	422953
16	267-15131	137,357.48	6.54	137,364.02	(6,868.20)	130,495.82	550,721.17	1/18/2002	438351
17	267-15451	113,352.54	0.00	113,352.54	(5,667.63)	107,684.91	443,036.26	4/5/2002	468149
18	267-15758	174,575.20	0.00	174,575.20	(8,728.76)	165,846.44	277,189.82	4/25/2002	
19	267-16146	103,522.47	0.00	103,522.47	(5,176.12)	98,346.35	178,843.47	5/7/2002	
Totals		<u>2,998,066.40</u>	<u>(26,954.26)</u>	<u>2,971,112.14</u>	<u>(148,555.61)</u>	<u>2,822,556.53</u>			

BRW CENTRAL CORRIDOR					
	Invoice #15	Invoice #16	Invoice #17	Invoice #18	Invoice #19
LABOR	\$30,377.28	\$36,948.78	\$27,738.52	\$35,376.50	\$29,814.31
O.H. (157.41%)	\$47,816.91	\$58,161.15	\$43,663.28	\$55,686.17	\$46,930.74
TOTAL LABOR	\$78,194.19	\$95,109.93	\$71,401.80	\$91,062.67	\$76,745.05
FEE (11.5%)	\$8,992.33	\$10,937.64	\$8,211.17	\$10,472.21	\$8,825.68
SUB TOTAL LABOR	\$87,186.52	\$106,047.57	\$79,612.97	\$101,534.88	\$85,570.73
DIRECT COSTS	\$26,419.98	\$31,316.45	\$33,739.57	\$73,040.32	\$17,951.74
TOTAL INVOICE	\$113,606.50	\$137,364.02	\$113,352.54	\$174,575.20	\$103,522.47
RETAINAGE (5%)	\$5,680.33	\$6,868.20	\$5,667.63	\$8,728.76	\$5,176.12
NET PAY INVOICE	\$107,926.18	\$130,495.82	\$107,684.91	\$165,846.44	\$98,346.35
Subsistence	\$749.67	\$1,748.83	\$233.64	\$493.57	\$268.69
Non-Local Transport	\$2,111.90	\$2,275.14	\$973.65	\$1,808.69	\$496.22
Local Transportation	\$456.80	\$402.34	\$153.56	\$309.43	\$142.68
Vehicle Rental	\$115.16			\$61.80	
Shipping Charges	\$82.28	\$181.27		\$55.61	\$123.35
Communications					
Printing and Reprod	\$188.14		\$8.70		\$578.75
Contract Labor	\$112.50		\$3,000.00		
Misc Field Supplies					\$7.49
Professional Services	\$21,369.23	\$25,728.87	\$28,390.02	\$70,311.22	\$13,310.26
Equipment Rental	\$254.30				\$264.30
Miscellan Supplies					
Other	\$980.00	\$980.00	\$980.00		\$2,760.00
URS Greiner Woodward					
Total	\$26,419.98	\$31,316.45	\$33,739.57	\$73,040.32	\$17,951.74



BRW, Inc.

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

** INVOICE **

MARCH 1, 2002

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

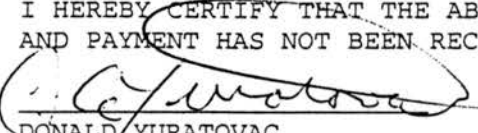
PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -16146 :
ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 19

PERIOD COVERING 01/26/02 THROUGH 02/22/02	US\$	US\$
PROFESSIONAL SERVICES RENDERED	103,522.47	2,971,894.88
LESS 5% RETAINAGE	-5,176.12	-148,594.74
TOTAL AMOUNT DUE THIS INVOICE	98,346.35	2,823,300.14

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


DONALD YURATOVAC
PROJECT MANAGER

OK 

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

6

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

January 26, 2002 – February 26, 2002

Below each of the following project tasks are listed the work items that were accomplished between January 26, 2002 and February 26, 2002.

Task 1.0: Define Goals and Objectives

- No work on this task

Task 2.0: Establish Project Charter

- No work on this task

Task 3.0: Alternatives Definition

- No work on this task

Task 4.0: Refine Alternatives

- Continued refinement of station locations
- Continued refinement of LRT and BRT conceptual design and cost estimates

Task 5.0: Implementation and Funding Plans

- Initiated research on financial plan alternatives
- Began development of LRT and BRT operating plans
- Continued refinement of ridership forecasts for Baseline and Build Alternatives

Task 6.0: EIS Preparation

- Continued work on the DEIS
 - Continued to gather information for existing conditions
 - Collected data for Downtown St. Paul intersection and segment analyses
 - Continued work on developing forecast volumes for both Baseline and Build Alternatives
 - Continued developing the Build Alternative network for the traffic analysis
 - Defined Baseline Alternative for Traffic Impact Analysis
 - Worked with the Metro Transit for feeder bus operating plans for Build Alternatives
- Attended the following meetings:
 - February 19 meeting of Traffic Analysis Committee to review the results of Traffic Impacts at Corridor Intersections.

Task 7.0: Public Involvement

- Preparation of materials for forthcoming public meetings

Task 8.0: Project Management

- Prepared progress report and invoice
- Continued to update schedule
- Developed revised updated budget which reflects impacts of out-of-scope work and protracted project schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared for and participated in the following RCRRA meetings:
 - February 13, 2002 – Working Group Team meeting
 - February 15, 2002 – meeting with RCRRA Project Management to discuss revised updated budget to reflect impact of out-of-scope work and prorated schedule
 - February 22, 2002 – meeting with RCRRA Project Management to discuss revised updated budget to reflect impact of out-of-scope work and prorated schedule

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date

[Handwritten Signature]

6/20/02

Board Action Requested

Approve extension of \$1,875,000 contract with Mn/DOT for funding of capital improvements on the Riverview Corridor through September 30, 2003 at no additional cost; and approve adjustment of Scope of Work to the contract.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenry
Signature

June 20, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority executed a grant contract in the amount of \$1,875,000 in 2000 for bus shelters and lighting in the Riverview Corridor along East and West Seventh Streets and in downtown St. Paul; and

WHEREAS, the grant contract expires June 30, 2002; Now, Therefore, Be It

RESOLVED, That the grant contract with the Minnesota Department of Transportation is extended through September 30, 2003 and the current scope of work is included in the grant contract. No additional funds are being requested for this work

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary

1

Amendment No. 2 to Mn/DOT Agreement No. 79236

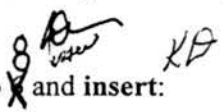
THIS AMENDMENT is by and between the State of Minnesota, through its Commissioner of Transportation ("STATE") and the Ramsey County Regional Railroad Authority, ("GRANTEE"), a railroad authority.

BACKGROUND

STATE has a Grant Contract with GRANTEE, identified as Mn/DOT Agreement No. 79236, as amended, to provide state and federal assistance for transit ways in the metropolitan area. STATE has determined that GRANTEE requires additional time to perform duties as adjusted.

STATE and GRANTEE agree to amend the Original Grant Contract as follows:

REVISION 1. In Article I. TERM OF CONTRACT., delete "June 30, 2002" and insert "September 30, 2003."

REVISION 2. In Article II. GRANTEE'S DUTIES. paragraph A., delete clauses 1 to  and insert:

- " 1. Installing bus shelters along West Seventh Street/Ford Road;
- 2. Upgrading existing shelters along West Seventh Street;
- 3. Installing lighting at bus stops along West Seventh Street;
- 4. Installing bus shelters at downtown St. Paul locations that serve Riverview Corridor buses;
- 5. Upgrading bus shelters, including along East Seventh Street to Arcade Street; and
- 6. Installing lighting at bus stops along East Seventh Street to Arcade Street."

In paragraph B, delete "Exhibit I" and insert "Exhibit II".

REVISION 3. In Article V. AUTHORIZED AGENTS., delete "Kathryn DeSpiegelaere, Director" and insert "Steve Morris, Project Manager" and delete "266-2762" and insert "266-2784."

The terms of the original grant contract are expressly reaffirmed and remain in full force and effect. The original grant contract is attached and incorporated into this agreement.

(This space left blank intentionally.)

1. STATE ENCUMBRANCE VERIFICATION

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

Signed: n/a

Date: _____

CFMS Contract No. A- _____

2. GRANTEE

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

By: _____

Title: Chair

Date: _____

and

By: Kathryn Delpiegelaere

Title: Director

Date: 6/17/02

3. DEPARTMENT of TRANSPORTATION

By: _____

(with delegated authority)

Title: Director, Office of Transit

Date: _____

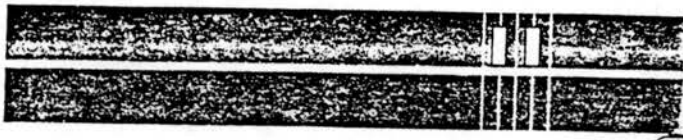
APPROVED AS TO FORM
AND EXECUTION.

RAMSEY COUNTY ATTORNEY

BY: [Signature]

DATE: 06/14/02

BUDGETING & ACCOUNTING
Van Walleghem 6/20/02



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

May 22, 2002

Micky Gutzmann
Grant Specialist Coordinator
MnDOT
Transportation Building
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Re: Project 63955 Riverview Corridor Bus Stop Amenities

Dear Ms. Gutzmann: *Micky*

Now that the Legislature has adjourned without funding the Riverview BRT project, the decision can be made on the shelter locations for this project. The project had been on hold pending resolution of the busway issue and now needs to be extended through December 31, 2003, with no change in the project cost. The project will install 28 shelters and improved lighting at 29 locations. Bids on the shelters will be received in July of 2002. Installation is projected to occur during the 2002 construction season but some may not be installed until 2003 due to site availability.

Attached is a schedule and description of the remaining work.

I hope this provides the needed information to get the extension completed. Thanks for your help. If I can provide further information, please give me a call.

Sincerely,

Stephen L. Morris
Project Manager

Cc: Kathryn DeSpiegelaere

Exhibit II

4

Grant activities:

1. Installing bus shelters along West Seventh Street/Fort Road;
2. Upgrading existing shelters along West Seventh Street;
3. Installing lighting at bus stops along West Seventh Street;
4. Installing bus shelters at downtown St. Paul locations which serve Riverview corridor buses;
5. Upgrading bus shelters, including along East Seventh Street to Arcade Street; and
6. Installing lighting at bus stops along East Seventh Street to Arcade Street.

Information kiosks were determined to be beyond what the budget could support. Schedule information will be provided in the shelters per Metro Transit policy.

Site plans and written specifications are nearly complete.

Bids for the shelters are ready to go out in June, 2002.

Installation is expected to start in late 2002 and be completed in the summer of 2003.

Neighborhood representatives have been contacted to confirm shelter design and locations.

Budget Estimates:

Along 7 th Street	\$1,195,000
Downtown	575,000
Total	\$1,770,000

Estimates include design, construction, and construction management projected costs.

Schedule Completions:

	Design	Award	Construct
Along 7 th Street	4/30/02	6/02	7/03
Downtown	3/29/02	6/02	11/02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

6/20/02
Date

Board Action Requested

Financial Advisor Agreement with Springsted Incorporated.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere dated 6/17/02
 3. Proposed amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenry
Signature

June 20, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority requires the services of a financial advisor for bond sale and assistance with other financings and financial options; and

WHEREAS, The financial advisor assists the Regional Railroad Authority in evaluating financial options, including the costs associated with each option, assists in technical aspects of designing financial arrangements and instruments, and assists in representing the Railroad Authority's interests in financial market dealings; and

WHEREAS, The Ramsey County Regional Railroad Authority indicated its intent to sell bonds in the amount of \$50 million to finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown St. Paul transit, transportation and rail center area; and

WHEREAS, The Railroad Authority bond proceeds could be used for the acquisition, restoration and/or refurbishment of a downtown St. Paul transit, transportation and rail center, which could include Union Depot, for the east metropolitan area; and

WHEREAS, Ramsey County's financial condition will affect the bond rating of any bonds sold by the Regional Railroad Authority and a higher bond rating will bring lower interest rates on the Regional Railroad Authority bonds; and

WHEREAS, Springsted Inc., the current financial advisor for Ramsey County has served Ramsey County well, including assisting with an upgrade to the County's Standard and Poor's bond rating to AAA and development of a bond financing plan in 2001; Now, Therefore Be It

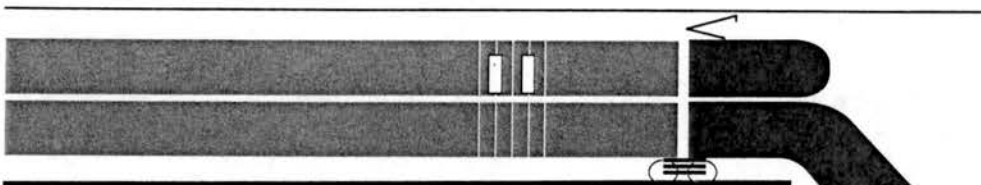
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to sign an amendment to the agreement with Ramsey County and Springsted Incorporated that will allow the Railroad Authority to use the county's financial advisor, Springsted Inc., at the same rates as the county receives for the period through July 23, 2003.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Financial Advisor Agreement with Springsted Incorporated

Date: June 17, 2002

Ramsey County Regional Railroad Authority indicated its intent to sell bonds in the amount of \$50 million to finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown St. Paul transit, transportation and rail center area. The bonds could be used for the acquisition, restoration and/or refurbishment of a downtown St. Paul transit, transportation and rail center, which could include Union Depot, for the east metropolitan area. It is advantageous for Ramsey County Regional Railroad Authority to use the same financial advisor as Ramsey County.

Springsted Incorporated, the current financial advisor for Ramsey County and the Ramsey County HRA, has an agreement that will expire July 23, 2002, and extending the contract would facilitate the issuance of Regional Railroad Authority bonds. The County Board is considering extending the contract with Springsted for a period of one year at current rates.

Recommendation:

Authorize the Chair of Ramsey County Regional Railroad Authority to sign an amendment to the agreement with Ramsey County and Springsted Inc. that will allow the Rail Authority to use the county's financial advisor, Springsted Inc., at the same rates as the county receives for the period through July 23, 2003.

FIRST AMENDMENT TO AGREEMENT FOR
FINANCIAL ADVISOR SERVICES

This First Amendment (the Amendment) to the Agreement For Financial Advisor Services between the County of Ramsey (the County) and Springsted Incorporated (Financial Advisor) (the Agreement) is entered into between the County, the Financial Advisor, and the Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota (the RCRRA) on this _____ day of _____, 2002.

WITNESSETH:

WHEREAS, the COUNTY and Financial Advisor entered into the Agreement in July, 1999, and

WHEREAS, the Agreement by its terms will expire on July 23, 2002, and

WHEREAS, the RCRRA is considering issuing bonds for local rail transit and related purposes, and

WHEREAS, the RCRRA requires the services of a financial advisor to provide bond sale assistance and assistance with other financings and financial options, and

WHEREAS, the services needed by the RCRRA are the same services provided to the COUNTY by the Financial Advisor and the terms of the Agreement, and

WHEREAS, the parties agree that the Agreement should be amended to provide for the RCRRA as a party to the Agreement, and

WHEREAS, the parties desire that the Agreement be extended for a period of one year,

NOW, THEREFORE, in consideration of the mutual agreements and promises herein, the Agreement is hereby amended as follows:

1. Paragraph XXVI of the Agreement is amended to read:

This agreement shall be in full force and effect from July 23, 1999 and continue for a period of four years, or until earlier terminated by the parties hereto pursuant to this agreement. The agreement shall remain in full force and effect with respect to a Debt Obligation commenced during the time the agreement is in effect to completion of such debt obligation.

2. Paragraph XXVIII is added to the Agreement, as follows:

The Ramsey County Regional Railroad Authority is hereby added as a party to this agreement with the same rights and obligations hereunder as the County. References herein to the County or County Staff or facility shall equally apply to the RCRRA or RCRRA staff, unless the RCRRA and Financial Advisor otherwise agree.

Nothing in this agreement shall be deemed to create a partnership, joint venture, or principal-agent relationship between the County and the RCRRA, or to establish any rights or obligations between the County and the RCRRA.

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

County of Ramsey

Springsted, Incorporated

Paul Kirkwold
County Manager

By: _____

Date

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

Funds are Available

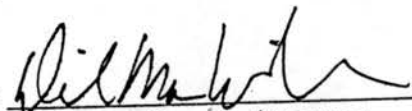
By: _____
Rafael Ortega
Ramsey County Regional Railroad
Authority

Budgeting & Accounting

Approved as to Form:

Approved as to Form:

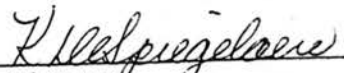
Assistant County Attorney

By: 
Assistant County Attorney

Insurance Approved:

Recommend for Approval

Risk Management

By: 
Director

Budget and Accounting

By: Vern Waples 6/20/02

Funds Available: Monthly RATE
Account No. 842002 12501 150101 421501

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelbauer
Authorized Signature

6/20/02
Date

Board Action Requested

Update on Central Corridor Transit Study

DISCUSSION ONLY

Request Justification

- See attached:
- 1) Central Corridor Background Information – June 2002
 - 2) DEIS Summary Chapter
 - 3) DEIS Evaluation Chapter

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenry
Signature

June 20, 2002
Date

Central Corridor

BACKGROUND INFORMATION

June 2002

Traffic congestion—A growing problem

Anyone who commutes regularly along one of the many thoroughfares around the Twin Cities will tell you that traffic congestion is a growing problem. Not surprisingly, a prime example of congestion in the Twin Cities lies in the heart of the region: between St. Paul and Minneapolis, along a stretch known as the Central Corridor. For example, traffic at several locations along Interstate 94, the main highway connecting the two cities, has already reached capacity.

Increasing congestion here will cause problems for all of us, whether we're trying to get into the area, through the area, or between destinations in the area. In addition, we'll all be affected if increasing congestion dampens the vibrancy and appeal of the Central Corridor. The area links several economic generators that help keep the whole state's economy humming, from the University of Minnesota to the Midway business area to downtown St. Paul to downtown Minneapolis.

Transportation officials predict congestion in the Central Corridor will continue to worsen. Consider the following:

- Between 1996 and 2020, the total number of miles traveled by vehicles on I-94 will increase by an average of 48 percent, according to the *Twin Cities Regional Model*. This means as many as 200,000 additional vehicle miles being traveled every day.
- While I-94 is already at capacity, engineering and environmental issues prevent lane additions to I-94. Furthermore, the *Twin Cities Metropolitan Long Range Transportation Plan* does not include any plans for expanding I-94.
- Alternative east-west routes include University Avenue and Washington Avenue, both of which have sections already at capacity levels. Projections for 2020 show traffic growth at every location along these roadways.

What's underway

Representatives of St. Paul, Minneapolis, Ramsey County, Hennepin County and other local and state government agencies have been reviewing the options for improving transit through the Central Corridor.

The Central Corridor Coordinating Committee has said that a Central Corridor transportation solution should support and promote economic opportunity and investment, preserve and enhance local communities and the environment, and expand and improve transportation opportunities for all users in the corridor. The whole region would be helped if a stronger transit network emerged.

After reviewing a wide array of options, the Coordinating Committee narrowed the study to a light rail transit (LRT) option and a bus rapid transit (BRT), both of which would run along University Avenue. For comparison purposes, the Coordinating Committee also studied a more basic "baseline" option, with some improvements to the current bus service.

In June the Coordinating Committee will indicate its initial preference, with a final preferred alternative selected by the end of the year. The committee members' final decision will depend in large part on what they hear from the community at public meetings and forums to be held this summer. The Coordinating Committee is deciding which if any of the alternatives has sufficient merit to warrant further study.

NOTE: To learn when Central Corridor planners will be coming to a community group in your area or when they will be holding public hearings, please visit www.centralcorridor.org or call Project Manager Steve Morris at 651-266-2784.

Understanding the Options: BASELINE

The Baseline alternative is essentially a "build nothing" option. It assumes the status quo bus service with investments to keep up with increased ridership demand and congestion. It considers only programmed and planned transportation improvements.

- ☐ The Baseline Alternative would have 28,000 weekday riders in 2008.
- ☐ It would provide no reduction in daily auto trips and would not reduce daily miles traveled. It would not enhance intermodal connections to the airport, bus transfer stations, regional rail system or other intermodal choices.
- ☐ Baseline Alternative would have an annual operating cost of \$57 million in 2008, the lowest of the three alternatives.
- ☐ The capital costs would be \$27 million in 2008, the lowest of the three alternatives.
- ☐ Even with optimistic assumptions, the baseline alternative would not provide enough service to meet demand.

Understanding the Options: BUS RAPID TRANSIT

BRT is distinct from regular bus service because parts of it run on an exclusive guideway, allowing it to avoid competing with traffic in those areas and speeding up travel time. BRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-a-mile. Riders would pay their fares before they board, unlike current bus service.

- ☐ The BRT Alternative would attract a high ridership, approximately 31,000 weekday passengers in 2020.
- ☐ At \$59 million a year, the BRT option's 2008 operating cost is more expensive than the baseline but less expensive than LRT. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)

- ☐ Capital costs for BRT would be \$241 million in 2008.
- ☐ There are already too many buses on Washington Ave – BRT would add even more, which is unacceptable.
- ☐ BRT would create enough capacity to meet demand only in the near future. Before 2020, BRT would not have enough capacity to meet demand.

Understanding the Options: LIGHT RAIL TRANSIT

LRT would consist of short trains of electric powered rail cars operating in an exclusive guideway separated from other traffic on existing roads. LRT would be a limited-stop service, meaning it wouldn't stop at every block, with stops spaced from one mile to a half-a-mile. Riders would pay their fares before they board, unlike current bus service.

- ☐ LRT would have 38,000 weekday transit riders in 2020, the highest ridership of all the options.
- ☐ The LRT alternative in the Central Corridor would have the highest annual operating cost at \$61 million a year in 2008. (This amount includes all transit services in the area, including north-south bus routes and bus service on I-94 and University Avenue.)
- ☐ Capital cost for LRT would be \$840 million in 2008, the highest of the three options. This is the only option that would include a tunnel under the University of Minnesota campus.
- ☐ LRT would have a "substantial" effect on traffic and is highly consistent with the Met Council's "Transit 2020" plan.
- ☐ LRT would have sufficient capacity to meet demand in 2020. Because its capacity is easily expanded, with the addition of an extra car to each train and some station remodeling, it could also meet demand beyond 2020.

Common Questions

Q: What happens after the Coordinating Committee makes a decision?

A. Its decision is referred to the Commissioner of Transportation and Metropolitan Council. If a decision is made to pursue BRT or LRT, the next step will be to secure necessary funds from federal and state sources. The public would be asked to help make decisions about the design of stops or stations during the preliminary engineering period. With final design and construction, it would take at least five years before BRT or LRT was running along University Avenue. The Coordinating Committee could also decide to not pursue a build alternative.

Q: How would BRT or LRT be funded?

A: Building either BRT or LRT would require both state and federal dollars. The Minnesota House has objected to some transit funding in recent years, but that position could change in the coming years, given the importance that many sectors of the economy are putting on making transportation improvements across the state.

Q: Why focus on the Central Corridor?

A: It is important to improve transit at the heart of the region, where transit use is already the strongest and congestion is growing. Improving transit in the Central Corridor will provide the necessary spine for the region's transit network, linking the east metro and west metro areas along with dominant destinations, such as the University of Minnesota, downtown St. Paul and downtown Minneapolis. In addition, the state Legislature has identified the Central Corridor as the next appropriate area for a possible LRT improvement.

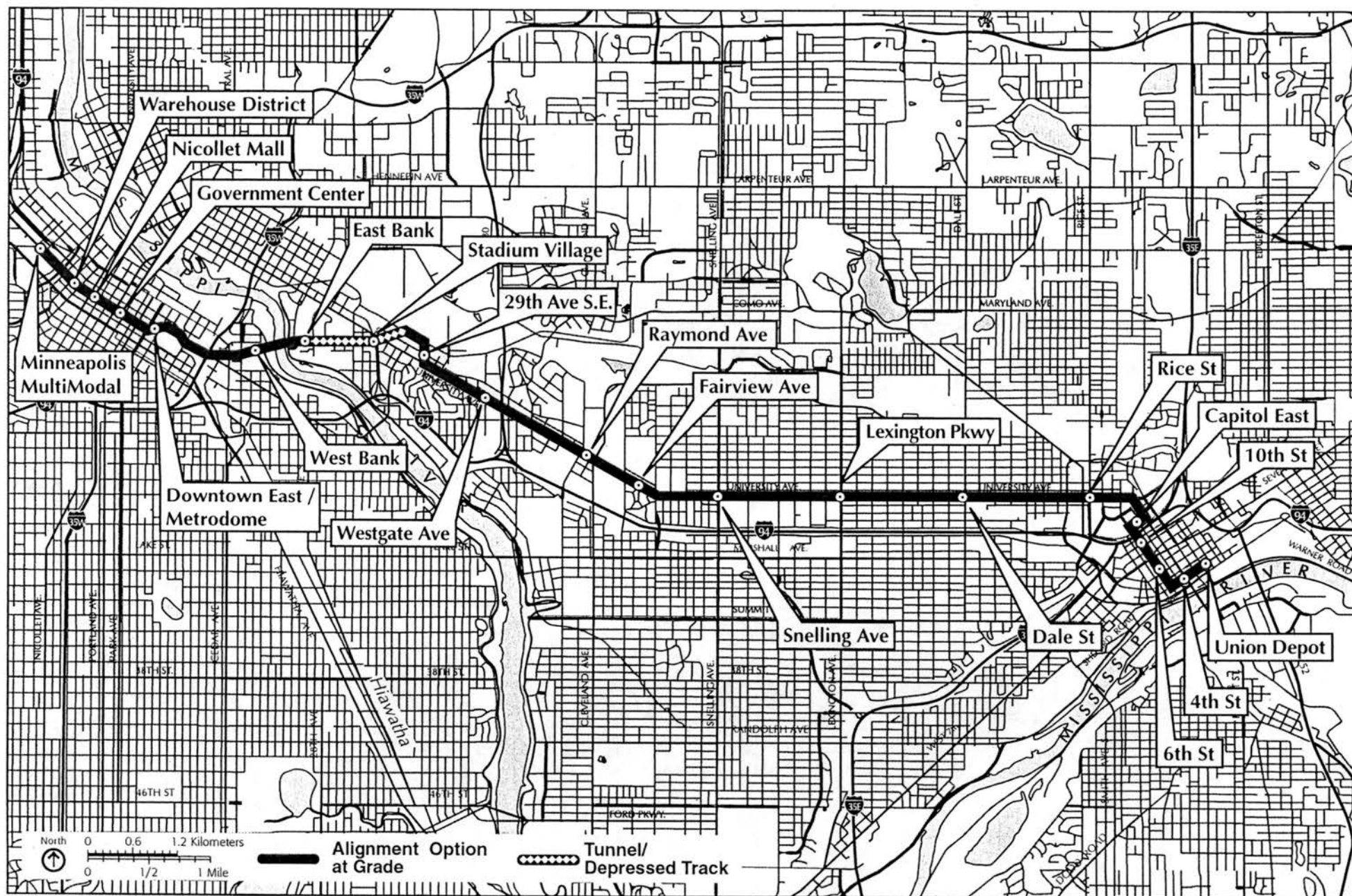
Q: What kinds of disruptions would the construction create?

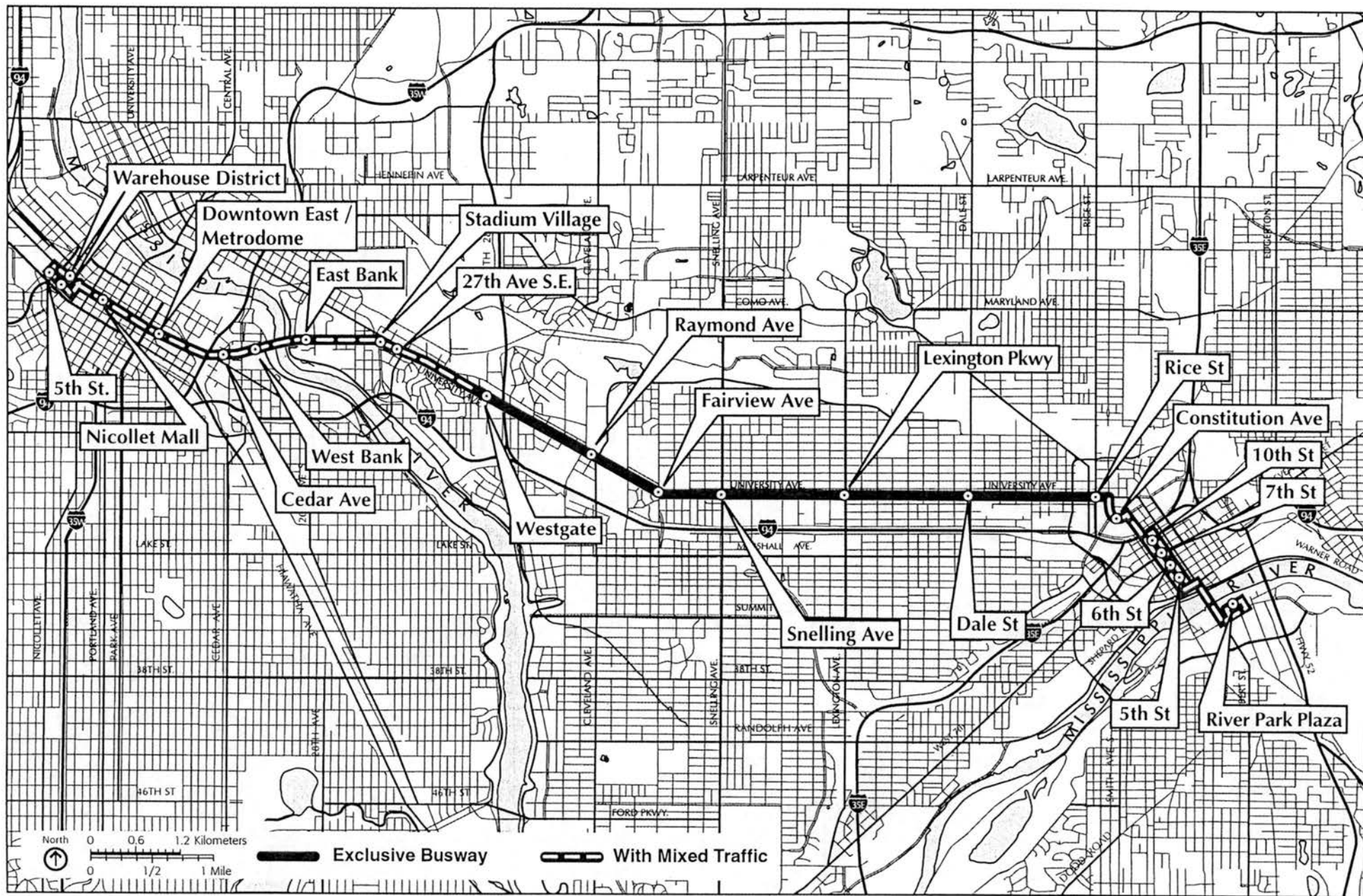
A: The Saint Paul Planning Commission issued a report in 1999 that showed how these kinds of construction projects can be managed to limit the amount of space and time needed for construction while meeting property owners' needs. Disruptions for residents would also be kept to a minimum, with the construction conducted in phases and one lane of traffic likely to be kept open in each direction.

Central Corridor planners and decision makers are very aware of the importance of on-street parking for area businesses. The news here is good. If LRT or BRT were added to University Avenue, the on-street parking supply would continue to exceed demand. On any one block, however, the situation would vary. Options to explore include creating new off-street parking areas and creating new shared-use agreements. Overall, however, on-street parking for 394 vehicles would remain along University Avenue — a far higher figure than the highest measured use of on-street parking, when 239 vehicles were parked on the avenue.

For more information contact:

- Kathy DeSpiegelaere at 651-266-2762
- Steve Morris at 651-266-2784





S.0 SUMMARY

This chapter summarizes the *Central Corridor Draft Environmental Impact Statement (Draft EIS)* for the proposed transit system for the Central Corridor and addresses the following elements:

- Project description, background and the decision-making process;
- Purpose and need for action;
- Alternatives considered;
- Environmental effects (social, economic, environmental and transportation);
- Evaluation of the alternatives; and
- Public participation activities.

This chapter also summarizes the issues to be resolved in future project phases and the next steps to be taken in the decision-making process.

Graphics for the Summary Chapter are included at the end of the chapter.

S.1 PROJECT DESCRIPTION

The proposed action is either a Light Rail Transit (LRT) facility or a Busway/Bus Rapid Transit (BRT) facility for the Central Corridor, a transportation corridor that extends approximately 11-miles between downtown Minneapolis and downtown St. Paul, Minnesota. The proposed action considers two build alternatives, as shown on Figure S.1-1: University Avenue LRT Alternative and Figure S.1-2: University Avenue Busway/BRT Alternative. As indicated on the figures, the proposed alternatives include the 11-mile transit guideway with stations and modifications to an existing yard and shop facility. The alternatives and station locations were developed during a collaborative effort among the residents, local governments, the business community and the Central Corridor Coordinating Committee (CCCC). The proposed transit project also includes the improvements of the Baseline Alternative.

S.1.1 Project Background

The Central Corridor is the backbone of the existing transportation system. This 11-mile corridor serves the heart of the Twin Cities Metropolitan Area and connects some of the largest traffic generators in the Twin Cities. In addition, the neighborhoods located in the Study Area are some of the most cohesive in the Twin Cities Metropolitan Area. Since 1981, the Central Corridor has been a priority focus for bus transit service and transportation investments.

Several planning efforts have been undertaken for the Central Corridor since 1981. These include the *Regional Blueprint*, the *Twin Cities Metropolitan Long Range Transportation Plan* (the 2020 Transportation Policy Plan), the *Comprehensive Plans for Minneapolis and St. Paul*, and the *St. Paul on the Mississippi Development Framework* each describe the importance of transit in the region's core. Two previous studies, the *Midway Corridor Light Rail Transit Draft Environmental Impact Statement* and the *Central Corridor Alternatives Analysis/Draft Environmental Impact Statement* specifically identified LRT as the preferred transportation improvement for the Central Corridor.

In each document, part or the entire Central Corridor, as it is known today, is recognized as a priority corridor and recommended for further evaluation. Given the importance of the corridor and the number of transit modes and alignment options, the Ramsey County Regional Railroad Authority (RCRRA) initiated the Central Corridor Transit Study to determine the preferred transit option for the corridor.

The elements of the Central Corridor Transit Study include:

- Review and evaluate previous studies and recommended technology.
- Define goals and objectives for the Central Corridor.
- Define alternatives to meet the goals and objectives.
- Provide a tiered screening process to refine the options to be advanced to the EIS Scoping Process.
- Prepare the Final EIS, identifying the Locally Preferred Alternative (LPA), for regulatory agency and public review.
- Develop a financial plan for implementation of preferred transit improvement(s) for the Central Corridor.

S.1.2 Organization for the Central Corridor Transit Study

Committees were organized at the start of the Central Corridor Transit Study to provide advisory, policy and technical direction to the Project Team during decision-making and analyses. The membership of the committees is defined by state statute and its members are appointed by the agencies identified in the statute. The coordinating committees for the proposed Central Corridor project includes representatives from the following organizations and groups:

- Minnesota Department of Transportation (Mn/DOT) Commissioner
- Twin Cities Metropolitan Council
- Ramsey County Regional Railroad Authority (RCRRA)
- Hennepin County Regional Railroad Authority (HCRRA)
- Project Management Team (PMT)
- Central Corridor Coordinating Committee (CCCC)
- Local Jurisdictions and Boards
- Citizen Groups

Figure S.1-3: Organization Chart, summarizes the committee organization and functional relationships. A complete directory of the project participants is provided in the *Central Corridor Transit Study Contact Book*.

S.1.3 Completed Planning Activities

To date, completed planning activities include review and evaluation of previous studies, definition of Central Corridor goals and objectives, definition of alternatives and a tiered screening process to refine the alternatives to be advanced to the EIS Process. The tiered screening process provided the mechanism to differentiate among possible alternatives,

eliminating alternatives that would not serve the Transit Study goals. As shown on Figure S.1-4: Screening Process, the screening process initially reduced the universe of transit alternatives to seven potential build alternatives, then further reduced to the following three build alternatives for advancement to the EIS Scoping Process. The No-Build and Transportation Systems Management (TSM) alternatives were included as required by the Federal Transit Administration (FTA) under the National Environmental Policy Act (NEPA).

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative
- I-94 LRT Alternative

Although the I-94 LRT Alternative did not score well during screening, it was retained through Scoping Process in the event it was determined that University Avenue was not a viable fixed guideway transit location and because it had previously been the LPA. Based on the evaluation and comments received during the Scoping Process, the CCCC scoping decision on October 11, 2001 eliminated the I-94 LRT Alternative, advancing the following alternatives for consideration in the EIS Process.

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative

By letter dated February 14, 2002, included in Appendix 9.12, RCRRA requested that the FTA grant permission to eliminate the requirement for separate No-Build and TSM Alternatives and proposed the evaluation of the proposed Section 5309 New Start project against a single Baseline Alternative. This Draft EIS evaluation considers the following alternatives.

- Baseline Alternative
- University Avenue LRT Alternative
- University Avenue Busway/BRT Alternative

Early in the screening process, two commuter rail options were considered and separated into a feasibility study due to the different travel markets they serve in the Central Corridor. Commuter rail is considered to have separate utility and an environmental evaluation may be conducted by the Mn/DOT.

S.1.4 Decision-Making Process

The FTA and the Federal Highway Administration (FHWA) issued regulations on October 28, 1993 that cover all steps in the conduct of planning and development of major highway and transit projects. These regulations were revised under the Transportation Equity Act for the 21st Century (TEA-21) defining the five major steps in the process as shown on Figure S.1-5: Planning Process. In brief, the five steps are:

1. System Planning and Long Range Transportation Plan (LRTP):

System Planning – This step included the *Twin Cities Metropolitan Long Range Transportation Plan* (the 2020 Transportation Policy Plan), The Regional Blueprint, and the *2001-2004 Transportation Improvement Program* (2001-2004 TIP).

2. Major Investment Study (MIS):

This step encompasses regional studies, MIS and the Alternatives Analysis. Completion of the *Central Corridor Transit Study*, together with inclusion of the recommended program in the most recently adopted *Twin Cities Metropolitan Long Range Transportation Plan* and the *2001-2004 Transportation Improvement Program*, constitutes completion of this step. The following steps are required if a build alternative is selected.

3. Draft EIS/Preliminary Engineering (PE)/Final EIS

This step encompasses development of PE design, preparation of this Draft EIS as required under NEPA, a proposed financing plan and preparation of the Final EIS.

4. Final Design

This step will be commenced upon completion of the requirements under NEPA and FTA requirements under Section 5309 New Starts Criteria.

5. Construction

The construction steps will be commenced upon completion of the requirements under the NEPA and the FTA requirements under Section 5309 New Starts Criteria.

The Draft EIS/PE/Final EIS Process formally began with the initiation of "Scoping," which is the first step of the EIS Process, and includes public agency and community outreach to further define the scope of potential issues and the alternatives to be analyzed in the EIS. The alternatives presented or defined in the Scoping Process are then advanced to the analysis phase of the EIS and evaluated in light of public, agency and technical support. These alternatives and their potential social, economic, environmental and transportation effects are the subjects of this Draft EIS.

Steps 4 and 5, Final Design and Construction will be commenced upon completion of the requirements under NEPA and the FTA requirements under Section 5309 New Starts Criteria.

S.1.5 Decision at Hand

In accordance with federal regulations, full consideration of environmental effects as disclosed during the NEPA process is required before the proposed project can be advanced to the funding stage for final design, right-of-way acquisition, equipment and facilities and system construction. This Draft EIS will determine the environmental effects and a record of decision (ROD) is required from the FTA for advancement to the subsequent stages noted. This Draft EIS document will be circulated for review by interested parties, including private citizens, community groups, the business community, elected officials and public agencies in accordance with federal and state requirements. A public hearing will be held to provide a forum for agency and citizen participation and comment.

After consideration of the comments received during circulation of the Draft EIS and the public hearing, resolution of any outstanding issues and a final decision, including selection of the LPA, will then be made by the CCCC. The result of these decisions will then be documented in the Final EIS, which will also include responses to comments received during circulation of the Draft

EIS. Following the filing of the Final EIS by FTA, in conformance with NEPA, if a build alternative is selected as the LPA, a grant application would be submitted by the Twin Cities Metropolitan Council to FTA under Section 5309 New Starts Criteria.

The FTA will not grant approval for the project to enter into final design and construction phases of the project until PE is considered complete and the FTA has issued a ROD, as required by NEPA.

EIS COMPLETION SCHEDULE

The proposed project milestones completed and those scheduled for completion for the EIS for the proposed Central Corridor project are outlined in Table S.1-1: EIS Completion Milestones.

Table S.1-1: EIS Completion Milestones

Activity	Date
Notice of Intent (NOI) to Prepare EIS	June 5, 2001
Notice of Availability (NOA) of Scoping Booklet and Scoping Meetings in the <i>Environmental Quality Board (EQB) Monitor</i>	June 11, 2001
Interagency Scoping Meeting	June 26, 2001
Public Scoping Meetings (3)	June 26, 2001 – 8:00 AM June 26, 2001 – 5:00 PM June 27, 2001 – 5:00 PM
Close of Scoping Comment Period	July 20, 2001
Scoping Decision	October 11, 2001
Draft EIS NOA	August 2002
Public Hearing on Draft EIS	September 2002
Draft EIS Comment Period Ends	October 2002
Final EIS NOA published in the <i>Federal Register</i>	December 2002
FTA ROD	January 2003
Minnesota Adequacy Determination	February 2003

S.2 PURPOSE AND NEED FOR ACTION

The Central Corridor Study Area, and the transportation system within the corridor, is located at the core of the Twin Cities Metropolitan Area. Travel in the Central Corridor includes over 900,000 daily trips, according to the *Twin Cities Regional Model*. Approximately 702,000 of these trips were either external or internal trips, with either the origin or destination in the Study Area. In addition, 210,000 trips had both origin and destination in the Study Area. This increase in the amount of daily traffic on the existing transportation infrastructure explains the need for transit improvements, which would maintain the mobility and vitality of the corridor.

It is estimated that the total economic impact, either direct or indirect, during construction and design for the University Avenue LRT Alternative is \$1.02-1.65 billion and is \$300-480 million for the University Avenue Busway/BRT Alternative.

Traffic congestion is already a problem for the Central Corridor, especially on I-94. Between 1996 and 2020, vehicle miles traveled (VMT) on I-94 is projected to increase by an average of 48 percent. This would result in as many as 200,000 additional vehicle miles per day, if unconstrained by capacity limitations. Engineering and environmental issues prevent lane additions to I-94 and the *Twin Cities Metropolitan Long Range Transportation Plan* for the next twenty years does not include plans for expansion of I-94.

The Central Corridor has had tremendous increases in traffic demand, exceeding the amount of population and employment growth in the Study Area. Between 1990 and 1998, there was an increase in daily traffic volumes of between 29,000 to 40,000 trips at seven locations along I-94 within the Study Area. This amount of growth is projected to continue if there were no constraints on the amount of available capacity. From these traffic demand forecasts for 2020, nearly all portions of I-94 located in the Study Area would reach capacity. Even for the estimated traffic demand for the year 2000, all locations on I-94 were projected to be near capacity or at capacity. With continued traffic demand increases, it may be expected that a breakdown of the transportation system served by I-94 would occur and divert traffic onto parallel routes, potentially causing system-wide congestion or breakdown.

University Avenue and Washington Avenue are the main east-west arterial routes located in the Study Area. As previously indicated for I-94, these arterial routes have similar capacity restraints and specific locations on both University Avenue and Washington Avenue were projected to be operating near capacity in the year 2000. The projections for the year 2020 shows traffic demand growth at every location along these arterial roadways. Although none are projected to reach the existing roadway capacity, it may be anticipated that breakdowns and congestion of the system will occur on both Washington Avenue and University Avenue, causing increased travel times and safety concerns within the Study Area.

Another concern within the Study Area is the lack of available and affordable parking. New developments have reduced the amount of surface parking spaces, so new parking structures have to be developed as replacements. These parking structures are more costly and take more time to build than surface parking spaces. In downtown St. Paul, the *1998 Downtown St. Paul Parking Model Update* reported a 2,340 parking space shortage. Typically, a transit system can reduce the demand for parking spaces, especially within the two central business districts (CBDs). Further, it is projected that additional new developments in the CBDs will add nearly 5-million square feet (sq. ft.) of office space, one million sq. ft. of retail space, over 1,300 new housing units, and nearly 1,300 new hotel rooms. This amount of explosive growth, with a limited amount of available parking, presents a large need that would be alleviated by an improved transit system.

Based on the need for transportation improvements in the Central Corridor Study Area, the CCCC has determined the following goals and objectives for the proposed action.

GOAL #1: ECONOMIC OPPORTUNITY AND INVESTMENT

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

Objective: Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

GOAL #2: COMMUNITIES AND ENVIRONMENT

Objective: Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

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

Objective: Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

GOAL #3: TRANSPORTATION AND MOBILITY

Objective: 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.

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

Objective: Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

S.3 ALTERNATIVES CONSIDERED

The alternatives considered for proposed action and evaluated in the Central Corridor EIS include the Baseline Alternative, the University Avenue LRT Alternative and the University Avenue Busway/BRT Alternative:

- *Baseline Alternative* – includes programmed and planned improvements and projected growth in population, employment, and traffic through 2020.
- *University Avenue LRT Alternative* – in addition to the LRT alignment, this alternative includes baseline improvements and projected growth in population, employment, and traffic through 2020.
- *University Avenue Busway/BRT Alternative* – in addition to the BRT alignment, this alternative includes baseline improvements and projected growth in population, employment, and traffic through 2020.

S.3.1 Baseline Alternative

The transportation projects within the Central Corridor are identified in the Twin Cities and State 2001-2004 TIP. Many of these improvements are minor, i.e. do not involve expansion of existing facilities to increase capacity extensively. Examples include adjustments to signal timing and/or phasing and addition of turn lanes at intersections. The funded projects still to be completed within the Central Corridor are listed as follows:

- I-94 at TH 280 – Develop high occupancy vehicle (HOV) bypass ramp
- Snelling Avenue south of University Avenue – Develop new bus garage for Metro Transit (under development).

The following projects in the 2001-2004 TIP and located within the Central Corridor have been completed:

- I-94 between Snelling Avenue and Cedar Street – Resurface pavement
- I-94 between downtown St. Paul and Minneapolis – Widen shoulders for bus use during peak hours
- I-94 at Snelling Avenue – Improve bus stop.

Additionally, the Hiawatha LRT system is part of the TIP and currently under construction. The system will connect downtown Minneapolis to the Minneapolis-St. Paul International Airport and Mall of America in Bloomington. The segment from Minneapolis to Fort Snelling is scheduled to begin operation in fall 2003 and the segment from Fort Snelling to the Mall of America in fall 2004.

S.3.2 University Avenue Light Rail Transit (LRT) Alternative

As shown on Figure S.1-1, the proposed alignment would run between downtown Minneapolis, through the University of Minnesota, on University Avenue to downtown St. Paul. The proposed alignment would have the following characteristics:

DOWNTOWN MINNEAPOLIS

The LRT would connect with the Hiawatha LRT at-grade just east of the Downtown East/Metrodome Station.

UNIVERSITY OF MINNESOTA AND PROSPECT PARK

The LRT would run in the median of Third Street and Fourth Street. It would connect to Washington Avenue and run in a tunnel under Washington Avenue through the East Bank campus. It would then connect with University of Minnesota Transitway at-grade and proceed to University Avenue through 29th Avenue SE in Prospect Park.

UNIVERSITY AVENUE

The LRT would run at-grade in the median between 29th Avenue SE and Robert Street near the State Capitol.

STATE CAPITOL AREA AND DOWNTOWN ST. PAUL

The alternative would run at-grade on Robert Street, Columbus Street, Cedar Street and 4th Street and terminate at the Union Depot.

LRT STATIONS

Passenger boarding would occur at designated station sites. LRT stations may vary in spacing and configuration, depending on their location and function. Boarding platforms would be approximately 200-feet long to accommodate two-car trains. The platforms would be 14-inches above the top of rail to allow for level boarding with a low-floor vehicle. Each station would consist of either one center loading platform approximately 18 to 30-feet wide located between the tracks, or two side-loading platforms each approximately 12-feet wide located on the side of the tracks. Generally, each platform would be furnished with a canopy and windscreen for weather protection, signage, seating, trash receptacles and self-service fare equipment. Station platforms have an expansion capacity of 300-feet to accommodate three-car trains should future ridership warrant.

The proposed University Avenue LRT Alternative station locations, also indicated on Figure S.1-1, and their configurations are described as follows:

Downtown Minneapolis

The proposed University Avenue LRT Alternative would share stations with the Hiawatha LRT in downtown Minneapolis. The Hiawatha LRT would run on Fifth Street South with stations at the following locations:

- Minneapolis Multimodal Station (Fifth Street South/Fifth Avenue North)
- Warehouse District Station (Hennepin Avenue at First Avenue North)
- Nicollet Mall Station
- Government Center Station (between Third and Fourth Avenue South)
- Downtown East/Metrodome Station

University of Minnesota and Prospect Park

- West Bank Station – Depressed center platform near existing bus stop on Washington Avenue
- East Bank Station – Depressed center platform in front of Coffman Union on Washington Avenue
- Stadium Village Station – Depressed center platform
- 29th Avenue SE Station – Two side platforms on northwest quadrant of 29th Avenue SE and University Avenue

University Avenue

- Westgate Station – Split side platforms
- Raymond Avenue Station – Center platform between Carleton and LaSalle Streets
- Fairview Avenue Station – Two side platforms on west side of intersection
- Snelling Avenue Station – Split side platforms
- Lexington Parkway Station – Split side platforms
- Dale Street Station – Split side platforms
- Rice Street Station – Center platform on west side of intersection

Capitol Area and Downtown St. Paul

- Capitol East Station – Two side platforms on Columbus Street west of Robert Street
- 10th Street Station – Two side platforms in median between 11th and 10th Streets at Cedar Street
- 6th Street Station – Two side platforms between 7th and 6th Streets at Cedar Street
- 4th Street Station – Two side platforms on 4th Street between Robert and Minnesota Streets
- Union Depot Station – Center platform with potential expansion at 4th Street in front of the Union Depot

S.3.3 University Avenue Busway/Bus Rapid Transit (BRT) Alternative

As shown on Figure S.1-2, the proposed alignment would run between downtown Minneapolis, through the University of Minnesota, on University Avenue to downtown St. Paul. The proposed alignment would have the following characteristics:

DOWNTOWN MINNEAPOLIS

This alternative would follow the existing Routes 16 and 50 on Fourth Street South, with a western terminus at Metro Transit's Fifth Street Garage. Eastbound Busway/BRT vehicles would operate in mixed traffic. Westbound vehicles would operate on an existing contraflow bus lane on the north side of Fourth Street South.

UNIVERSITY OF MINNESOTA AND PROSPECT PARK

The alternative would run on Washington Avenue in mixed traffic through Prospect Park on University Avenue.

UNIVERSITY AVENUE

East of Bedford Avenue, the exclusive guideway for the Busway/BRT would begin. It would run in the median of University Avenue through Rice Street near the State Capitol.

CAPITOL AREA AND DOWNTOWN ST. PAUL

Similar to downtown Minneapolis, the University Avenue Busway/BRT Alternative would operate following the existing Route 16. Buses would run on Constitution Avenue, Cedar Street, Minnesota Street, and Kellogg Boulevard. This alternative would also cross to River Park Plaza south of the Mississippi River using the Robert Street Bridge to serve a large office development.

BUSWAY/BRT STATIONS

Passenger boarding would occur at designated station sites. BRT stations may vary in spacing and configuration, depending on their location and function. Boarding platforms would be approximately 120-feet long to accommodate two articulated buses. Platforms would be 14-inches above pavement to allow for level boarding with the low-floor bus. Each station would consist of two side-loading platforms each approximately 12-feet wide located on the side of guideway. Generally, each platform would be furnished with a canopy and windscreen for weather protection, signage, seating, trash receptacles and self-service fare equipment.

The proposed University Avenue Busway/BRT Alternative station locations, also indicated on Figure S.1-2, and their configurations are described as follows:

Downtown Minneapolis

In downtown Minneapolis, the proposed Central Corridor Busway/BRT would operate within mixed traffic with stops at the following locations:

- Fifth Street Garage – Metro Transit Garage on Fifth Street South
- Warehouse District – Fourth Street South/First Avenue North

- Nicollet Mall – at Fourth Street South
- Downtown East/Metrodome – Fourth Street South/Chicago Avenue

In general, buses would stop in the near side of the intersection. Existing sidewalks at station locations would be modified to accommodate and differentiate the new BRT vehicles from regular bus routes. Modifications would include signage, shelters and fare vending equipment. Bus pads would also be installed at station locations. Each bus pad would be 120-feet long to accommodate two articulated buses simultaneously.

University of Minnesota and Prospect Park

- Cedar Avenue – Buses would exit the roadway and stop at the top of the off-ramps at Cedar Avenue (near side).
- West Bank – Buses would stop at the existing major bus station in the area of the West Bank Skyway. The skyway connects Willey Hall to the north to Blegen Hall to the south.
- East Bank – Buses would not stop in front of Coffman Union on Washington Avenue.
- Stadium Village – Buses would stop at the east side of the intersection of Washington Avenue and Oak Street.
- 27th Avenue SE – Washington Avenue and 27th Avenue SE

University Avenue

All stations along the Busway/BRT guideway would be designed as split side platforms with a far side stop.

- Westgate
- Raymond Avenue
- Fairview Avenue
- Snelling Avenue
- Lexington Parkway
- Dale Street
- Rice Street

State Capitol Area and Downtown St. Paul

At the State Capitol area and downtown St. Paul, the proposed Central Corridor Busway/BRT would follow the existing bus Route 16. Stations would be sited at the following locations, with northbound buses operating on Minnesota Street and southbound buses operating on Cedar Street. To facilitate transfers and minimize confusion for passengers, this analysis assumes that Busway/BRT stations would be sited at existing locations of the Route 16 and 50.

- Constitution Avenue – at the State Capitol
- 10th Street (Cedar/Minnesota Streets)
- 7th Street (Cedar/Minnesota Streets)
- 6th Street (Cedar/Minnesota Streets)
- 5th Street (Cedar/Minnesota Streets)
- River Park Plaza

S.4 SUMMARY OF ENVIRONMENTAL EFFECTS

Each of the alternatives considered the Baseline, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative has the potential to affect the residents, the economy and the environment of the Central Corridor. The following is a summary of the analysis of these effects categorized into four analysis factors: social, economic, (natural) environment, and transportation effects. Environmental Justice effects were analyzed for each of these factors.

S.4.1 Social Effects

Social effects of the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives include an analysis and evaluation of potential adverse effects and benefits related to land use, neighborhoods, visual quality, historic and archeological resources, parklands, safety and Environmental Justice.

LAND USE, LOCAL PLANS, AND ZONING (SECTION 3.2)

Land Use and Local Plans

The analysis included a review of Comprehensive Plans and Small Area Plans for the purpose of determining the compatibility of the proposed transit alternatives. Comprehensive Plans for the municipalities and jurisdictional bodies within the Study Area include:

- *The Regional Blueprint, Twin Cities Metropolitan Area* – Adopted by the Metropolitan Council, December 1996
- *The Minneapolis Plan*, comprehensive plan for the City of Minneapolis– Adopted by the City Council, 2000
- *City of St. Paul Comprehensive Plan* – Adopted by the City Council, March 1999
- *University of Minnesota Twin Cities Campus Master Plan* – Adopted by the University of Minnesota Board of Regents, 1996
- *Comprehensive Plan For The Minnesota State Capitol Area* – Adopted by the Capitol Area Architectural and Planning Board (CAAPB), February 1998

Neighborhood organizations designated by the City of St. Paul complete Small Area Plans that the City adopts as amendments to the *City of St. Paul Comprehensive Plan*, including:

- *Historic Lowertown Small Area Plan* - Adopted by the St. Paul City Council, October 5, 1994
- *Thomas-Dale Small Area Plan And Forty Acre Study* - Adopted by the St. Paul City Council, April 2, 1997
- *Hamline Midway Community Plan* - Adopted by the St. Paul City Council, 2001
- *South St. Anthony Park Small Area Plan And 40-Acre Study* - Adopted by the St. Paul City Council, July 28, 1992

The analysis included review of the following two ancillary planning reports:

- *Light Rail Transit on University Avenue: A Review of the Potential* – Adopted by the St. Paul Planning Commission, November 5, 1999
- *1999 Annual Report of the Saint Paul Planning Commission* - Adopted by the St. Paul Planning Commission, May 2000

Each of these planning documents for the municipalities and jurisdictional bodies generally or specifically supports transit improvements as a positive contribution to economic and development goals for the Central Corridor Study Area and adjacent communities.

Zoning

Zoning codes for the City of Minneapolis and the City of St. Paul were reviewed to determine which alternatives were consistent with the existing plans and zoning regulations. The analysis determined that current configuration of land uses and related zoning codes along University Avenue are very conducive to transit-oriented development (TOD). In fact, St. Paul is currently reviewing its zoning code and may make changes to the zoning classifications to encourage a more intense mix of business and residential uses in support of TOD.

Major Activity Centers

Other land use information, such as the location of major activity centers was also reviewed. It was determined that the proposed transit project would link major trip generating land uses located in the four major activity centers in the Central Corridor Study Area: downtown Minneapolis, University of Minnesota, Midway, and State Capitol and downtown St. Paul. The major activity centers that would be served by the proposed transit facility include: employment centers and commercial and industrial areas; cultural, entertainment and sports venues; regional and local shopping districts; hospitals and medical centers; state and local government; high-density and medium-density residential neighborhoods; libraries and other community facilities.

Baseline Alternative

The Baseline Alternative is not consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* or the *University of Minnesota Twin Cities Campus Master Plan*, which recommend LRT or busway transit improvements. Currently programmed projects include only minor improvements to public transportation within the Central Corridor Study Area. In both downtowns, the Baseline Alternative would provide no relief in land use impact as it relates to the demand for parking, where the current parking demand frequently exceeds supply. The alternative would not enhance service to major activity centers in the Twin Cities.

University Avenue LRT Alternative

The University Avenue LRT Alternative is fully consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* and the *University of Minnesota Twin Cities Campus Master Plan*, which support transit investment in the Central Corridor. The proposed median alignment on University Avenue would place track and stations within existing Ramsey County and Hennepin County right-of-way, minimizing direct impacts to existing land use. LRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. The University Avenue LRT Alternative would provide transit connections to the major activity centers in the Central Corridor. A TOD overlay district may be useful to allow higher intensity development near station sites.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative is consistent with *The Minneapolis Plan*, the *City of St. Paul Comprehensive Plan* and the *University of Minnesota Twin Cities Campus Master*

Plan, which call for improved bus transit. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. The proposed median alignment on University Avenue would place track and stations within existing Ramsey County and Hennepin County right-of-way, minimizing direct impacts to existing land use. BRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. The University Avenue Busway/BRT Alternative would provide transit connections to the major activity centers in the Central Corridor. A TOD overlay district may be useful to allow higher intensity development near station sites.

NEIGHBORHOODS, COMMUNITY SERVICES, COMMUNITY COHESION AND DISPLACEMENTS (SECTIONS 3.3 AND 3.5)

The analysis included a review of neighborhoods, community services and community cohesion for the purpose of determining the compatibility of the proposed transit alternatives. Community facilities include schools, parks, libraries, fire stations, police stations, hospitals, and churches. The Central Corridor Study Area includes 14 recognized neighborhoods, some of the most cohesive in the Twin Cities Metropolitan Area. These include:

City of Minneapolis

- Downtown West
- Downtown East
- Cedar-Riverside
- University of Minnesota campus
- Prospect Park

City of St. Paul

- Saint Anthony Park
- Hamline-Midway
- Thomas-Dale
- Merriam Park
- Snelling-Hamline
- Lexington-Hamline
- Summit-University
- Downtown St. Paul
- West Side (BRT Alternative)

Neighborhood type, size, demographics, economic levels and ethnicity vary widely over the Study Area from small lot, single-family homes and low-rise multi-family units to larger lot, single-family homes and multi-family complexes with several hundred units.

Neighborhood impacts associated with the proposed alternatives were assessed in terms of the effects on neighborhood integrity and potential changes to quality of life. Factors considered include the effect of the alternative on the following:

- Level of transit service in the Central Corridor Study Area;
- Connectivity and circulation patterns for pedestrian and bicycle access;
- Displacements through acquisition of land and demolition of existing structures;
- Traffic levels, traffic patterns, and parking; and
- Visual obstructions in the urban environment.

Baseline Alternative

The projected increase in traffic over the next 20 years would have an effect on the existing quality of life in Central Corridor neighborhoods. Higher employment levels in major activity centers will cause an increase in the number of vehicles operating in the Central Corridor, resulting in more congestion. The Baseline Alternative does not include implementation of any projects in the Central Corridor that would provide new options for travel, while an increase in congestion on I-94 and University Avenue could result in an increase in the use of local neighborhood streets for trips within the Study Area. While there would be no additional displacements or visual obstructions, increasing traffic, parking demand and the need for additional parking structures would place pressure on displacing existing community facilities.

The positive impacts offered by the two build alternatives, such as improved mobility, new transportation options, and the increased accessibility that would act as a catalyst for redevelopment projects, would not be provided with the Baseline Alternative.

University Avenue LRT Alternative

The University Avenue LRT Alternative offers benefits such as improved mobility, station area enhancements and redevelopment opportunities. The negative neighborhood and community effects for the alternative include limited displacement of structures, loss of on-street parking spaces, and potential effects on traffic patterns. The proposed median alignment within the existing University Avenue right-of-way would minimize direct impacts to existing land use.

The displacement of structures would be limited to the Stadium Village Station, the Fairview Avenue Station, Rice Street Station, Robert Street Station and Capitol East Station, and these displacements would not be likely to have any major impact on neighborhoods. In fact, these displacements would enable assembly of sites for new redevelopment projects that should relate directly to the proposed new transit station, or in the case of properties in the State Capitol area, may coincide with planned redevelopment efforts. The potential displacements on Rice Street, Robert Street, and the Capitol East area are limited to older, one-story structures containing small businesses that could be relocated. A new location for City of Minneapolis Fire Station No. 19 would need to be found in the Stadium Village area.

Various federal and state statutes have been enacted to establish a uniform policy for the fair and equitable treatment of persons displaced, and from whom land is acquired as a result of programs designed and funded for the benefit of the public as a whole. As described in Section 3.5: Displacements and Property Acquisitions, these would be applied to any displacements associated with the University Avenue LRT Alternative.

Proposed changes in traffic patterns along University Avenue would impact neighborhoods because of the limiting of turn movements to right-in and right-out only, and the potential increase in U-turns at signalized intersections. These impacts may cause drivers to increase the use of local streets, especially to the north of University Avenue, as a cut-through route. Preliminary design of the LRT system just west of Vandalia Street should ensure continued turning movements at St. Paul Fire Station No. 20.

The construction of the proposed LRT transit stations in downtown St. Paul would offer an opportunity to improve the environment for pedestrians and the visual quality of the streetscape. During construction, the temporary closing of streets in the downtown would need to be mitigated by an examination of the overall pattern of pedestrian and vehicular movement and a plan developed to assist drivers and pedestrians to find new routes around the closed blocks and through the downtown.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative offers benefits such as improved mobility, station area enhancements and redevelopment opportunities but would not meet 2020 capacity needs. There would not be any displacement of structures for the alternative, nor would there be any closing of streets. The potential negative neighborhood and community effects for the University Avenue Busway/BRT Alternative are limited to loss of on-street parking spaces, and potential effects on traffic patterns. The proposed median alignment within the existing University Avenue right-of-way would minimize direct impacts to existing land use.

Changes in traffic patterns along University Avenue would impact neighborhoods because of the limiting of turn movements to right-in and right-out only and the potential increase in U-turns at signalized intersections. These impacts may cause drivers to increase the use of local streets, especially to the north of University Avenue, as a cut-through route.

PARKLANDS (SECTION 3.4)

There are number proposed or existing parks or recreation lands within the Study Area and ten are located within 300-feet of the proposed build alternatives. All parklands are expected to retain their current activities, features and attributes without adverse impacts, regardless of the alternative. A Section 4(f) Evaluation, under the Department of Transportation (DOT) Act of 1966, would not be required for any of the parks.

VISUAL AND AESTHETIC CONDITIONS (SECTION 3.6)

The analysis included a description of the visual environments throughout the Central Corridor and an analysis of the potential effect on the visual and aesthetic character for each of the alternatives considered. The analysis of potential changes to visual or aesthetic qualities is a highly subjective judgement and changes may be deemed to detract from or enhance the visual environment.

For the build alternatives, LRT would introduce guideway, overhead contact system (OCS) and electrical substations, while BRT would not have any OCS or substations. Both systems would create impacts at station sites, but the BRT platform would be approximately 120-feet long and the LRT platform would be approximately 200-feet long. Canopies for either system would have some visual effect at the proposed station sites, however BRT would have fewer stations with full platform and canopy.

Construction impacts for the build alternatives could potentially result in temporary visual impacts. Some construction equipment and materials stored for the project may be visually displeasing to local residents, however this would be a temporary situation and would result in no lasting adverse effects.

Baseline Alternative

The Baseline Alternative would have no additional visual/aesthetic effect, nor would it improve existing conditions or benefit from the improvements related to the proposed build alternatives.

University Avenue LRT Alternative

The University Avenue LRT Alternative would introduce track, poles, OCS, stations, electrical substations, retaining walls, and vehicles, however most of the potential impacts are likely to be improvements to the existing visual environment. Station canopies and other platform facilities

would create a barrier to visual access across the street at intersections, thereby blocking the view to some business signs from the far side of the street. Sidewalks would be reconstructed along University Avenue, giving the whole corridor a look of substantial public investment.

In downtown Minneapolis, LRT vehicles would run on tracks and stop at stations constructed for the Hiawatha LRT, and other than more frequent LRT vehicles, no visual or aesthetic effects are expected.

High visual effects are anticipated at the University of Minnesota, with LRT tracks, poles, and OCS, tunnel portal and retaining walls visible in the middle of Washington Avenue. New stations would be constructed at West Bank, East Bank and Stadium Village. Low visual effects are anticipated at the industrial and railroad corridor north of University Avenue at the University of Minnesota Transitway area.

The overall visual effect along University Avenue would be moderate. Proposed tracks and OCS would add a new visual element in the middle of a wide right-of-way, where a median now exists. Tracks would be embedded in concrete creating a visual effect similar to the existing medians. Station platforms at intersections are likely to create the most prominent visual effect. New stations would be constructed at 29th Avenue SE, Westgate, Raymond Avenue, Fairview Avenue, Snelling Avenue, Lexington Parkway and Dale Street. The LRT budget assumes a complete rebuilding of the street, which would allow for aesthetic improvements.

The visual impact on the north facade (the rear) of the State Capitol may be high with the placement of OCS in the view, however the north facade is considered to be the rear view. The south facade of the capitol and the capitol mall may be effected for a short block on Cedar Street, between Columbus Avenue and I-94. New stations would be constructed at Rice Street and Capitol East. The displacement of small structures on Robert Street and in the vicinity of the proposed Capitol East Station may improve the visual quality of the area.

The overall visual effect in downtown St. Paul would be high. Proposed LRT stations, tracks and OCS would add a new visual element to the downtown area. New stations would be constructed at 10th Street, 6th Street, 4th Street and Union Depot. The 10th Street Station canopy would block part of the view of the churches at 10th and Cedar Streets. The split platform 6th Street Station would have a high impact on the visual environment, but would likely improve the aesthetic qualities of the street environment in this area, which is currently surrounded by blank walls and a parking garage elevated over Cedar at 6th Street. The visual impact of the 4th Street Station would also be high, given that the two side platforms and tracks would completely fill the right-of-way for the block between Minnesota and Robert Streets. The Union Depot Station, located in front of the Union Depot, would hinder the view of the historic landmark.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would introduce fewer fixed elements, with the greatest potential impact from proposed stations.

In downtown Minneapolis, BRT vehicles would operate on Fourth Street in downtown Minneapolis in a manner similar to the existing bus service and the visual effect would be low.

At the University of Minnesota campus, buses would operate in mixed traffic and use the existing bus hub areas on the West Bank and East Bank, and visual effects would be low.

The overall visual effect along University Avenue would be low, except in station areas where the impact would be moderate. BRT would operate in the middle of the existing right-of-way in exclusive bus lanes. These lanes would not require substantial new infrastructure, and would not create new vertical elements. New stations would be constructed at 27th Avenue SE, Westgate, Raymond Avenue, Fairview Avenue, Snelling Avenue, Lexington Parkway and Dale Street. Stations would include a platform and canopies that would add a potential new visual obstruction to the street scene, however this may be considered a positive addition to the public right-of-way.

The visual effect on the State Capitol would be low, with BRT operating in mixed traffic around the south facade of the capitol on Constitution Avenue, exactly like the existing bus service.

The overall visual effect in downtown St. Paul would be low. New bus shelters along Cedar and Minnesota Streets would have much the same effect as current shelters. The proposed BRT would mix with large numbers of existing buses on 5th Street and 6th Streets. The impact of the proposed BRT on the West Side neighborhood would be low, with the BRT mixing with other buses at the River Park Plaza bus hub.

CULTURAL RESOURCES (SECTION 3.7)

Section 106 of the National Historic Preservation Act (NHPA) of 1966, requires federal agencies or designees to consider the effects of their actions on historic properties before undertaking a project. The Section 106 process consists of steps for 1) identifying and evaluating historic properties; 2) assessing the effects of an undertaking on historic properties; and 3) consultation for methods to avoid, minimize, or mitigate any adverse effects.

In Subpart 800.4 Identification of Historic Properties, the Section 106 regulations state that an agency official may phase the identification and evaluation of historic properties if the alternatives consist of corridors or large land areas (Subpart 800.4[b][2]). The agency official may also defer final identification and evaluation of historic properties if it is specifically provided for in a Programmatic Agreement executed pursuant to Subpart 800.14(b). RCRRRA has developed a Programmatic Agreement included in Appendix 9.5 of this document. This Programmatic Agreement outlines the process for completing Section 106 compliance for this proposed project. The inventory, evaluation, determinations of effect, and development of mitigation treatments for historic properties will be accomplished in coordination with the State Historic Preservation Office and the Advisory Council on Historic Preservation (ACHP) and will follow the process stipulated in the Programmatic Agreement.

SAFETY AND SECURITY (SECTION 3.8)

The analysis described existing safety and security conditions, identified any perceived or potential areas of concern for residents and transit users, and described the proposed facility security measures and pedestrian safety design features being considered for each of the alternatives.

Baseline Alternative

Under this scenario, the service currently provided by the City of Minneapolis and the City of St. Paul would continue without any changes.

University Avenue LRT and Busway/BRT Alternatives

As with all new public facilities, moderate potential for increases in theft, vandalism and other emergency services could develop at station locations. Metro Transit Police would assign officers

along the line and at stations for fare enforcement during rush hours. Regular police presence as part of patrol coverage should deter crime.

Additional safety and security measures that would be considered in the design of station platforms would include:

- Patron access to a pay telephone to contact 911 emergency services
- Station area lighting with limited visual obstructions
- Presence of transit users, adjacent residents and employees for natural surveillance
- Video cameras and monitors for surveillance of station platforms
- Video cameras and monitors of ticket vending machines
- Regular cleaning and maintenance of stations for increases security perception

Safety and security measures would include full-time trained Metro Transit officers assigned to the proposed Central Corridor transit line. An emergency response plan would be developed and deployed prior to opening the facilities, including emergency response scenarios, local police interface scenarios, jurisdiction determinations for crime prosecution and access provisions for emergency and maintenance vehicles.

Construction impacts related to the transit facilities could potentially result in temporary hazards to personal safety at construction sites and potential security issues related to construction site vandalism. Both federal Occupational Safety and Health Administration (OSHA) and Minnesota OSHA (MNOSHA) standards for the safety of construction site personnel would be maintained, and access to construction sites would be limited by fencing and security gates to prevent inadvertent access by persons not having access clearance. A security perimeter would minimize opportunities for property vandalism.

Pedestrian safety would be provided through the use of sidewalks, traffic signals and signage. Pedestrian, bicycle and vehicular crossings would be allowed only at designated signalized intersections.

All proposed at-grade crossings would be protected with warning signs and crossing protection, and may include automatic roadway crossing warning systems. Pedestrian, bicycle and vehicular protection at transit right-of-way may include any combination of warning signs, striping, and physical barriers (e.g.: fencing).

The proposed LRV design would be based on Hiawatha design specifications and would include features that provide for the safety of LRV passengers, pedestrians, bicyclists and vehicles, including:

- Safety mirrors on the vehicle
- Manual car door release
- Sight and sound warning systems
- Public address system with interior and exterior vehicle capabilities
- Emergency brake capabilities
- Impact-resistant windows and windshields
- Sensitive edges on passenger doors to detect obstructions

- Operator control having an automatic vehicle stop feature (dead man feature)
- Radio communications

In addition to the LRV safety features, proposed BRT vehicles would include:

- Video surveillance cameras
- Energy-absorbing bumpers
- Global positioning system (GPS) transponder
- Silent alarm

All applicable federal, state and municipal laws regulating passenger rail system design and operating procedures would be followed to ensure pedestrian, bicycle and vehicular safety.

S.4.2 Environmental Effects

Environmental effects of the proposed Alternatives include an analysis of potential adverse impacts and benefits related to soils, geology and topography; hazardous materials contamination; air quality; noise and vibration; ecology and habitat; water quality, floodplains and energy. Table S.4-3: Potential Environmental Effects, is located at the end of this section and includes a summary of the potential effects for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives.

SOILS, GEOLOGY AND TOPOGRAPHY (SECTION 4.1)

Soils and Geology

The proposed Central Corridor transit project lies within the physiographic region of the Mississippi River Alluvium. Eight soil types have been identified from county soil surveys and Natural Resource Conservation Service (NRCS) maps. Surface geology along portions of the proposed project located in Hennepin County is composed of middle terrace deposits, upper terrace deposits, sandy floodplain alluvium, and outwash. Surface geology along portions of the proposed project located in Ramsey County is composed of buried coarse meltwater stream sediment, meltwater stream sediment, till with stream-modified surface, glacial river stream sediment, and stream sediment. The uppermost bedrock along the proposed project consists (from youngest to oldest) of Decorah Shale (shale), Platteville and Glenwood Formations (dolostone and limestone), St. Peter Sandstone (sandstone), and Prairie du Chien Group (dolostone).

Topography

Topography for the Study Area is fairly rolling, with a range in elevation from less than 700 to 925-feet based on National Geodetic Vertical Datum (NGVD) of 1929. The high point is located between Snelling Avenue Station and Lexington Avenue Station and the low point is near the Mississippi River, southeast of downtown St. Paul.

Baseline Alternative

The Baseline Alternative is not expected to have an effect on the existing soils, geology or topography.

University Avenue LRT and Busway/BRT Alternatives

Anticipated modifications related to soils under the build alternatives would include cut and fill associated with new rail bed construction and development of station areas. Proposed

construction would not be expected to effect existing structural foundations in and around project corridors. Soil erosion and the pollution of surface water during construction caused by stormwater runoff would be addressed in the facility design and permitting phase. Mitigation measures would include bank stabilization near the Mississippi River and erosion control including ground cover and tree conservation throughout the corridor.

HAZARDOUS MATERIALS CONTAMINATION (SECTION 4.2)

The analysis searched within 1000-feet of the proposed alternatives and identified a total of 325 sites with potential contamination, primarily hazardous materials or petroleum. Of these sites, nine have been ranked as having a "High" potential for contamination, and ten were ranked "Medium" potential. The analysis determined if these medium and high ranked sites would be effected by the alternatives.

Baseline Alternative

The Baseline Alternative requires no excavation near identified hazardous material contamination sites and would require no additional remedial action.

University Avenue LRT Alternative

The University Avenue LRT alternative would require excavation at station sites, tunnel and along the LRT tracks, which increases the potential to effect 15 of the "High" and "Medium" ranked sites. Mitigation measures and their magnitude would be determined following the selection of the LPA and additional site investigations.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would require somewhat less excavation, but does have the potential to effect nine of the "High" and "Medium" ranked sites. Mitigation measures and their magnitude would be determined following the selection of the LPA and additional site investigations.

AIR QUALITY (SECTION 4.3)

The proposed project is located in Hennepin and Ramsey Counties, which are located in the Minneapolis-St. Paul Interstate Air Quality Control Region. The Environmental Protection Agency (EPA) has classified this region as attainment (in compliance with the National Ambient Air Quality Standards [NAAQS]) for all pollutants, except for a small area in Ramsey County (not within the proposed project corridor) which is in nonattainment for PM₁₀. However, the Twin Cities area including Hennepin and Ramsey Counties is designated as an attainment/maintenance area for carbon monoxide (CO). Because the Twin Cities region has been designated maintenance for CO, transportation plans and projects in the region must conform to the Minnesota State Implementation Plan (SIP), developed under the Clean Air Act.

The EPA has issued regulations for demonstrating conformity of federal actions in nonattainment areas to the SIP. The Transportation Conformity Rule (40 CFR Part 93 Subpart A) applies to all transit projects developed, funded, or approved by FTA under the Federal Transit Act, including the proposed Central Corridor project. The proposed project is regionally significant and a project-level emission inventory for CO must be prepared.

The analysis determined that for the Baseline, University Avenue LRT and Busway/BRT Alternatives, all CO concentrations would not exceed the allowable emissions outlined in the

NAAQS of 35 ppm or the Minnesota Ambient Air Quality Standards (MAAQS) of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours.

The results of the emissions inventory for this proposed project are shown in Table S.4-1: Air Quality Impacts (Tons per Year). The table demonstrates that reductions in CO and volatile organic compounds (VOC) emissions would occur for the University Avenue LRT and Busway/BRT Alternatives when compared to the Baseline for the 2008 year of operation and 2020 forecast year. Small changes in the distribution of VMT and average travel speeds on various roadways in the region combine to increase NO_x emissions slightly even as CO and VOC emissions decrease slightly.

Table S.4-1: Air Quality Impacts (Tons per Year)

Emission	2008			2020		
	Baseline	LRT	BRT	Baseline	LRT	BRT
CO	352,853	350,787 (-2,066)	350,577 (-2,276)	414,038	411,572 (-2,466)	411,324 (-2,714)
VOC	41,580	41,402 (-178)	41,397 (-183)	46,829	46,629 (-200)	46,622 (-207)
NO _x	56,745	56,752 (+7)	56,760 (+15)	66,958	66,968 (+10)	66,972 (+14)

Source: KM Chng Environmental Inc.

Numbers in (parenthesis) indicate emissions change relative to the Baseline in the same year.

NOISE AND VIBRATION (SECTION 4.4)

Noise effects were analyzed in accordance with two methodologies. The first methodology was based on the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment* guidance manual (DOT-95-16, April 1995) which consider land use categories and the cumulative exposure to predicted transit noise (e.g., 24-hour day-night noise levels). The second methodology was based on the American Public Transit Association's (APTA) design criteria¹, which considers single event, maximum vehicle passby noise levels.

In accordance with FTA noise guidelines, a noise-monitoring program was conducted along the Study Area from downtown Minneapolis to downtown St. Paul along University Avenue to (1) establish the existing ambient background levels within the proposed project area and (2) develop project criteria noise limits. At several residences, continuous 24-hour noise measurements were conducted to establish the existing background noise levels. The noise model was then used to determine noise impacts at identified noise-sensitive receptors within approximately 1,000-feet of the proposed alignments. These impacts were then compared to both the FTA and APTA criteria.

The vibration analysis was performed in accordance with FTA *Transit Noise and Vibration Impact Assessment* guidelines general assessment approach. A vibration-monitoring program was conducted along the Study Area from downtown Minneapolis to downtown St. Paul along University Avenue to better define the existing vibration characteristics. Vibration measurements were obtained at the same 10 receptor locations included in the noise-monitoring program.

¹ "Noise and Vibration", *Guidelines and Principles for Design of Rapid Transit Facilities*, Section 2.7, APTA, Washington, DC, 1979.

Baseline Alternative

In accordance with FTA guidelines, noise impacts from the proposed build alternatives are not compared to the Baseline Alternative to determine impact. Instead, the FTA analysis methodology establishes project criteria noise limits based on existing measured noise levels along the proposed project corridor. Exceedances of the FTA noise criteria limits under the build alternatives are considered impacts of the proposed project. Therefore, FTA guidelines do not require a noise assessment for the Baseline Alternative.

Future vibration levels for the Baseline Alternative would be due to local construction and existing activities. In accordance with FTA guidelines, because no new sources of vibration are expected under the Baseline Alternative, a vibration impact assessment is not required.

University Avenue LRT Alternative

The predicted noise levels would not exceed the FTA Land Use Category 3 *severe impact* criteria, or Category 2 *severe impact* criteria, or Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 11 locations and the Land Use Category 3 *impact* criteria at one location. Single event noise levels from passby operations are predicted to exceed the APTA design criteria at nine locations (three residential and six commercial). Predicted vibration levels would be well below the FTA impact criteria for frequent events measured by the FTA Land Use Categories and from LRT passbys.

When the predicted noise impacts for this University Avenue LRT Alternative are compared to the Busway/BRT Alternative, 83 fewer Land Use Category 2 *impact* criteria and 18 fewer Land Use Category 3 *impact* criteria noise impacts would occur.

University Avenue Busway/BRT Alternative

The predicted noise level would not exceed the FTA Land Use Category 3 *impact* or *severe impact* criteria or Land Use Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 94 locations and the *severe impact* criteria at 11 additional locations. The predicted noise level would exceed the Land Use Category 3 *impact* criteria at 19 locations. Single event noise levels are predicted to exceed the APTA design criteria at 59 locations (31 residential and 28 commercial). The University Avenue Busway/BRT Alternative is not expected to exceed the FTA vibration impact criteria anywhere along the proposed project corridor.

When the predicted noise impacts for this University Avenue Busway/BRT Alternative are compared to the LRT Alternative, 83 more Land Use Category 2 *impact* criteria and 18 more Land Use Category 3 *impact* criteria noise impacts would occur, however vibration impacts are not expected to occur for this alternative.

Potential Noise Mitigation

If a build alternative is selected as the LPA, mitigation measures would be evaluated. Potential mitigation actions could include techniques such vehicle skirts, undercar absorption, wheel treatments, or ballast for LRT. Potential mitigation for buses would include operational limitations and after-market noise silencers applied to the inside of the BRT vehicle engine compartment.

Potential Vibration Mitigation

If a build alternative were selected as the LPA, ambient vibration levels would be measured at sensitive sites prior to the preparation of final engineering plans. If necessary, mitigation measures would be determined following the selection of the LPA and more detailed investigations. Potential mitigation actions that could be employed in sensitive areas include ballast mats, high resilience rail fasteners and supported ties, and floating slab trackbed.

ECOLOGY AND HABITAT (SECTION 4.5)

This section presents a summary of potential effects to vegetation and wildlife, aquatic habitat, wetlands and rare, threatened and endangered (RTE) species.

Vegetation and Wildlife

Today the Study Area is mostly urbanized and primarily occupied by man-made impervious surfaces, such as high-density residential areas, streets, highways, and parking lots. Potential wildlife habitat includes the wooded banks of the Mississippi River and the maintained parklands & lawns along the corridor. These areas have limited wildlife habitat potential based on their location within a metropolitan area. Additionally, habitat within parks and lawns is further minimized by their regular maintenance (i.e., mowing and public use). However, they do provide habitat to wildlife, such as small mammals and songbirds, which have adapted to an urban/suburban environment.

Baseline Alternative

No effects to vegetation and wildlife would occur with the Baseline Alternative. No mitigation is proposed or required.

University Avenue LRT Alternative

For the University Avenue LRT Alternative, the existing right-of-way may need to be expanded in some areas to accommodate transit stations. Potential effects to vegetation and wildlife would be due to clearing and grading, however this would only affect the edge of a vegetated area. This type of effect would be negligible to urban wildlife since the vegetation that may be impacted is common within the Study Area and surrounding area (i.e., maintained bluegrass). No mitigation is proposed or required for impacts to vegetation or wildlife.

University Avenue Busway/BRT Alternative

For the University Avenue Busway/BRT Alternative, the existing right-of-way may need to be expanded in some areas to accommodate bus pullouts, although the expansion would be entirely within public right-of-way, however minimal effects to vegetation are expected. Potential effects would be associated with clearing and grading, however this would only affect the edge of a vegetated area. This type of effect would be negligible to urban wildlife since the vegetation that may be impacted is common within the Study Area and surrounding area (i.e., maintained bluegrass). No mitigation is proposed or required for the potential effects to vegetation or wildlife.

Aquatic Habitat

The proposed build alternatives would cross the Mississippi River, however aquatic habitat within the river has been degraded due to the surrounding urban setting. Habitat for aquatic threatened and endangered species is not present within the Study Area. No aquatic species data were available for the Study Area. However, about 8-miles upstream from the Washington Avenue Bridge, data indicate that walleye, catfish, crappie, sunfish, small mouth bass, drum and carp can be found. Data indicate that similar species can be found about 5-miles downstream from the Washington Avenue Bridge. Most of these species are expected to inhabit or travel through the Study Area.

Baseline Alternative

There would be no bridge construction, and the Baseline Alternative would have no effect on the aquatic habitat. No mitigation is proposed or required.

University Avenue LRT Alternative

There would be minor bridge construction associated with the University Avenue LRT Alternative including bridge surfacing to accommodate tracks and OCS installation. No effects to aquatic habitat are expected to be associated with this type of activity. Best management practices (BMPs) would be implemented and maintained as required under grading permits issued by the Mississippi and the Capitol Region Watershed Management Organizations. A National Pollution Discharge Elimination System (NPDES) permit would be required for this proposed project.

University Avenue Busway/BRT Alternative

There would be no bridge construction, and therefore no effect on aquatic habitat is associated with the University Avenue Busway/BRT Alternative. No mitigation is proposed or required.

Wetlands

Field review indicates that there are no wetlands located in the Study Area that would be effected or require mitigation for the Baseline Alternative, University Avenue LRT Alternative, or University Avenue Busway/BRT Alternative. No mitigation is proposed or required for any of the alternatives under consideration.

Rare, Threatened and Endangered (RTE) Flora and Fauna Species

Correspondence from the U.S. Fish and Wildlife Service (Appendix 9.7) indicated that no known occurrences of any federally (proposed) listed threatened and/or endangered species are within the Study Area. Correspondence from the Minnesota Department of Natural Resources (DNR) states that there are 11 known occurrences of rare species or natural communities in the area. All occurrences are either historical (dating back to over 20 years) or are associated with the Mississippi River corridor. Species with historical occurrences are not expected to inhabit the area today, but species associated with the river corridor may be present. These may include bats and/or falcon that use the wooded community on the banks of the river for roosting or foraging.

Baseline Alternative

There would be no bridge construction associated with this alternative, and the alternative will have no effect on documented RTE species. No mitigation is proposed or required.

University Avenue LRT Alternative

Although there may be potential for bats and/or falcon to utilize the wooded community on the banks of the river near the Washington Avenue Bridge for roosting or foraging, the proposed minor construction activities would not effect either species. No mitigation is proposed or required.

University Avenue Busway/BRT Alternative

There would be no bridge construction associated with this alternative and therefore no effects on documented RTE species is anticipated. No mitigation is proposed or required.

WATER QUALITY AND FLOODPLAINS (SECTION 4.6)

Natural water bodies within the Study Area are virtually non-existent with the exception of the Mississippi River. The Study Area is within two watersheds, which are direct tributaries to the Mississippi River. There are no other receiving waters in the Study Area. The river has been used for commercial, industrial and recreational use since the late 1820's and has been drastically altered to facilitate barge traffic. Lock and Dam Number One and the Upper and Lower St. Anthony Lock and Dams, are operated by the United States Army Corps of Engineers (COE). Excel Energy maintains a hydroelectric generating facility in the St. Anthony Falls area. All

stormwater runoff has been piped and flows directly into the Mississippi River. All storm drainage systems located within the Study Area are designed to accommodate runoff from the existing fully developed conditions.

The only 100-year floodplain in the Study Area is along the Mississippi River at the existing Washington Avenue Bridge crossing.

Baseline Alternative

The Baseline Alternative would have no effect on existing water quality or floodplains.

University Avenue LRT and Busway/BRT Alternatives

Both of the proposed build alternatives are located within existing roadway or transitway right-of-way, which are primarily impervious surfaces. The proposed Mississippi River crossing for the alternatives would occur at the existing Washington Avenue Bridge. Construction activities are not expected to alter the current drainage patterns of the watersheds, however permits would be required prior to construction from the following agencies:

- Middle Mississippi Watershed Management Organization
- Capitol Region Watershed Management Organization
- Minnesota Pollution Control Agency (MPCA)
- United States Army Corps of Engineers (COE)
- Minnesota Department of Natural Resources (DNR)

The build alternatives would utilize the existing Washington Avenue Bridge and no new structures would be placed in the river. The build alternatives would have no effect on the existing floodway/floodplain.

ENERGY (SECTION 4.7)

Energy consumption factors used for the analysis are based on estimates of average energy consumption, as listed in the *Oak Ridge National Laboratory, Transportation Energy Book: Edition 16, 1996*, and as used for federal new starts criteria. Energy consumption was calculated for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives, then the consumption for the build alternatives was compared to the Baseline Alternative. Table S.4-2: Change in Regional Energy Consumption, shows the change in regional energy consumption over the Baseline Alternative.

Table S.4-2: Change in Regional Energy Consumption (Millions of BTU¹/Year)

Modal Technology	BUILD ALTERNATIVES VS. BASELINE	
	LRT	BRT
Passenger Vehicles <i>Auto, van, truck</i>	-15,193	-10,012
Light Rail Transit	64,135	0
Bus Transit, all vehicle types	-24,589	14,581
Total Change	24,353	4,569

Source: BRW, and SRF Consulting Group, Inc., 2002.

¹BTU stands for British Thermal Unit

SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

Table S.4-3: Potential Environmental Effects, provides a summary of Section S.4.2: Environmental Effects, for the proposed Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives.

Table S.4-3: Potential Environmental Effects

Environmental Element	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Hazardous Contaminated Sites (High/Medium)	0	15	9
Air Quality CO emissions (vs. Baseline)	352,853	350,787 (-2,066)	350,577 (-2,276)
Noise Impacted Sites (Federal Land Use Criteria) Category 2 impact/Category 3 impact	N/A	11/1	94/19
Noise Impacted Sites (APTA Criteria)	N/A	9	59
Vibration Impacted Sites	None	None	None
Vegetation and Wildlife	None	Minimal	Minimal
Aquatic Habitat	None	None	None
Wetlands	None	None	None
Rare, Threatened or Endangered Species	None	None	None
Surface Water Quality	None	None	None
Floodplains and Floodways	None	None Permit Required	None Permit Required
Groundwater Resources	None	Possibly during construction	Possibly during construction
Energy Consumed vs. Baseline (M-BTU/Year)	0	24,353	4,569

Source: Draft EIS, BRW

1 Contaminated Sites included are those that have a "high" or "medium" impact rating.

2 CO emissions measured in tons per year in 2008

S.4.3 Economic Effects

Economic effects of the proposed alternatives include an analysis of potential adverse impacts and benefits related to station sites, station planning areas and development effects.

ECONOMIC CONDITIONS (SECTION 5.1)

The seven county Twin Cities Metropolitan Area has a diverse economy, with a sound mix of industries and employers. Existing employment is diverse with a mix of the following largest industries: Services (29.8 percent), Trade (23.3 percent), Retail (17.4 percent), Manufacturing (16.1 percent), and Government (13.4 percent). According to the Minnesota Department of Economic Security, over forty companies headquartered in the metropolitan area have annual revenues in excess of \$1 billion. Fourteen of the *Fortune 500* companies are headquartered in the Twin Cities.

Population, housing, and employment are all expected to continue to grow substantially over the next 20-years. Population increases are forecasted at 17 percent in the metropolitan area between 2000 and 2020, with an increase of approximately 450,000 people. Employment is forecasted to increase by 18 percent and housing is projected to increase by 26 percent, both exceeding

projected population growth. These projections are shown in Table S.4-4: Twin Cities Metropolitan Area Population, Employment, and Housing Projections.

Table S.4-4: Twin Cities Metropolitan Area Population, Employment and Housing Projections

	Population			Employment			Housing		
	1990	2000	2020	1990	2000	2020	1990	2000	2020
Hennepin County	1,032,431	1,116,200	1,216,480	723,095	836,300	955,350	419,060	452,820	520,110
Ramsey County	485,765	511,035	537,340	286,835	327,170	381,300	190,500	201,570	222,760
Twin Cities Metropolitan Area	2,288,721	2,642,056	3,091,390	1,273,000	1,527,070	1,808,670	875,504	1,011,050	1,269,320

Source: U.S. Census Bureau and Metropolitan Council, 2002.

Employment growth is dispersed throughout the metropolitan area. More than 60 percent of the metropolitan area projected employment growth is expected to occur in Hennepin and Ramsey counties. Due to the limited development opportunities within the central cities the 26 percent housing growth is expected to occur primarily in the metropolitan area suburban communities.

Baseline Alternative

The Baseline Alternative would provide no impact on the current economic conditions, including employment and demographic elements. Further, the alternative would not provide the benefits derived from the mobility improvements related to the proposed build alternatives.

University Avenue LRT and Busway/BRT Alternatives

The existing intermodal transportation system has been instrumental in establishing the economic dominance of the entire Twin Cities Metropolitan Area. Given the projected employment increase and the high number of persons with mobility limitations, the University Avenue LRT and Busway/BRT Alternatives would have positive impact on the economic conditions and provide opportunity for sustained growth in the Study Area. However, ridership projections show that rush hour demand would exceed the BRT capacity. These trips would not be taken or would diver to autos.

STATION AREA DEVELOPMENT (SECTION 5.2)

The station area development analysis included a determination of the TOD potential for each proposed station location. Each station location was analyzed in terms of land use pattern, urban form, infill potential, redevelopment potential, planned development and potential major trip generators.

Baseline Alternative

The Baseline Alternative would provide no additional station area development potential.

University Avenue LRT and Busway/BRT Alternatives

Table S.4-5: University Avenue LRT and Busway/BRT Alternatives Proposed Station Area TOD Rating/Infill and Development Potential, indicates the TOD potential of the existing station area development to support and benefit from improved transit service for each proposed new LRT or BRT station and the opportunity for future development.

**Table S.4-5: University Avenue LRT and Busway/BRT Alternatives
Proposed Station Area TOD Rating/Infill and Redevelopment Potential**

Proposed Station Area	Proposed Station Area TOD Rating	Infill/Redevelopment Potential
West Bank	Excellent	High/Low
East Bank	Excellent	Low/Moderate
Stadium Village	Excellent	High/Moderate
29th Avenue Southeast	Fair	Moderate/Moderate
Westgate	Good	Low/High
Raymond Avenue	Good	Low/Moderate
Fairview Avenue	Good	High/High
Snelling Avenue	Good	Moderate/High
Lexington Parkway	Poor	High/High
Dale Street	Fair - Good	Moderate/High
Rice Street	Good	High/High
Capitol East	Excellent	High/High
10th Street	Good	Moderate/Moderate
6th Street	Excellent	Low/Moderate
4th Street	Excellent	Low/Moderate
Union Depot	Excellent	Moderate/Moderate

Source: BRW Section 5.2-1: Station Area Development

S.4.4 Transportation Effects

Transportation effects of the alternatives include potential adverse impacts and benefits related to roadway operations, bus transit operations, rail transit ridership and operating costs, regional travel demand, railroad facilities and services, pedestrians, utilities, and effects due to construction.

ROADWAY OPERATIONS (SECTION 6.1)

Section 6.1 provides an analysis of the existing transportation conditions in the Central Corridor and the potential transportation effects of the proposed alternatives in the year 2020. The analysis process includes the following:

- A review of the existing roadway system in the Central Corridor, along with all planned or programmed improvements and developments.
- An assessment of the need for improvements at-grade crossings of the surface streets at selected locations to maintain an acceptable level of service (LOS), including the potential for grade separation.
- A roadway segment and intersection LOS impact analyses for selected street segments and intersections that may be impacted by the proposed LRT or BRT alignments.

- An assessment of the potential impacts to the supporting transportation network, including an analysis of station area traffic impacts.

The existing roadway system in the Study Area includes limited access roadways, principal and minor arterial streets, collector streets, and local streets. Many of the planned improvements in the Central Corridor funded in the 2001-2004 TIP include minor operation improvements or maintenance of existing facilities. Section S.3.1: Baseline Alternative describes the planned improvements that were used for the roadway operations analysis for the year 2020.

The assessment of the potential effects to roadway operations for the alternatives considered 14 roadway segments, 34 intersections, and 21 grade crossings. A series of analysis techniques were used to evaluate the operation of transportation facilities for each alternative. All of the analyses procedures used to complete the traffic evaluation followed the methodologies established in the *Highway Capacity Manual (HCM)*, 2000. The transportation conditions were analyzed for the Baseline, University Avenue LRT and Busway/BRT Alternatives in year 2020.

Baseline Alternative

Two of the roadway segments are forecasted to be operating below the acceptable LOS D for the Baseline Alternative. Fifth Street in downtown Minneapolis would only provide one travel lane due to the Hiawatha LRT and operate at LOS E. The segment of University Avenue between Dale Street and Rice Street is also expected to operate at LOS E. All other roadway segments analyzed in the corridor are expected to operate at an acceptable LOS for the Baseline Alternative.

During the PM peak hour, all intersections included in this analysis would operate at a LOS D or better, except the seven intersections listed below:

- Hennepin Avenue/Fifth Street
- Marquette Avenue/Fifth Street
- Raymond Avenue/University Avenue
- Dale Street/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Lexington Parkway/University Avenue

In addition, the analysis indicated that the Snelling Avenue and University Avenue intersection would operate at LOS D. However, due to the close proximity to the adjacent intersection to the south on Snelling Avenue and the expected queue lengths, this intersection would be expected to operate at a level worse than a LOS D and impact the operations at adjacent intersections in the area.

University Avenue LRT Alternative

None of the locations considered in the grade separation analysis attained a threshold Level 4, which would have required grade separation for the University Avenue LRT Alternative. The analysis indicated four locations that reached a threshold Level 3, which has been defined as LRT being possible without grade separation, but increased train and vehicular delays would be expected. Two of these locations are along Fifth Street in downtown Minneapolis and result from the combination of the proposed Central Corridor LRT and the Hiawatha LRT system. Between

the two LRT systems, a one and three-quarter minute headway is expected during the peak hour, essentially making Fifth Street function similar to a typical dedicated transitway. The extensive amount of transit vehicles is expected to dominate the roadway operations. The other two areas that reached a threshold Level 3 were at Cromwell Avenue (part of the Highway 280 Interchange) and at Snelling Avenue.

The University Avenue LRT Alternative roadway segment analysis indicated five roadway segments that would operate below LOS D. In addition to the two segments that would operate below LOS D for the Baseline Alternative, the Washington Avenue Bridge, University Avenue between Rice Street and Robert Street, and Cedar Street in downtown St. Paul would also be expected to have operational issues. In these three locations, the roadway would require modifications to the geometry due to the LRT alignment, whereas the University Avenue Busway/BRT Alternative would operate within the mix of vehicular traffic. The Washington Avenue Bridge, which would operate with four-lanes of bi-directional traffic in the Baseline Alternative, would need to be reduced to one-lane in each direction. University Avenue between Rice Street and Robert Street would operate below LOS D because the roadway can not be expanded without expensive reconstruction and right-of-way acquisition for the Cedar Street Bridge over University Avenue.

During the PM peak hour, all intersections included in the LRT intersection capacity analysis were expected to operate at a LOS D or better, except the 16 intersections listed below:

- Hennepin Avenue/Fifth Street
- Malcolm Avenue/University Avenue
- Eustis Street/University Avenue
- Raymond Avenue/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Constitution Avenue/University Avenue
- Robert Street/University Avenue
- 7th Street/Cedar Street
- 5th Street/Cedar Street
- Fairview Avenue/University Avenue
- Aldine Street/University Avenue
- Fry Street/University Avenue
- Snelling Avenue/University Avenue
- Hamline Avenue/University Avenue
- Lexington Parkway/University Avenue

The queues created from the delays at the intersection of Rice Street and University Avenue would be expected to result in problems at the adjacent intersections with University Avenue at Marion Street, Constitution Avenue and Robert Street. Therefore, if the conditions were improved at the Rice Street/University Avenue intersection, then improvements in the LOS would be expected at the adjacent intersections as well. Similarly, the Snelling Avenue and

Lexington Parkway intersections are expected to result in delays and queues that would be expected to impact adjacent intersections with University Avenue at Fairview Avenue, Aldine Street, Fry Street and Hamline Avenue. In general, minor mitigation measures could be expected to minimize most of the negative roadway operation impacts determined for the proposed University Avenue LRT Alternative.

University Avenue Busway/BRT Alternative

None of the locations considered in the grade separation analysis attained a threshold Level 4, which would have required grade separation for the University Avenue Busway/BRT Alternative, although eight locations did attain a threshold Level 3 and these are attributed to the increased number of crossings with the proposed six-minute headway. Two threshold Level 3 locations are expected in downtown Minneapolis along Fifth Street at Hennepin Avenue and Fifth Avenue. Five threshold Level 3 locations are along University Avenue at Cromwell Avenue, Raymond Avenue, Snelling Avenue, Lexington Parkway and Dale Street. One threshold Level 3 location is in downtown St. Paul along Cedar Street at 12th Street. Four of the locations that attained threshold Level 3 in the LRT analysis were found to have the same results for the University Avenue Busway/BRT Alternative.

The two roadway segments that were found to be expected to operate below the acceptable LOS D for the University Avenue Busway/BRT Alternative were the same segments found in the Baseline Alternative: Fifth Street in downtown Minneapolis and University Avenue between Dale Street and Rice Street.

During the PM peak hour, all intersections included in the BRT intersection capacity analysis were expected to operate at a LOS D or better, except the 14 intersections listed below:

- Hennepin Avenue/Fifth Street
- Marquette Avenue/Fifth Street
- Eustis Street/University Avenue
- Raymond Avenue/University Avenue
- Fairview Avenue/University Avenue
- Aldine Street/University Avenue
- Fry Street/University Avenue
- Snelling Avenue/University Avenue
- Hamline Avenue/University Avenue
- Lexington Parkway/University Avenue
- Dale Street/University Avenue
- Marion Street/University Avenue
- Rice Street/University Avenue
- Constitution Avenue/University Avenue

The University Avenue Busway/BRT Alternative would be expected to have two fewer intersections operating below the acceptable LOS when compared to the LRT intersection analysis, although most are the same intersections. The University Avenue Busway/BRT

Alternative is proposed to operate in the vehicular mix of traffic and would be expected to have fewer impacts in comparison to the University Avenue LRT Alternative, especially in downtown St. Paul.

Station Area Traffic Impacts

The proposed station areas along the Central Corridor for both University Avenue LRT and Busway/BRT Alternatives are expected to produce a minimal amount of new traffic since no parking facilities are proposed. In addition, because the station platforms would be aligned in the center of the roadway there are limited opportunities for drop-and-ride facilities. Most riders on the system would be expected to primarily access the Central Corridor BRT or LRT system by way of transfer from other transit modes. Overall, traffic generated by the station areas is expected to be negligible.

BUS TRANSIT OPERATIONS (SECTION 6.2)

Metro Transit, the regional transit provider, provides 132 bus routes in its service coverage area, which encompasses nearly the entire Twin Cities Metropolitan Area. The Central Corridor, considered the backbone of the regional transit system, has the highest ridership routes in the entire metropolitan area, resulting in approximately 65,000 person trips per weekday. Twelve (12) local routes, three (3) limited stop routes, and five (5) express routes serve the corridor, resulting in an annual operating cost of \$40.5 million (in \$2002).

The focus of the *Transit 2020 Master Plan*, the regional long-range transit plan, is to improve access and mobility throughout the entire metropolitan area, to serve forecasted growth in population and employment and to limit the rising levels of congestion. The main goals of this plan are to create a comprehensive network of dedicated transit corridors, promote "Smart Growth" initiatives along these corridors, and to successfully serve the unique and changing demands of the transit market.

Baseline Alternative

The Central Corridor has a strong nucleus of bus transit services and minimal changes to the existing bus system are expected for the 2020 Baseline Alternative. The Route 50 limited stop service on University Avenue is projected to double its existing service. Other new service frequencies can be expected to serve the changing demands, especially with the express and limited stop routes. Overall, the Baseline Alternative bus transit operations plan is forecasted to need 34 additional bus vehicles to serve weekday trips, resulting in an increase in the annual operating cost of approximately \$4.3 million (in \$2002).

University Avenue LRT Alternative

The LRT bus transit operations plan would require substantial changes to the Baseline Alternative bus services. The University Avenue LRT Alternative would add 31 new LRT vehicles, and 47 bus vehicles would be removed from service in the corridor. Route 16, the local service route serving the entire Central Corridor, is projected to have 20-minute peak headways and Route 50 limited stop service would be replaced by LRT. The reduced bus services and lower operating costs of bus services associated with the University Avenue LRT Alternative result in a projected annual reduction in bus transit operations costs of over \$10 million (in \$2002) over the Baseline Alternative.

University Avenue Busway/BRT Alternative

The University Avenue Busway/BRT Alternative would provide new service frequencies with 6-minute headways during the peak and midday periods, minimizing the need for the existing

services provided by Route 16 and eliminating Route 50. The University Avenue Busway/BRT Alternative is forecasted to add 55 low-floor articulated bus vehicles during the weekday, but conventional busses would be eliminated and the net change in number of bus vehicles needed to serve the corridor would be reduced by a total of six vehicles. The total changes in annual operating costs are expected to increase the net costs by \$700,000 (in \$2002) over the Baseline Alternative, including the operations of the new BRT low-floor articulated vehicles.

TRANSIT RIDERSHIP AND OPERATING COSTS (SECTION 6.3)

Section 6.2 provides the service assumption parameters used to model transit service for the alternative under consideration for the corridor. These include transit vehicle operating speed, frequency, number of cars per train, schedule as well the remaining bus service parameters, i.e. feeder bus service. These inputs and assumptions were then utilized in the regional forecasting model to produce the ridership forecasts for the 2008 start-up year and the 2020 forecast year. Table S.4-6: 2008/2020 Ridership Forecast, provides the estimated transit ridership for the Baseline, LRT and Busway/BRT Alternatives.

Table S.4-6: 2008/2020 Ridership Forecast

Alternative	Weekday Rides (2008/2020)		
	Alternative	Remaining Bus Service	Corridor Total
Baseline Alternative	28,400/33,700	--	28,400/33,700
LRT Alternative	32,100/38,100	6,000/6,700	38,100/44,800
BRT Alternative	26,500/31,200	9,200/12,400	35,700/43,600

For the University Avenue LRT and BRT Alternatives, the first column is the number of rides on that particular mode and the second column, Remaining Bus Service, is the ridership which would utilize the remaining east/west bus service in the corridor, i.e. Route 16, Route 94B/C/D, etc. For the 2008/2020 Corridor Total ridership, it is estimated that the LRT would divert 3300/3800 new riders from autos. Likewise, the BRT Alternative would divert 2300/3100 new riders in 2008/2020.

A detailed analysis of operating and maintenance (O&M) costs is included in Chapter 6.0: Transportation Impact Analysis, which are summarized in Table S.4-7: Central Corridor Annual O&M Costs. The table shows that the annual O&M costs associated with each of the alternatives are comparable. However, the quality of service, level of ridership and ability to accommodate further growth are vastly different among the three alternatives. For example, the Baseline Alternative would continue to add vehicles to a severely congested roadway network, further deteriorating running times and diversion of trips to alternate modes. The University Avenue Busway/BRT Alternative is severely constrained because of the inability to expand service beyond a 6-minute frequency and still provide a high LOS. Ridership projections show that rush hour demand would exceed the BRT capacity. These trips would not be taken or would divert to autos.

Table S.4-7: Central Corridor Annual O&M Costs^{1/}

	2002	2008	2020
Existing	\$40,500,000	—	—
Baseline	44,800,000	\$56,700,000	\$90,800,000
LRT	48,000,000	60,700,000	97,200,000
BRT	46,500,000	58,700,000	94,000,000

^{1/} Year 2002 costs are inflated at 4 percent per year to derive 2008 and 2020 costs.

REGIONAL TRAVEL DEMAND (SECTION 6.4)

Regional travel demand forecasts are presented in Section 6.4: Regional Travel Demand Summary, for total transit trip demand (boardings), automobile trip demand, vehicle miles of travel, and transit travel times for the forecast year 2020. Table S.4-8: Forecast Regional Travel Demand, compares the regional travel demand within the corridor for the Baseline, LRT and BRT Alternatives for forecast year 2020. The analysis used the Metropolitan Council's travel demand model.

Table S.4-8: Forecast Regional Travel Demand

Alternative	Total Daily Transit Boarding Trips	Daily Automobile Person Trips	Daily Vehicle Miles of Travel
Baseline Alternative	382,000	544,050	23,815,800
LRT Alternative	390,300	542,050	23,813,600
(Change from Baseline)	(+8,300)	(-2,000)	(-2,200)
BRT Alternative	386,200	543,350	23,814,600
(Change from Baseline)	(+4,200)	(-700)	(-1,200)

Year 2020 peak hour travel times for trips between various Central Corridor destinations are provided in Section 6.4: Regional Travel Demand Summary. Table S.4-9: Forecast Peak Hour Travel Times, presents the forecast peak hour transit travel times between downtown Minneapolis and downtown St. Paul under each alternative.

Table S.4-9: Forecast Peak Hour Travel Times Between Downtowns

Alternative	Peak Hour Travel Time (minutes)		
	Baseline	LRT Alternative	BRT Alternative
Transit Route:			
Route 16	73	73	73
Route 50	49	N/A	N/A
Route 94 B/D	31/41	31/N/A	31/N/A
LRT Alternative	N/A	35	N/A
BRT Alternative	N/A	N/A	42

PARKING (SECTION 6.5)

The parking analysis provided a detailed review of existing parking conditions in the Central Corridor including on-street and off-street facilities. The following is a summary by corridor segment.

- Downtown Minneapolis: 63,000 parking spaces available, of which over 90 percent are off-street parking.
- University of Minnesota: 13,000 spaces in the East Bank campus, mostly in off-street facilities. Parking demand is over 90 percent in the East Bank campus.
- University Avenue: Approximately 1,500 on-street parking spaces exist along University Avenue, in addition to the numerous available off-street parking facilities.
- State Capitol: Approximately 50 on-street parking spaces along University Avenue, Robert Street and Columbus Avenue, along with several parking structures in the area.
- Downtown St. Paul: Approximately 30,000 parking spaces exist in downtown St. Paul, of which over 90 percent are off-street parking.

The potential parking impacts would be associated with the build alternatives and include the removal of on-street parking spaces, particularly at proposed station sites.

Baseline Alternative

Transportation improvements included in the Baseline Alternative have relatively minor effects on parking, except where the Hiawatha LRT alignment is proposed to operate in downtown Minneapolis. No additional parking impacts are expected.

University Avenue LRT Alternative

Impacts to parking related to the LRT Alternative are as follows:

- Downtown Minneapolis – No additional impacts are anticipated.
- University of Minnesota – During construction of the tunnel, there would be no on-street parking on Washington Avenue and access to parking lots and structures from Washington Avenue could be limited.
- University Avenue – Between Washington Avenue and Rice Street, approximately 660 on-street parking spaces would be removed.
- State Capitol – Approximately 28 on-street parking spaces would be removed.

Downtown St. Paul – Approximately 121 on-street parking spaces would be eliminated. Additionally, 10 driveways to/from parking structures and lots could be affected (closed or right-in/right-out access only).

University Avenue Busway/BRT Alternative

Impacts to parking related to the Busway/BRT Alternative are as follows:

- Downtown Minneapolis – No additional impacts are anticipated. The alternative would run on existing streets.
- University of Minnesota – No additional impacts are anticipated. The alternative would run on existing streets.
- University Avenue – Similar to LRT, approximately 660 on-street parking spaces would be removed.
- State Capitol – No additional impacts are anticipated. The alternative would run on existing streets.

Downtown St. Paul – No additional impacts are anticipated. The alternative would run on existing streets.

RAILROAD FACILITIES AND SERVICES (SECTION 6.6)

Although much of the railroad trackage used in previous years to route passenger trains in and through the Twin Cities area has been abandoned and removed, three discernable alignments can still be identified linking downtown Minneapolis and downtown St. Paul. These routes are comprised of track segments currently owned and operated by the Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) Railways and the Minnesota Commercial Railway (MC).

Currently, AMTRAK provides service through the Twin Cities with the *Empire Builder*, consisting of one daily train in each direction between Chicago and the Pacific Northwest and stopping at the Midway AMTRAK station in St. Paul. In addition to AMTRAK passenger

service, the Midwest Regional Rail Initiative (MRRI) is actively studying a network of high-speed inter-city passenger trains, including a route that would connect the Twin Cities, Madison, and Chicago.

Traditional downtown Minneapolis railroad stations and station sites are no longer available for passenger service. Former stations have been demolished, approach tracks have been abandoned and removed and the station sites and right-of-way have been given over to redevelopment and other uses. The Northstar Corridor commuter rail service has proposed a new downtown Minneapolis passenger rail station to be located where an extended Hiawatha LRT system, running on Fifth Street, would pass above the proposed commuter rail tracks. For the University Avenue LRT Alternative, the Northeast Minneapolis Multimodal Station would be located near the intersection of Central Avenue and Northeast 7th Street, and would be configured to accommodate passenger transfers between Northstar trains and Central Corridor trains. Initial construction of this station is proposed as part of the Northstar Corridor commuter rail service.

The Northstar and Union Depot commuter rail stations would both be well served by the Central Corridor LRT alternative. With respect to the University Avenue LRT Alternative, the site of the proposed downtown Minneapolis Northstar commuter rail station was chosen specifically because it facilitates a transfer between Northstar commuter trains and the LRT station, which would be used jointly by the Hiawatha and Central Corridor LRT lines. In downtown St. Paul, all proposals for railroad passenger service contemplate utilizing the Union Depot. To this end, the Central Corridor LRT would pass in front of the Union Depot with a station adjacent to the Depot's entrance. The alignment selected for the Central Corridor BRT Alternative passes within several blocks of the proposed commuter rail stations in both downtown Minneapolis and downtown St. Paul. While not as proximate to the stations as the University Avenue LRT Alternative, the proposed BRT stops are within a reasonable walking distance of both commuter rail stations.

Neither the University Avenue LRT nor the Busway/BRT Alternative would impact the operation of freight, commuter or inter-city railroad service in the Central Corridor Study Area.

PEDESTRIANS AND BICYCLE ENVIRONMENT (SECTION 6.7)

Pedestrians and bicycle facilities within the Central Corridor Study Area include an extensive sidewalk network, on-road and off-road bicycle lanes, pedestrian and bicycle trails, bicycle racks on selected Metro Transit bus routes and bicycle lockers and racks. These amenities provide a network of facilities that are conducive to pedestrian and bicycling activities, and the *Smart Growth Initiative* program in the Twin Cities has placed increased emphasis on pedestrian-friendly and bicycle-friendly development.

Downtown Minneapolis has a substantial amount of pedestrian oriented amenities that promote walking and bicycling. These include the Nicollet Mall, a transit-only parkway and pedestrian-oriented mall and designated bicycle lanes that are provided on many of the one-way street pairs.

The University of Minnesota East Bank campus pedestrian environment is adequate, although traffic on Washington Avenue divides the campus and Fairview Hospital area into two separate entities. Painted crosswalks, walk signals, tunnel and skyway system, and pedestrian bridges are provided. Pedestrian and bicycle facilities are provided throughout campus and are also available on some of the buses that serve the campus, including Metro Transit's Route 6 and many of the University of Minnesota circulator routes. On-street and off-street bicycle lanes are provided at selected areas of campus and only the Northrup Mall green space, in the center of campus, restricts riding bicycles.

University Avenue has a minimal amount of pedestrian and bicycle facilities, because it serves a high volume of traffic at moderate speeds which can create an environment that is considered by bicyclists and pedestrians to be a safety concern. University Avenue has an extensive sidewalk network on both sides, but is not a designated bicycle route. The Prospect Park area, just east of the University of Minnesota campus, has a high number of private driveways and on-street parking and is not favorable to on-street bicycling. Pedestrians and bicyclists use the Snelling Avenue area, but the high traffic volume is a deterrent. The high traffic volumes and congestion at intersections with Fairview Avenue, Snelling Avenue, Lexington Parkway, and Dale Street make these areas unattractive to bicyclists and pedestrians. The City of St. Paul has designated parallel streets as bike routes.

Downtown St. Paul and the State Capitol area include a network of wide sidewalks, an extensive skywalk system, sheltered bus stations and pedestrian amenities that encourage a safe and efficient environment for pedestrians. A minimal number of on-street bicycle facilities are designated in the downtown area, though it is a priority in the *Saint Paul Bikeway Plan* to establish downtown bicycle routes and increase the availability of bicycle parking. Bicycle lockers would be provided at LRT stations.

Baseline Alternative

The Baseline Alternative is not expected to have any impacts on the pedestrian or bicycle environment in the Study Area. Enhancements to the bus shelters on University Avenue may have a positive influence on the pedestrian-oriented activities.

University Avenue LRT Alternative

In downtown Minneapolis, LRT would be combined with the Hiawatha LRT on Fifth Street, which has become a transit parkway, with only one lane of automobile traffic. The block between Third Avenue and Fourth Avenue in front of City Hall has become a pedestrian-only plaza, closing the street to all automobile traffic. In the University of Minnesota campus, the LRT is proposed to operate in a tunnel and no effects are expected at the street level. The LRT would operate in the University Avenue median with center station platforms, and provide pedestrians crossings. In downtown St. Paul, no sidewalks or crossings would be taken, and two roadways would be closed to enhance pedestrian connections to the LRT facilities. Overall, no physical pedestrian or bicycle amenities existing today would be removed.

University Avenue Busway/BRT Alternative

In downtown Minneapolis, the BRT would operate within the mix of vehicular traffic similar to the existing bus system. The increased frequency of buses may effect pedestrian and bicycle activities, but the safety hazards would not be substantially different than the existing conditions. The BRT would operate within the mix of vehicular traffic on Washington Avenue, and limited effects may occur. At the University of Minnesota, no crossings or facilities would be taken, and many of the pedestrian and bicycle facilities would be improved to create more efficient connections to the BRT, especially at station locations. BRT on University Avenue, between the University of Minnesota campus and downtown St. Paul, would take no crossings, and would have minimal effects. In downtown St. Paul, the BRT would be operating in the vehicular mix of traffic, like the existing bus operations. As noted for downtown Minneapolis, the safety hazards projected are no worse than those caused by the existing automobile traffic.

Both the proposed LRT and BRT would have moderate effects on the pedestrian and bicycle network in the Central Corridor. Formal pedestrian crossings may have to be developed to replace the existing roadway crossings. In addition, at proposed station sites, improved pedestrian connections from the surrounding areas and bus access points would need to be implemented.

Some of these improvements would occur with the implementation of the *Saint Paul Bikeway Plan* and additional coordination with community-wide bicycle and pedestrian planning efforts would be undertaken as the station area planning process proceeds.

UTILITIES (SECTION 6.8)

The analysis included contacts with the key utilities located in the Study Area to determine the potential utility conflicts for the alternatives. Utilities evaluated included overhead or buried potable water, hot and chilled water, sanitary and storm sewer, long distance communication, electric, gas, petroleum, gas, steam, sewer, telephone, electric, and cable television lines.

The subsequent design phase will determine specific effects to utilities by contacting potential utilities in the area, including the following.

- City of Minneapolis Department of Public Works
- City of Minneapolis Water Works
- City of St. Paul Department of Public Works
- District Cooling St. Paul, Inc.
- District Energy St. Paul, Inc.
- Qwest Communications International, Inc.
- Reliant Energy Minnegasco
- Office of Pipeline Safety
- Reliant Energy Resources, Inc.
- St. Paul Regional Water Services
- Xcel Energy

Baseline Alternative

The roadway projects included in the Baseline Alternative would not effect existing utilities.

University Avenue LRT Alternative

The proposed University Avenue LRT Alternative may effect a 46-inch subsurface water main near the West Bank Station and a 96-inch sanitary sewer near the Stadium Village Station. Storm sewers would be impacted throughout the alignment during street reconstruction and catch basins and manholes may have to be adjusted or relocated. Natural gas transmission lines located at Nineteenth Avenue South and Oak Street Southeast may be effected. A final determination of utility impacts for the LRT Alternative will be determined during the subsequent design phase.

University Avenue Busway/BRT Alternative

Potential impacts to water and wastewater manholes, valves, vaults or hydrants may occur near the planned reconstruction of a railroad bridge along University Avenue, east of Transfer Road. A final determination of utility impacts for the University Avenue Busway/BRT Alternative will be determined during the subsequent design phase.

EFFECTS DUE TO CONSTRUCTION (SECTION 6.9)

Construction of the proposed University Avenue LRT Alternative or the University Avenue Busway/BRT Alternative would include guideway (e.g.: tracks), stations, structures, maintenance facility and/or other facilities that would result in various construction-related effects. The

construction impacts may include noise, vibration, traffic distribution and access, and generation of debris and spoil. Any effects related to construction would be limited to the construction period. All applicable local and state permitting requirements would be met.

S.4.5 Environmental Justice (Sections 3.9, 4.8, 5.3, 6.10)

Benefits offered by the build alternatives would include increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. These benefits are frequently accompanied with possible adverse impacts such as potential traffic impacts; displacements of residential, commercial and community facilities; and noise and vibration effects. These effects are evaluated to determine whether or not negative effects can be minimized and benefits can be maximized, with special regard to minority, low-income, and transit dependent populations.

Baseline Alternative

Negative effects of the Baseline Alternative are defined in terms of the benefits foregone. The positive effects of the build alternatives, such as those mentioned above, would not be available to the neighborhoods and communities located within the proposed project corridor. While minority and low-income populations would be free from direct physical impacts, opportunities for enhancements to the quality of life, supportive land use development patterns and mobility choices would be lost with the Baseline Alternative. Minority, low-income, and transit dependent populations would not be served to the greatest extent through this alternative.

University Avenue LRT and Busway/BRT Alternatives

The build alternatives offer the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The build alternatives serve high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Offsetting benefits such as increased mobility provided by transit improvements and the siting of proposed stations may act as a catalyst to significant new investment in the proposed corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. With the University Avenue LRT Alternative, the displacement of non-residential buildings would be a negative impact, but there would be no displacement of residential structures. No residential or non-residential displacements would occur with the University Avenue Busway/BRT Alternative. Due to the number of minority and low-income populations, potential traffic, noise and vibration impacts (vibration impacts with LRT Alternative only) would have the potential to be borne disproportionately to minority and low-income populations. All impacts identified in this document would be mitigated, if possible, to avoid adverse impacts, with special concern and emphasis with regard to minority, low-income, elderly, mobility limitation and no vehicle populations. Active public involvement in the corridor would continue to be a goal through design and implementation. Public engagement activities for all communities in the corridor would continue through the length of this proposed project and is explained in detail in Chapter 8.0: Public and Agency Involvement Program.

S.5 EVALUATION OF ALTERNATIVES (SECTION 7.0)

The purpose of the evaluation process is to summarize benefits, costs, and environmental consequences for each alternative against the stated goals and objectives for the proposed Central Corridor project (see Section S.2: Purpose and Need for Action). The purpose of the comparative analysis, summarized below, is to facilitate the decision-making process for the CCCC, public officials, interested residents, institutions, businesses, and other organizations. This section will also summarize the Central Corridor project performance with regard to the FTA Section 5309 New Starts Criteria and the proposed financial plan for the project.

S.5.1 Evaluation Against the Goals and Objectives of the Central Corridor Transit Study

For each goal outlined in Section S.2 Purpose and Need for Action, a set of objectives and evaluation measures were developed. Specific evaluation measures (outlined in Section 7.1.2: Evaluation Measures) were reviewed and approved by the CCCC and the advisory, policy and technical committees indicated in Section S.1.2: Organization for the Central Corridor Transit Study. All measures were used to compare the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative. Table S.5-1: Comparison of Alternatives Against the Project Goals and Objectives, outlines the goals and objectives of the proposed Central Corridor project, and illustrates the degree to which each alternative supports the goals and objectives. Four degrees of support were used to summarize the performance of the of each alternative:

- The Alternative "strongly supports" the objective
- The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- The Alternative "does not support" the objective

S.5.2 Section 5309 New Starts Criteria

The United States Department of Transportation (USDOT) *Annual Report on New Starts* documents USDOT recommendations for the allocation of funds for fixed guideway transit projects as part of Section 5309 of Title 49, the New Starts Program. The FTA reviews the criteria for each candidate project and assigns an overall rating of highly recommended, recommended, or not recommended.

The New Starts Program reviews each project with regard to the following criteria:

- Project Justification
 - Mobility improvements
 - Environmental benefits
 - Operating efficiencies
 - Cost effectiveness
 - Transit supportive land use and future patterns
 - Other factors

Table S.5-1: Comparison of Alternatives Against the Project Goals and Objectives

Transit Study Goals and Objectives	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Goal 1: Economic Opportunity and Investment			
Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.	X	●	●
Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to/from work.	X	●	◐
Goal 1 Average	X	●	◐
Goal 2: Communities and Environment			
Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.	X	●	◐
Objective B – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.	X	●	◐
Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.	X	●	◐
Goal 2 Average	X	●	◐
Goal 3 Transportation and Mobility			
Objective A – 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.	○	●	○
Objective B – Expand opportunities for all users to move freely to, through, and within the Central Corridor.	X	●	◐
Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.	X	●	◐
Goal 3 Average	X	●	◐
Overall Performance Summary – Three Goals	X	●	◐

- The Alternative "strongly supports" the objective
- ◐ The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- X The Alternative "does not support" the objective

- Local Financial Commitment
- Stability and reliability of the capital financing plan
- Stability and reliability of the operating finance plan

Following the filing of the Final EIS by FTA, in conformance with NEPA, if a build alternative is selected as the LPA, the Twin Cities Metropolitan Council would submit a New Starts Program evaluation of the proposed Central Corridor project to FTA.

S.5.3 Financial Analysis

The capital cost estimates are based on concept designs determined during the Central Corridor Transit Study. The financial analysis for each build alternative includes the component costs of the build alternative, the required bus improvements and the estimated costs of the Baseline Alternative. The cost estimates include contingencies and "add-on" costs for engineering and design, construction management, insurance, project administration, start-up, etc. Table S.5-2: Central Corridor LRT and BRT Capital Cost Estimate Summary, shows estimated capital costs expressed separately in 2002 dollars and year-of-construction 2008 dollars.

Table S.5-2: LRT and BRT Capital Cost Estimate Summary^{1/}

Description	Cost (\$ million)			
	LRT		Busway/BRT	
	2002	2008	2002	2008
Civil construction	\$ 155	\$ 177	\$ 38	\$ 44
Utility allowance	\$ 27	\$ 31	\$ 7	\$ 8
Structures	\$ 41	\$ 47	\$ 0	\$ 0
Stations	\$ 100	\$ 114	\$ 44	\$ 50
Maintenance facility allowance	\$ 20	\$ 23	\$ 9	\$ 10
Traction power system	\$ 15	\$ 18	\$ 0	\$ 0
Signal system	\$ 16	\$ 18	\$ 0	\$ 0
Communications/GPS	\$ 7	\$ 8	\$ 20	\$ 23
Fare collection	\$ 2	\$ 2	\$ 4	\$ 4
Infrastructure Subtotal	\$ 383	\$ 438	\$ 122	\$ 139
Right-of-way allowance	\$ 30	\$ 34	\$ 1	\$ 1
Vehicle allowance	\$ 99	\$ 113	\$ 20	\$ 23
Miscellaneous Subtotal	\$ 129	\$ 147	\$ 21	\$ 24
Engineering and Administration ^{2/}	\$ 120	\$ 137	\$ 37	\$ 43
Contingencies ^{3/}	\$ 103	\$ 118	\$ 31	\$ 35
Soft Costs Subtotal	\$ 223	\$ 255	\$ 68	\$ 78
Preliminary Estimated Project Cost	\$ 735	\$ 840	\$ 211	\$ 241

^{1/} 2008 cost based on 2.7 percent annual rate applied to 2002 cost.

^{2/} Includes 30 percent for infrastructure improvements and 5 percent for vehicles (LRT only).

^{3/} Includes 100 percent for utilities, 20 percent for infrastructure improvements and 5 percent for vehicles.

Table S.4-7 shows projected operating costs for each alternative. These costs are based on operating year service plans and ridership forecasts. They do not include the annual cost of

operating Travel Demand Management (TDM) and Intelligent Transportation Systems (ITS) programs in the region. Costs estimates were based on 2002 dollars and inflated 4 percent annually, as calculated by Metro Transit, to the anticipated start of operations in 2008. O&M cost estimates will be refined during PE and final design.

S.6 PUBLIC AND AGENCY INVOLVEMENT PROGRAM

This section summarizes the Public and Agency Involvement Program, and the details are included in Chapter 8.0: Public and Agency Involvement Program. The purpose of the program is to support decision-making efforts and encourage an open, collaborative approach to the project. The program was initiated early in the Central Corridor Transit Study and utilized a proactive approach, designed to engage individuals, groups, agencies, and public officials who would be affected by or are interested in the transportation improvements associated with the proposed project. The program is consistent with the federal guidelines for public participation required under NEPA.

EIS SCOPING PROCESS

The NOI to prepare an EIS on the proposed project was published in the *Federal Register* on June 5, 2001. In addition, the NOA of the *Central Corridor Scoping Booklet* and announcements of the Scoping Meetings were published in the *Minnesota EQB Monitor* on June 11, 2001. The formal scoping comment period extended from June 11 to July 20, 2001. The Coordinating Committee distributed over 800 scoping booklets to federal, state and local agencies having jurisdiction in the project, all interested parties on the Coordinating Committee mailing list, elected officials, neighborhood organizations and civic groups. The scoping booklet included descriptions of the project, alternatives, and issues identified for consideration in the EIS.

In addition to appearing in the June 5, 2001 *Federal Register* and the June 11, 2001 *Minnesota EQB Monitor*, public notices were placed in the following newspapers on the following dates:

- Star Tribune June 11, 2001
- St. Paul Pioneer Press June 11, 2001
- Asian American Press May/June 2001
- The Bulletin May/June 2001
- Frogtown Times May/June 2001
- Grand Gazette May/June 2001
- Highland Villager May/June 2001
- Merriam Park Post May/June 2001
- North End News May/June 2001
- Seward Profile May/June 2001
- Southeast Angle May/June 2001
- Spokesman-Recorder May/June 2001

Table S.6-1: Scoping Meeting Participation, shows the meeting place/date, number of attendees, and number of speakers who provided verbal comments at each of the Scoping Meetings for the proposed Central Corridor project.

Verbal questions and comments were solicited from both public and agency Scoping Meeting participants. Written comments were encouraged through the use of formal comment sheets, which were available at the meetings, and verbal comments were transcribed by a court reporter.

Table S.6-1: Scoping Meeting Participation

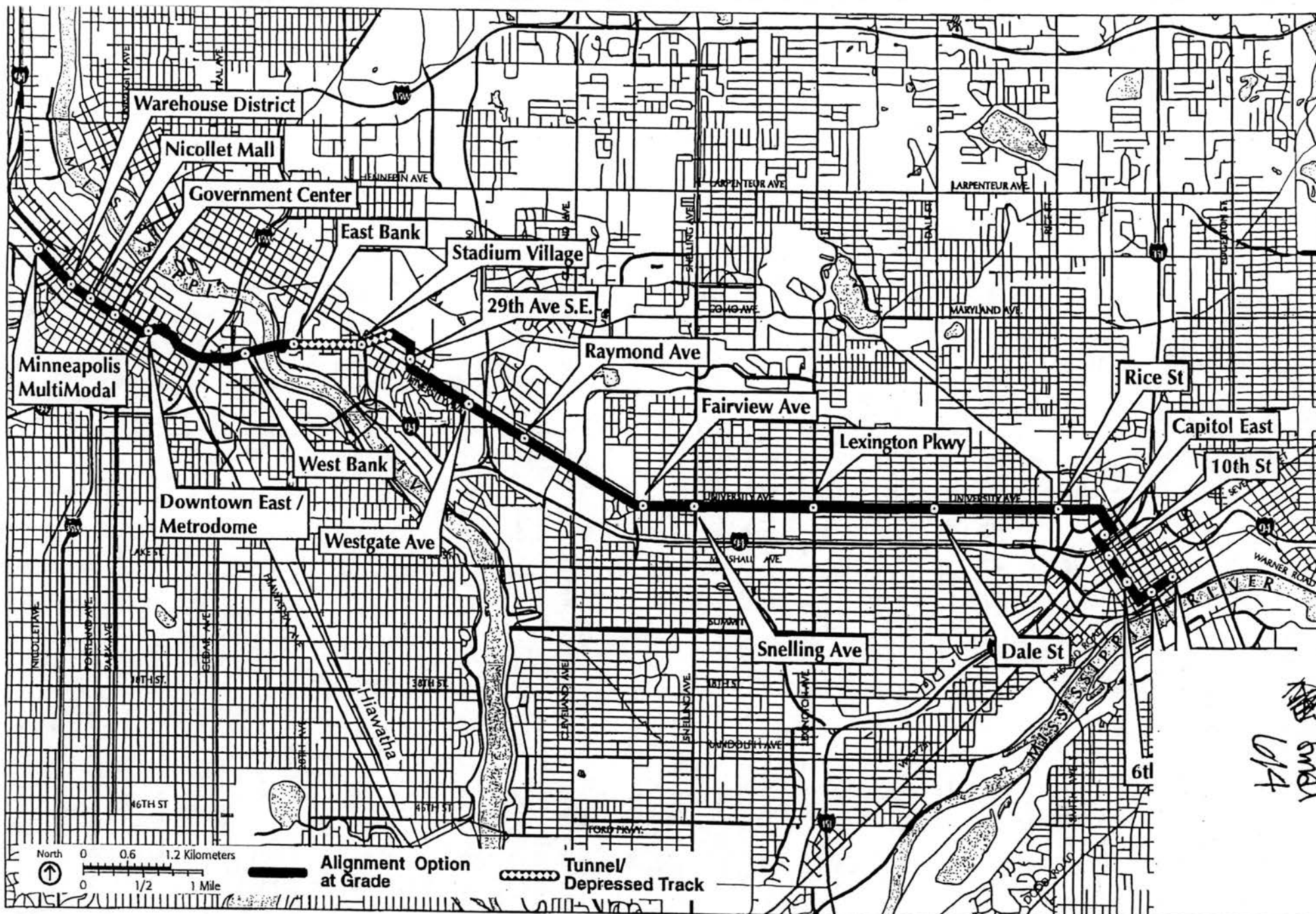
Place	Date	Time	Number of Attendees	Number of Speakers
Sheraton Midway 400 North Hamline Avenue, St. Paul	June 26, 2001	8:00 to 9:30 AM	35	7
Lifetrack Resources Job Search Center 709 University Avenue West, St. Paul	June 26, 2001	5:00 to 8:00 PM	24	12
Radisson Metrodome 615 Washington Avenue SE, Minneapolis	June 27, 2001	5:00 to 8:00 PM	23	6
Interagency Meeting: Sheraton Midway 400 North Hamline Avenue, St. Paul	June 26, 2001	2:00 to 4:00 PM	10	0
TOTALS			92	25

All written and verbal comments received at the formal public Scoping Meetings, by mail, or via the web page during the scoping period are recorded and addressed in the *Central Corridor Scoping Summary Report*. Comments made during the Scoping Process were incorporated into the selection of the proposed alternatives for inclusion in the EIS and into the design of the impact assessment criteria to be used in evaluating the alternatives.

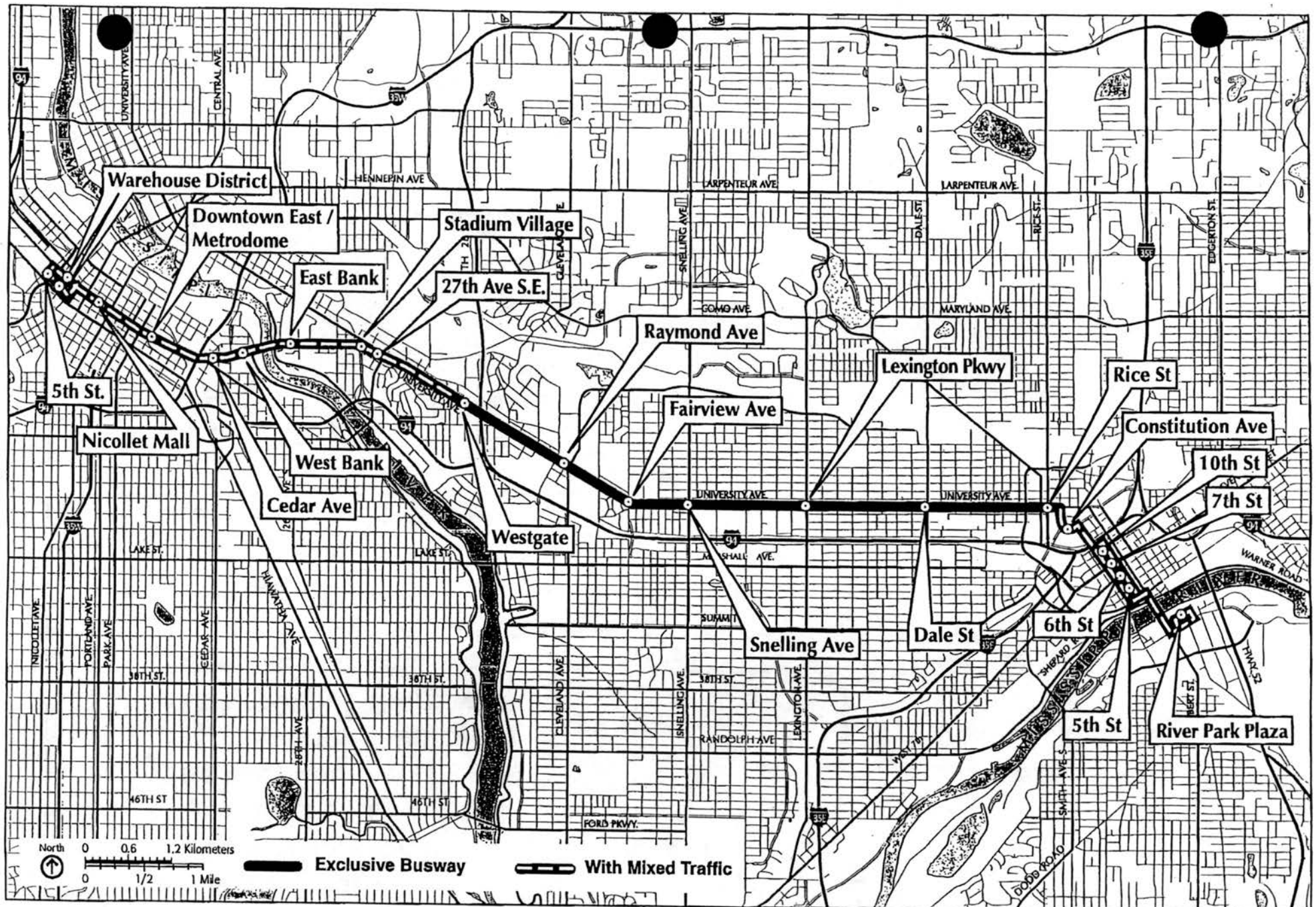
OUTREACH ACTIVITIES

The Public and Agency Involvement Program implemented through the preparation of the EIS provided a variety of opportunities for communication, education and public comment at key decision points. In addition to regularly scheduled meetings, workshops and briefings, outreach techniques for citizens, elected officials and agencies used throughout EIS preparation included the following:

- Web Site – continuously updated with Central Corridor information
- E-mail comment opportunity
- TDD telephone
- Newsletters –published quarterly
- Speakers bureau presentations
- Media Alerts and news releases
- Interviews with key stakeholders
- Survey of residents along the Central Corridor
- Public presentations and briefings
- Presentations at meetings of neighborhood and other corridor groups
- Agency coordination meetings
- Committee/task-force meetings



Handwritten: Final 6/14



THE
CENTRAL
CORRIDOR

University Avenue Busway/BRT Alternative

April 2002

Figure S.1-2

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Overall Organization for the Central Corridor Transit Study

COORDINATING COMMITTEE

- Mn/DOT (2)
- City of St. Paul
- City of Minneapolis
- Hennepin County
- Ramsey County (2)
- Metropolitan Council (2)
- University of Minnesota
- Red Rock Corridor
 - voting on commuter rail elements
- Northstar Corridor
 - non-voting

Coordinating Committee membership is dictated by statute.

Technical
Information

Project
Management
Team

Policy
Information

Local
Jurisdictions
and
Boards

Policy
Recommendations

Commuter Rail
Recommendations

Mn/DOT
Commissioner

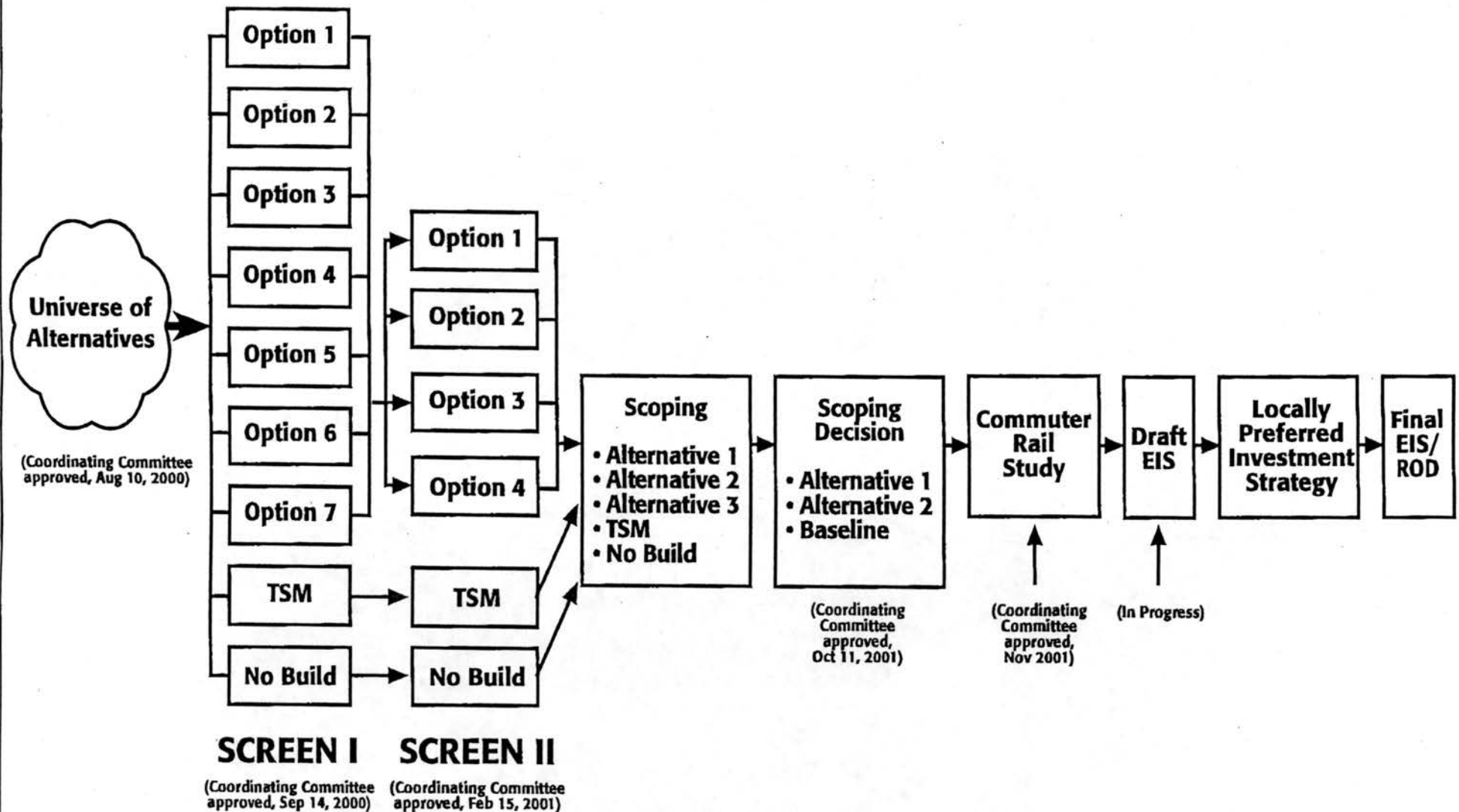
Other
Recommendations

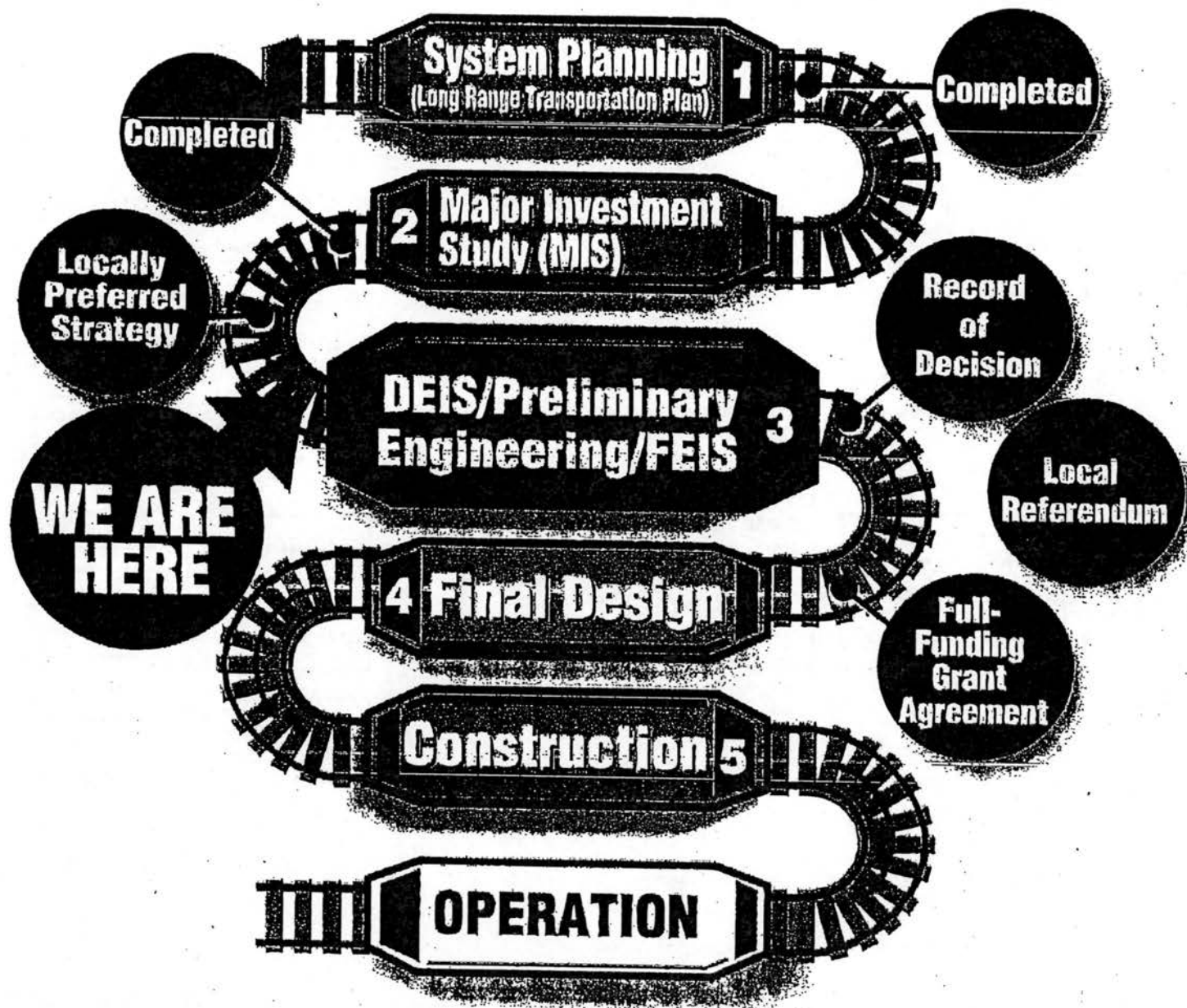
RCRRA/
HCRRA

Metropolitan
Council

*Public Input is Provided Throughout the Process

Screening Process





7.0 EVALUATION OF ALTERNATIVES

This chapter presents the results of the evaluation conducted for each of the alternatives under consideration for the proposed action. The purpose of the evaluation process is to bring together the salient facts, both qualitative and quantitative, for each alternative so that their benefits, costs and environmental consequences can be evaluated against the stated goals for the proposed project and the region as set forth in Chapter 1.0: Purpose and Need. The intent of this comparative analysis is to facilitate the Central Corridor alternative selection process on the part of the Central Corridor Coordinating Committee (CCCC), in partnership with the Twin Cities Metropolitan Council, and in cooperation with other local, state and federal planning partners.

This chapter also summarizes the proposed project performance against the Federal Transit Administration (FTA) Section 5309 New Starts Criteria, the Environmental Justice implications of the proposed project alternatives and the proposed financial plan for the project.

7.1 CENTRAL CORRIDOR TRANSIT STUDY GOALS

This section identifies the goals, objectives and evaluation measures that were used to evaluate the proposed project alternatives. The goals and objectives for the Central Corridor were defined during previously completed studies and during the Central Corridor Transit Study beginning with *Technical Memorandum 1 – Previous Study Review and Technology Review and Evaluation* approved by the Coordinating Committee on September 14, 2000. The evaluation measures to address each of these goals and objectives were determined during the subsequent phases of the Central Corridor Transit Study, under the guidance of the Coordinating Committee, and further refined as part of the public participation process.

7.1.1 Project Goals and Objectives

In response to the transportation needs identified for the Central Corridor and the region, three project goals and objectives were identified and adopted by the stakeholders during the Central Corridor Transit Study and refined through the Environmental Impact Statement (EIS) Scoping Process. The three goals used to compare the Baseline Alternative and the two build alternatives, University Avenue Light Rail Transit (LRT) Alternative and University Avenue Busway/Bus Rapid Transit (BRT) Alternative, are:

- **Goal 1: Economic Opportunity and Investment**

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

- **Goal 2: Communities and Environment**

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

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

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

- **Goal 3: Transportation and Mobility**

Objective A – 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.

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

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

7.1.2 Evaluation Measures

Following the identification and adoption of the project goals and objectives, specific Measures of Effectiveness (MOE) were then developed to assess the effectiveness of the alternatives in satisfying the project goals. These MOEs were used to compare the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative. The specific MOEs that were applied to evaluate the alternatives under each of the project goals and objectives are described below.

MOES FOR TRANSIT STUDY GOAL 1: ECONOMIC OPPORTUNITY AND INVESTMENT

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.

Previous Investment – Transportation

This qualitative criterion addresses the extent to which the alternative is compatible with and supportive of previous investment in transportation infrastructure and technologies.

Previous Investment – Development

This qualitative criterion addresses the extent to which the alternative is compatible with and supportive of previous investment in land development and other infrastructure necessary to service development.

Proximity to Developable and Redevelopable Land

This qualitative and quantitative criterion addresses the amount of vacant, developable, and underdeveloped land within half-mile of the stations proposed for each alternative.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

Proven Technology

This quantitative criterion addresses the extent to which the alternative transportation mode and/or technology have been successfully, efficiently and reliably operated in revenue service.

Consistency with Land Use Patterns

This qualitative criterion addresses the alternative's consistency with existing and future regional and local land use patterns of development and trends.

Service to Major Travel Markets

This criterion is a qualitative measure of the degree to which the alternative will serve major travel demand patterns.

Proximity to Planned Development

This qualitative and quantitative criterion addresses the amount of planned developments located in proximity to the alternative under evaluation.

Parking

This quantitative criterion addresses the capability of the alternatives to reduce the demand for parking in the Central Corridor.

Major Employment Centers Served

A quantitative measure of the number of major employment centers served by the alternative, and the number of employees living within one-third mile of the proposed stations or access points.

Business Community Sentiment

This qualitative evaluation criterion addresses the support or opposition for the alternative from the business community.

MOES FOR TRANSIT STUDY GOAL 2: COMMUNITIES AND ENVIRONMENT

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

Residential Population Served

A quantitative measure of the number of residents who live within one-third mile of the proposed stations or access points for the alternative.

Consistency with Local Plans

This qualitative criterion addresses the alternative's consistency with the adopted local transportation plans and land use plans, both currently and for the Year 2020 for the Cities of St. Paul and Minneapolis, the University of Minnesota, and the Capitol Area Architectural and Planning Board (CAAPB).

Community Sentiment

This qualitative evaluation criterion addresses the support or opposition for the alternative from the community.

Noise and Vibration

This quantitative criterion addresses the noise and vibration levels of the alternatives as they relate to impact on neighborhoods.

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

Compatibility with Community Character

This qualitative criterion is a measure of the effects of the alternative on and enhancements to quality of life and healthy communities, as well as compatibility with the character of the neighborhood or community.

Potential to Support Smart Growth and Livable Communities

This qualitative criterion addresses the alternative's potential to promote smart growth and livable communities by encouraging infill development and limiting opportunities for sprawl.

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

Environmental Impacts

This quantitative criterion addresses the potential environmental impact of each alternative in terms of:

- Air Quality
- Water Quality and Floodplains
- Energy

Existing Right-of-Way Utilization

This criterion is quantitative and addresses the extent to which the alternative would make use of existing public rights-of-way, thereby limiting the potential for adverse environmental impact.

MOES FOR TRANSIT STUDY GOAL 3: TRANSPORTATION AND MOBILITY

Objective A – 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.

Capacity

This quantitative criterion addresses the number of transit riders for each of the alternatives.

Operating Costs

This quantitative criterion addresses the relative operating costs for each of the alternatives under consideration.

Efficiency

This quantitative criterion addresses the relative efficiency of the alternatives in terms of cost per rider, the ratio of transit capacity to operating costs.

Consistency with Regional Plans

This qualitative criterion addresses the alternative's consistency with the adopted regional transportation plans for the Year 2020.

Intermodal Connectivity

This qualitative criterion addresses the extent to which the alternative provides and/or enhances connections to the airport, bus transfer centers, regional rail system facilities, and other intermodal transportation facilities.

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

Regional Connectivity

This qualitative criterion addresses the extent to which the alternative provides connections to regional transportation facilities such as the freeway system, Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT line and potential Riverview Corridor BRT improvements.

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

Diversity of Population Served

This quantitative criterion addresses the extent to which the alternative serves populations with special needs, such as the elderly, persons under 16, households without a car and minority and low-income populations.

Travel Time Savings

This quantitative criterion provides a relative comparison of estimated total travel time between the core of downtown Minneapolis (Nicollet Mall) and the core of downtown St. Paul (Cedar Street).

7.2 EVALUATION AGAINST THE GOALS AND OBJECTIVES OF THE CENTRAL CORRIDOR TRANSIT STUDY

This section discusses the evaluation of the Baseline Alternative, University Avenue LRT Alternative and University Avenue Busway/BRT Alternative relative to the MOEs used to establish the effectiveness in satisfying the goals and objectives of the Central Corridor Transit Study.

7.2.1 Evaluation Methodology

This section identifies the goals, objectives and evaluation measures that were used to evaluate the alternatives under consideration for the proposed action. The evaluation measures address each of the goals and objectives that were established during the Central Corridor Transit Study, and further refined during the public participation process.

The evaluation was performed to determine the degree to which each of the alternatives supports each of the goals and objectives. Three degrees of support – "strongly supports", "supports" and "somewhat supports" – were used to summarize the performance of the alternatives relative to these goals and objectives. The fourth assessment criterion – "does not support" – was used to indicate that the alternative is neutral or has a negative performance. Following the evaluation of alternatives indicated in the subsequent text, the results are then summarized in Section 7.2.5: Summary of Alternatives Evaluation.

7.2.2 Goal 1 – Economic Opportunity and Investment

Objective A – Support investments in infrastructure, business, and community that sustain the heart of the region.



The measures used to evaluate how well the alternatives would support investments in infrastructure, business, and community, while sustaining regional development include:

- Previous Investment – Transportation
- Previous Investment – Development
- Proximity to Developable and Redevelopable Land

Previous transportation investment compatibility included the degree to which the alternative would support the current level of investment in bus and rail routes, the proposed operating agency, and infrastructure such as shared stations, right-of-way, and maintenance facilities. Support for previous developments were determined based on a review of current land use and funded land use development plans. The availability of developable and redevelopable land in the vicinity of proposed station locations was determined from local development plans, interviews with local planners and field reconnaissance.

BASELINE ALTERNATIVE

The Baseline Alternative is consistent with previous roadway and bus transportation investments, and operations could be within the Twin Cities Metropolitan Council responsibility. However, no direct transit-related benefits to previous development investment or developable and redevelopable land would be realized. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

Previous transportation investment for the Twin Cities Metropolitan Area has historically included roadway and busway infrastructure and currently includes the construction of the Hiawatha LRT line, which will operate between downtown Minneapolis and the Mall of America, including service to the Minneapolis/St. Paul International Airport. The Twin Cities Metropolitan Council is responsible for operations of the current transit services and will serve as the operating agency for the University Avenue LRT Alternative.

The University Avenue LRT Alternative would traverse areas of previous development investment in the corridor, including downtown Minneapolis and downtown St. Paul. The alternative would enter downtown Minneapolis and merge with the Hiawatha LRT line, thus serving major investments in the central business district (CBD). The proposed station locations are highly consistent with previous investments in real estate development and would serve the University of Minnesota, large investments in the Midway area, the State Capitol area, office developments, commercial nodes, and residential neighborhoods.

Published Ramsey County data indicates approximately 450-acres of vacant land within one-half mile of proposed stations in the University Avenue LRT Alternative. As noted in the May 2000 market report (Quam), and verified by windshield survey, there is an excess amount of land along University Avenue awaiting viable development and redevelopment projects. A number of proposed station sites, including those at Lexington Avenue, and Dale Street, are in close proximity to empty land and buildings.

The alternative would have highly compatible elements with current and future transit investments, including shared facilities and the operating agency. The alternative would serve previous development investments, and is in close proximity to developable and redevelopable land. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative is also consistent with previous transportation investment, including the Twin Cities Metropolitan Council as the operating agency. The proposed station locations are highly consistent with previous investments in real estate development and would serve the University of Minnesota, large investments in the Midway area, the State Capitol area, office developments, commercial nodes, and residential neighborhoods. The alternative is also in close proximity to developable and redevelopable land.

The alternative would have highly compatible elements with current and future transit investments, including shared facilities and the operating agency. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. The alternative would serve previous development investments, and is in close proximity to developable and redevelopable land. The University Avenue Busway/BRT Alternative "strongly supports" the objective.

Objective B – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to and from work.

The measures used to evaluate how well the alternatives would promote reliable transit, encourage effective land use patterns in major activity centers and adjacent properties while minimizing parking demand and facilitating travel to work include:

- Proven Technology
- Consistency with Land Use Patterns
- Service to Major Travel Markets
- Proximity to Planned Development
- Parking
- Major Employment Centers Served
- Business Community Sentiment

Proven technology considered transit modes successfully being operated in revenue service in other U.S. cities. Consistency with land use patterns considered existing and planned development, discussions with local planners and field reconnaissance. Major travel markets include downtown Minneapolis, the University of Minnesota campus, the Midway area, and downtown St. Paul. Proximity to planned development was based on review of the local development plans for the Study Area. Parking considered the degree to which an alternative would reduce the current demand for parking and for land to support parking lots and parking structures. Major employment centers included businesses with greater than \$5-million in gross annual sales. Business community sentiment was based on comments received from the business community.

BASELINE ALTERNATIVE

The Baseline Alternative includes proven technology, including conventional roadway and bus technology, plus LRT technology with the Hiawatha project. The alternative is consistent with

current land use patterns, but would not enhance service to planned developments and land use patterns. It would not enhance service to major travel markets or planned developments. In both downtowns, the Baseline Alternative would provide no relief in land use impact as it relates to the demand for parking. It may be expected that continued development under the Baseline Alternative would require additional land currently being used for parking lots and structures and increase the parking deficit. Major employment centers would not receive the enhanced service provided by either build alternative, however the alternative received a total of ten supportive comments during Scoping. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

In 1999, there were over 20 metropolitan areas in the United States (U.S.) with operating LRT lines, serving an estimated 7.25-million people and carrying an estimated 390-million passengers annually over 1.5-billion annual passenger miles. It has been demonstrated that, under the right conditions, LRT can move more people at less cost per rider, with increased transit ridership and better farebox recovery, than other rail or bus options.

Land use patterns along University Avenue were first shaped by the streetcar system. Nodes of commercial development grew where streetcar lines intersected crossing roadways, with a looser and less dense pattern between nodes. The dominant land use pattern along the middle and eastern portions of the Study Area is a half block of commercial buildings and uses along University Avenue backed with adjacent residential areas. These commercial and residential areas provide the high ridership for the current transit service on University Avenue. Transit service of the University Avenue LRT Alternative is highly consistent with the land use pattern throughout the Study Area.

The University Avenue LRT Alternative would provide direct service to all four major travel markets. The alternative would penetrate the two downtowns, both the west and east banks of the University of Minnesota campus, and the Midway area.

A number of planned development projects in various stages of development are identified in Chapter 5.0: Economic Impact Analysis, including projects in downtown Minneapolis, University of Minnesota campus, Midway and downtown St. Paul. The proposed LRT stations are in close proximity to each of the noted development projects, and the stations would provide transit service for both business patrons and residents. Further, the stations would provide the potential for additional growth of the planned developments.

No additional parking impacts are anticipated in downtown Minneapolis. On-street parking on Washington Avenue and access to parking lots and structures from Washington Avenue could be limited during construction of the proposed tunnel at the University of Minnesota. Approximately 660 on-street parking spaces would be removed on University Avenue between Washington Avenue and Rice Street and approximately 28 on-street parking spaces would be removed at the State Capitol. Approximately 121 on-street parking spaces would be eliminated in downtown St. Paul, and access to approximately ten driveways to/from parking structures and lots could be affected.

The total number of major employment centers that would be served by the alternative is approximately 400, and the total number of employees would be approximately 132,000.

As indicated in the *Central Corridor Scoping Summary Report*, there were 29 total comments supportive of LRT and the need for LRT in the Central Corridor. The respondents favoring LRT

commented that LRT would provide favorable economic development, travel time saving, comfort and convenience for transit within the Central Corridor. These respondents also commented that LRT would reduce automobile congestion while improving air quality and reducing noise.

The alternative uses proven technology and is highly consistent with land use patterns and service to major travel markets. The alternative is in close proximity to planned development and serves a higher number of employees than the BRT Alternative. Parking impacts would be greater than the Baseline or BRT Alternatives, however parking demand would also be reduced with increased ridership. Overall, the University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative utilizes proven technology. Some of the projected and existing U.S. systems include Minneapolis/St. Paul, Eugene, Oregon, Orlando, Florida, Cleveland Ohio. BRT provides faster operating speeds, greater service reliability, and increased convenience over traditional buses and may approach the quality of rail transit. BRT has potential to be a successful mass transit alternative and typically has the least amount of capital investment needed for implementation.

Land use patterns along University Avenue were first shaped by the streetcar system. Nodes of commercial development grew where streetcar lines intersected crossing roadways, with a looser and less dense pattern between nodes. The dominant land use pattern along the middle and eastern portions of the Study Area is a half block of commercial buildings and uses along University Avenue backed by adjacent residential areas. These commercial and residential areas provide the high ridership for the current transit service on University Avenue. Transit service of the University Avenue Busway/BRT Alternative is consistent with the land use pattern throughout the Study Area.

The University Avenue Busway/BRT Alternative would provide direct service to all four major travel markets. The alternative would penetrate the two downtowns, both the west and east banks of the University of Minnesota campus, the Midway area.

A number of planned development projects in various stages of development are identified in Chapter 5.0: Economic Impact Analysis, including projects in downtown Minneapolis, University of Minnesota campus, Snelling Avenue Metro Transit bus garage, Midway, downtown St. Paul and West Side Flats. The proposed BRT stations are in close proximity to each of the noted development projects, and the stations would provide transit service for both business patrons and residents. Further, the stations would provide the potential for additional growth. However, bus congestion is already a problem along Washington Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

No additional parking impacts are anticipated in downtown Minneapolis or at the University of Minnesota. Similar to LRT, approximately 660 on-street parking spaces would be removed on University Avenue between Washington Avenue and Rice Street. No additional impacts are anticipated at the State Capitol or downtown St. Paul. The total number of major employment centers that would be served by the alternative is approximately 395, and the total number employees served is approximately 131,000.

As indicated in the *Central Corridor Scoping Summary Report*, there were six total comments supportive of BRT in the Central Corridor. These respondents commented that BRT would

provide a flexible and cost-effective system for transit and would reduce the potential adverse impacts to neighborhoods and businesses that might be anticipated with the other alternatives.

The alternative uses proven technology and is consistent with land use patterns and service to major travel markets. The alternative is in close proximity to planned development and serves a high number of employees and employment centers, although slightly less than the University Avenue LRT Alternative. Parking impacts would be greater than the Baseline Alternative, but less than the LRT Alternative. Overall, the University Avenue Busway/BRT Alternative "supports" the objective.

7.2.3 Goal 2 – Communities and Environment

Objective A – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.

The measures used to evaluate how well the alternatives would preserve and enhance neighborhoods include:

- Residential Population Served
- Consistency with Local Plans
- Community Sentiment
- Noise and Vibration

Residential population served is determined from U.S. Census data for 2000. Consistency with local plans is based on review of the adopted plans, including *Regional Blueprint, Twin Cities Metropolitan Area*; *The Minneapolis Plan* - comprehensive plan for the City of Minneapolis; *St. Paul Comprehensive Plan*; *University of Minnesota Campus Master Plan*; and *Comprehensive Plan For The Minnesota State Capitol Area*. Review included Small Area Plans that the City of St. Paul adopted as amendments to the *St. Paul Comprehensive Plan*. Consistency with each of these plans was then determined as indicated in Chapter 3.0: Social and Land Use Impacts. The Community sentiment was determined from responses received during public participation, and noise and vibration impacts were based on FTA criterion indicated in Chapter 4.0: Environmental Impact Analysis.

BASELINE ALTERNATIVE

The Baseline Alternative would provide very little additional transit service to the residential population. The alternative is not consistent with the *City of St. Paul Comprehensive Plan*, or the *University of Minnesota Twin Cities Campus Master Plan*, which identified the need for LRT or busway transit improvements. The alternative received a total of ten supportive comments during Scoping. A noise/vibration assessment is not required and was not performed for the Baseline Alternative, however it may be said that noise levels related to traffic volumes would continue to increase as automobile traffic increases. Overall, the Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

Total resident population served is approximately 35,500, the highest population served of all the alternatives considered and approximately 9,000 more residents than the BRT Alternative.

66

The University Avenue LRT Alternative is fully consistent with *The Minneapolis Plan* and the *City of St. Paul Comprehensive Plan* and the recommendations of the St. Paul Planning Commission, which strongly recommends an LRT alignment on University Avenue. Other municipal Small Area Plans seek redevelopment along University Avenue, which would be supported by the alternative. LRT on Washington Avenue is consistent with the *University of Minnesota Twin Cities Campus Master Plan*. LRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. A transit-oriented development overlay district may be useful to allow higher intensity development near station sites.

As indicated in the *Central Corridor Scoping Summary Report*, there were 29 total comments supportive of LRT and the need for LRT in the Central Corridor. The respondents favoring LRT commented that LRT would provide favorable economic development, travel time saving, comfort and convenience for transit within the Central Corridor. These respondents also commented that LRT would reduce automobile congestion while improving air quality and reducing noise.

The predicted noise level would not exceed the FTA Land Use Category 3 *severe impact* criteria, or Category 2 *severe impact* criteria, or Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 11 locations and the Land Use Category 3 *impact* criteria at one location. Single event noise levels from passby operations are predicted to exceed the APTA design criteria at nine locations (three residential and six commercial). Predicted vibration levels would be well below the FTA impact criteria for frequent events measured by the FTA Land Use Categories and from LRT passbys.

The alternative would serve the highest number of residents of the two build alternatives considered. The alternative is very consistent with the master plans and Small Area Plans noted. The response from the community is considered as strongly supportive. When the predicted noise impacts for this LRT Alternative are compared to the University Avenue Busway/BRT Alternative, 83 fewer Land Use Category 2 *impact* criteria and 18 fewer Land Use Category 3 *impact* criteria noise impacts would occur. Vibration levels would be well below FTA impact criteria. Overall, the University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

Total residential population served is approximately 26,500, which is 9,000 fewer residents than the LRT Alternative.

The University Avenue Busway/BRT Alternative is consistent with *The Minneapolis Plan* and the *City of St. Paul Comprehensive Plan* only if it provides the capacity to meet future transit demand. A BRT facility on Washington Avenue is consistent with the *University of Minnesota Campus Twin Cities Master Plan*, which calls for improved bus transit. BRT would be an incentive to intensification of commercial nodes consistent with adopted plans and zoning. A transit-oriented development overlay district may be useful to allow higher intensity development near station sites.

As indicated in the *Central Corridor Scoping Summary Report*, there were six total comments supportive of BRT in the Central Corridor. These respondents commented that BRT would provide a flexible and cost-effective system for transit and would reduce the potential adverse impacts to neighborhoods and businesses that might be anticipated with the other alternatives.

The predicted noise level would not exceed the FTA Land Use Category 3 *impact* or *severe impact* criteria or Land Use Category 1 *impact* criteria. The alternative would exceed the FTA Land Use Category 2 *impact* criteria at 94 locations and the *severe impact* criteria at 11 additional locations. The predicted noise level would exceed the Land Use Category 3 *impact* criteria at 19 locations. Single event noise levels are predicted to exceed the APTA design criteria at 59 locations (31 residential and 28 commercial). The BRT Alternative is not expected to exceed the FTA vibration impact criteria anywhere along the proposed project corridor.

The alternative would serve the lowest number of residents of the two build alternatives considered. The alternative is very consistent with the master plans and Small Area Plans noted. The response from the community is considered as supportive, but not as supportive as the LRT Alternative. When the predicted noise impacts for this BRT Alternative are compared to the LRT Alternative, 83 more Land Use Category 2 *impact* criteria and 18 more Land Use Category 3 *impact* criteria noise impacts would occur, however vibration impacts are not expected to occur for this alternative. Overall, the University Avenue LRT Alternative "supports" the objective.

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

The measures used to evaluate how well the alternatives would acknowledge the character of the Central Corridor and region include:

- Compatibility with Community Character
- Potential to Support Smart Growth and Livable Communities

The quality of life within a neighborhood or community is determined by enhancements to the existing neighborhood, community character and cohesion. Negative impacts to neighborhood and community character and cohesion include disruption of existing pedestrian and bicycle routes, disruption of access to community facilities, increasing auto traffic and disruption of established neighborhoods. Positive impacts to neighborhood and community character and cohesion include provision of opportunity for revitalization and support and enhancement of neighborhood retail and commercial centers.

Desirable factors that contribute to smart growth and livable communities include infill development limiting opportunity for sprawl, including enhanced accessibility to parcels that encourages infill development, avoidance of increased accessibility into undeveloped areas, reduced reliance on increased accessibility via roadways, and increased development density that encourages infill development.

BASELINE ALTERNATIVE

The Baseline Alternative would not include potential improvements to community character that would occur with either of the two build alternatives, including improved transit service with connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would continue to increase and further detract from community character and aspirations. Although the alternative would provide limited transportation improvements, it would not promote smart growth and enhance livability in the community by encouraging infill development. The Baseline Alternative "does not support" the objective.

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UNIVERSITY AVENUE LRT ALTERNATIVE

As detailed in Chapter 3.0: Social and Land Use Impact Analysis, LRT transit would be very compatible with community character. University Avenue is an existing transit corridor lined by commercial and industrial land uses, with adjacent residences, and the University Avenue LRT Alternative is unlikely to have major negative impacts on the existing residential neighborhoods located to the north and south. The alternative would provide potential improvements to community character including superior transit service and connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would increase at a lower rate as transit ridership increases, further improving community character.

Given the number of potential station sites and the level of transit service possible with University Avenue LRT Alternative, many sites suitable for infill development could be assembled and developed. The alternative would support smart growth goals for new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods.

The alternative is compatible with community character and would provide enhancements to improve community character such as new streetscape amenities, improved visual quality and new transit-oriented development. The alternative would promote new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

As detailed in Chapter 3.0: Social and Land Use Impact Analysis, BRT would be compatible with community character. University Avenue is an existing transit corridor lined by commercial and industrial land uses, with adjacent residences and the University Avenue Busway/BRT Alternative is unlikely to have major negative impacts on the existing residential neighborhoods located to the north and south. The alternative would provide potential improvements to community character including superior transit service and connections to major destinations, new streetscape amenities, improved visual quality and new transit-oriented development. In addition, traffic congestion would increase at a lower rate as transit ridership increases, further improving community character. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

The station sites proposed for the University Avenue Busway/BRT Alternative are the same as the University Avenue LRT Alternative, and the same infill opportunities would be available. However, the effect of BRT on growth in the real estate market is not certain. The University Avenue Busway/BRT Alternative may not capture the same market of riders as LRT and may not lead to the same types of infill and smart growth development projects.

The alternative is compatible with community character and would provide enhancements to improve community character such as new streetscape amenities, improved visual quality and some new transit-oriented development. The alternative would promote some new residential, commercial, and office development while providing an amenity to improve the livability of surrounding neighborhoods. However, these would be less positive than the University Avenue LRT Alternative. The University Avenue Busway/BRT Alternative "supports" the objective

Objective C – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.

The measures used to evaluate how well the alternatives would support goals for cleaner air, water and energy usage include:

- Environmental Impacts
 - Air Quality
 - Water Quality and Floodplains
 - Energy
- Existing Right-of-Way Utilization

Environmental impacts were determined as indicated in Chapter 4.0: Environmental Impact Analysis. Air quality, water quality and floodplain impacts were determined for each of the alternatives relative to current environmental regulations. Energy consumption was determined by establishing the Baseline Alternative consumption as a base then comparing the consumption of the build alternatives. The use of existing right-of-way was considered as a surrogate in determining environmental impacts as based on the estimated right-of-way requirements for the build alternatives from preliminary design information.

BASELINE ALTERNATIVE

For the Baseline Alternative all carbon monoxide (CO) concentrations would not exceed the allowable emissions outlined in the National Ambient Air Quality Standards (NAAQS) of 35 ppm or the Minnesota Ambient Air Quality Standards (MAAQS) of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours. The emission inventory for 2008 would consist of 352,853 tons of CO, 41,580 tons of volatile organic compounds (VOCs) and 56,745 tons of nitrogen oxides (NO_x) per year. The alternative would not cause impacts to water quality or floodplains. This alternative would consume 150,072,932 million British Thermal Units (BTUs) of energy annually, which is less than both of the build alternatives. The alternative would not include construction outside of the existing right-of-way. Overall, this alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

For the University Avenue LRT Alternative all CO concentrations would not exceed the allowable emissions outlined in the NAAQS of 35 ppm or the MAAQS of 30 ppm for one-hour and the NAAQS and MAAQS of 9 ppm for eight-hours. The annual emission inventory for 2008 would consist of 350,787 tons of CO, 2,066 tons less than the Baseline, 41,402 tons of VOCs, 178 tons less than the Baseline, and 56,752 tons of NO_x, seven tons more than the Baseline Alternative. No significant impacts to the surface water quality in the Study Area are anticipated during construction or operations. The alternative is located outside the 100-year floodplain or on the existing Washington Avenue Bridge and will not impact floodplain. This alternative would consume 150,097,285 million BTUs of energy annually, which is 24,353 million BTUs more than the Baseline Alternative, and 19,784 million BTUs more than the BRT Alternative. The alternative would generally be constructed within the existing right-of-way. Overall, this alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

For the University Avenue Busway/BRT Alternative all CO concentrations would not exceed the allowable emissions outlined in the NAAQS of 35 ppm or the MAAQS of 30 ppm for one-hour

and the NAAQS and MAAQS of 9 ppm for eight-hours. The annual emission inventory for 2008 would consist of 350,577 tons of CO, 2,276 tons less than the Baseline, 41,397 tons of VOCs, 183 tons less than the Baseline, and 56,760 tons of NO_x, 15 tons more than the Baseline Alternative. No significant impacts to the surface water quality in the Study Area are anticipated during construction or operations. The alternative is located outside the 100-year floodplain or on the existing Washington Avenue Bridge and will not impact floodplain. This alternative would consume 150,077,501 million BTUs of energy annually, which is 4,569 million BTUs more than the Baseline Alternative, and 19,784 million BTUs less than the LRT Alternative. The alternative would generally be constructed within the existing right-of-way. Overall, this alternative "supports" the objective.

Table 7.2-1: Potential Environmental Effects, provides a summary of other environmental effects for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives as determined in Chapter 4.0: Environmental Impact Analysis.

Table 7.2-1: Potential Environmental Effects

Environmental Element	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Hazardous Contaminated Sites (High/Medium) ¹	0	15	9
Vegetation and Wildlife	None	Minimal	Minimal
Aquatic Habitat	None	None	None
Wetlands	None	None	None
Rare, Threatened or Endangered (RTE) Species	None	None	None
Groundwater Resources	None	Possibly during construction	Possibly during construction

¹Contaminated Sites included are those that have a "high" or "medium" rating.

7.2.4 Goal 3 – Transportation and Mobility

Objective A – 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.

The measures used to evaluate how well the alternatives would add efficient transit capacity with modal alternatives for the Central Corridor and region, while minimizing operating costs include:

- Transit Capacity
- Operating Costs
- Efficiency
- Consistency with Regional Plans
- Intermodal Connectivity

Transit capacity was based on the Central Corridor Ridership Forecasts described in memorandum dated March 21, 2002 and included in Appendix 9.12. Operating costs were determined as described in Chapter 2.0 Alternatives Considered. Efficiency, the operating cost per transit rider, was determined as the ratio of transit capacity to operating costs.

Consistency with regional plans was determined based on compatibility with adopted regional transportation plans for the Year 2020. Intermodal connectivity considers the opportunities of the alternative to link trips to other modes of transportation, including connections to the airport, bus transfer centers, regional rail system and other intermodal transportation facilities. Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor improvements are not included in this analysis since they are considered in the Regional Connectivity MOE.

BASELINE ALTERNATIVE

In 2008, the Baseline Alternative would have 28,400 daily riders, but attracts no new transit riders, provides no reduction in daily auto trips and does not reduce daily miles traveled. The Baseline Alternative would have an annual operating cost of \$56.7 million, the lowest of the alternatives considered. Overall these improvements will not have a significant effect on the traffic operations in the immediate area around the proposed transit alignments, although they can be expected to provide some improvement in the operating efficiency of the regional transportation network. The alternative does not support the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. The alternative would not enhance intermodal connections to the airport, bus transfer centers, regional rail system or other intermodal choices.

Although the alternative does have reduced operating costs, it has the highest cost per rider for the alternatives considered. The Baseline Alternative is not consistent with regional plans and does not enhance intermodal connections. The Baseline Alternative "does not" support the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

In 2008, the University Avenue LRT Alternative would have 38,100 daily transit riders in the University Avenue corridor, including 3,300 new riders. The alternative involves an annual operating cost of \$60.7 million, the highest of the alternatives. Overall these improvements would have a substantial effect on the traffic operations in the immediate area around the proposed transit alignments, and improvement in the operating efficiency of the regional transportation network. The alternative is highly consistent with the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. Direct intermodal connections would be provided to bus transfer centers, Union Depot and other intermodal choices.

Although the alternative does have the highest operating costs, it has the lowest cost per rider for the alternatives considered. The alternative is consistent with regional plans and provides intermodal connections for more transit riders. The University Avenue LRT Alternative "strongly supports" the objective. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

This University Avenue Busway/BRT Alternative would have 35,700 daily transit riders in the University Avenue corridor, including 2,300 new riders. The alternative involves an annual operating cost of \$58.7 million, more than the Baseline Alternative, but lower than the LRT Alternative considered. Overall these improvements would have a substantial effect on the traffic operations in the immediate area around the proposed transit alignments, and improvement in the

operating efficiency of the regional transportation network. The alternative is not consistent with the Twin Cities Metropolitan Council "Transit 2020" plan that specifies LRT on University Avenue. Direct intermodal connections would be provided to bus transfer centers, Union Depot and other intermodal choices.

Although the alternative does have lower operating costs than the University Avenue LRT Alternative, it has a higher cost per rider. The alternative is not consistent with regional plans but does provide intermodal connections. The University Avenue Busway/BRT Alternative "somewhat supports" the objective.

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

The measure used to evaluate how well the alternatives would provide mobility to, through and within the Central Corridor is regional connectivity. The MOEs presented for Goal 3, Objective A are also pertinent to this objective.

Regional connectivity addresses the extent to which the alternative provides connections to regional transportation facilities such as the freeway system, Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor improvements. Bus, regional rail, Minneapolis/St. Paul Airport, and pedestrian/hiking/bicycle routes are not included in this analysis since they are considered in the Intermodal Connectivity MOE.

BASELINE ALTERNATIVE

The alternative would allow continued freeway use, although continued development under the Baseline Alternative would add congestion and extend drive times. The alternative provides the same connections to the intermodal facilities such as Northstar Commuter Rail, Red Rock Commuter Rail, Hiawatha LRT and Riverview Corridor as BRT. The Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

The University Avenue LRT Alternative has multiple opportunities to link trips to other regional mass transportation systems. The proposed alternative would connect to the Hiawatha LRT line, Northstar Commuter Rail line, the Red Rock Commuter Rail line, and the Riverview BRT. The connections to the Northstar and Red Rock lines are not seamless, but within closer walking distance than the other alternatives. The University Avenue LRT Alternative is rated as highly enhancing of connections to regional facilities and "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative would have multiple opportunities to link trips to other regional mass transportation systems. The alternative would connect to the Hiawatha LRT line, Northstar Commuter Rail line, the Red Rock Commuter Rail line, and the Riverview Corridor Busway. The connections to the Northstar and Red Rock lines are not seamless, but within the same walking distance as the Baseline Alternative. The University Avenue Busway/BRT Alternative is rated as highly enhancing of connections to regional facilities and "supports" the objective.

Objective C – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

The measures used to evaluate how well the alternatives would serve transit dependent persons in the Central Corridor include:

- Diversity of Population Served
- Travel Time Savings

Transit-dependent persons were defined as those with special needs, the elderly (age 65 and older), persons under 16, and households without a car, and minority and low-income populations as determined from county averages. The 1990 U.S. Census was used to determine the number of special needs persons within one-quarter mile of transit access points, and the number of minority and low-income populations within one-third mile of transit access points.

Travel time savings were calculated for a model trip between downtown Minneapolis (Nicollet Mall) and downtown St. Paul (Cedar Street) for each alternative, using the Year 2020 Transit Model and comparing to travel time during peak hour for the same trip using the existing bus system (the Baseline Alternative). Travel times to various points within the corridor are provided in Table 6.4-7.

BASELINE ALTERNATIVE

The Baseline Alternative would provide no enhancements in transit service to the transit-dependent, including people with special needs and minority and low-income population. The Baseline Alternative was used as the measure for all alternatives and would provide no travel time saving; in fact, increasing traffic congestion in the corridor would increase the model trip time to approximately 58-minutes for the alternative. The Baseline Alternative "does not support" the objective.

UNIVERSITY AVENUE LRT ALTERNATIVE

The University Avenue LRT Alternative would serve approximately 6,400 persons with special needs and 24,700 minority and low-income residents, the highest for the build alternatives in both categories.

The estimated total travel time is approximately 43-minutes for the University Avenue LRT Alternative model trip between downtown Minneapolis and downtown St. Paul. This would result in a travel time saving of 15-minutes over the Baseline Alternative and seven-minutes over the BRT Alternative. Travel times to various points within the corridor are provided in Table 6.4-7.

The University Avenue LRT Alternative would serve the highest number transit-dependent persons for all the alternatives considered and would provide a moderate travel time saving over the University Avenue Busway/BRT Alternative and a large travel time saving over the Baseline Alternative. The University Avenue LRT Alternative "strongly supports" the objective.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative would serve approximately 5,400 persons with special needs and 20,300 minority and low-income residents, approximately 1,000 and 4,400 persons less than the LRT Alternative.

The estimated total travel time is approximately 50-minutes for the University Avenue Busway/BRT Alternative model trip between downtown Minneapolis and downtown St. Paul. When compared to the Baseline Alternative, an eight-minute travel time saving would be realized, however, travel time would increase by seven minutes over the LRT Alternative. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand.

The University Avenue Busway/BRT Alternative would provide some service to the transit-dependent and moderate travel time saving over the Baseline Alternative, but moderate travel time increase over the LRT Alternative. The University Avenue Busway/BRT Alternative "supports" the objective.

7.2.5 Summary of Alternatives Evaluation

After each alternative was evaluated against the Transit Study goals and objectives, the following symbols were applied to each alternative for each objective, then summarized in Table 7.2-2: Comparison of Alternatives Against the Project Goals and Objectives. The table also provides an average rating for each goal, and an overall performance summary for each alternative, which is simply an unweighted average of the ratings for each goal.

7.3 EQUITY CONSIDERATIONS

This section summarizes Sections 3.9, 4.8, 5.3 and 6.10 Environmental Justice concerns as they have been addressed in the evaluation of alternatives for the proposed Central Corridor.

7.3.1 Legal and Regulatory Requirements

Presidential Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, (February 11, 1994) requires that federal agencies consider and address disproportionate adverse environmental effects of proposed federal projects on minority and low-income communities.

The intent of the Department of Transportation Final Order on Environmental Justice [DOT Order 5610.2, *Environmental Justice*, (April 15, 1997)] is to integrate the goals of Executive Order 12898 into DOT operations.

To meet both the requirements of National Environmental Policy Act (NEPA) and Executive Order 12898, this section addresses the characteristics of the affected communities, potential effects on minority and low-income populations and potential mitigation measures.

7.3.2 Community Characteristics

Ethnic composition and income characteristics within the impact assessment area have been identified in accordance with definitions established by United States Department of Transportation (USDOT) and the United States Environmental Protection Agency (EPA) guidance on Environmental Justice.

Table 7.2-2: Comparison of Alternatives Against the Project Goals and Objectives

Transit Study Goals and Objectives	Baseline Alternative	University Avenue LRT Alternative	University Avenue Busway/BRT Alternative
Goal 1: Economic Opportunity and Investment			
<i>Objective A</i> – Support investments in infrastructure, business, and community that sustain the heart of the region.	X	●	●
<i>Objective B</i> – Promote a reliable transit system that allows an efficient, effective land use development pattern in major activity centers which minimizes parking demand, facilitates the highest and best use of adjacent properties, and gives employers confidence that employees can travel to/from work.	X	●	◐
Goal 1 Average	X	●	◐
Goal 2: Communities and Environment			
<i>Objective A</i> – Facilitate the preservation and enhancement of neighborhoods in the Central Corridor.	X	●	◐
<i>Objective B</i> – Acknowledge the individual character and aspirations of each place served, and of the region as a whole.	X	●	◐
<i>Objective C</i> – Support regional goals for cleaner air and water, more efficient energy use and a safer and healthier environment.	X	●	◐
Goal 2 Average	X	●	◐
Goal 3: Transportation and Mobility			
<i>Objective A</i> – 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.	○	●	○
<i>Objective B</i> – Expand opportunities for all users to move freely to, through, and within the Central Corridor.	X	●	◐
<i>Objective C</i> – Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.	X	●	◐
Goal 3 Average	X	●	◐
Overall Performance Summary – Three Goals	X	●	◐

- The Alternative "strongly supports" the objective
- ◐ The Alternative "supports" the objective
- The Alternative "somewhat supports" the objective
- X The Alternative "does not support" the objective

MINORITY POPULATIONS

Based on the USDOT April 15, 1997, Order 5610.2, minorities are defined as those that are black, Hispanic, Asian American, and American Indian and Alaskan Native.

In Hennepin County, the 2000 county average of minority persons was estimated to be 21.1 percent and in Ramsey County, the 2000 county average of minority persons was estimated to be 24.7 percent.

LOW-INCOME POPULATIONS

In Hennepin County, the 1990 county average of low-income persons (as defined by the U.S. Census Bureau) was estimated to be 9.2 percent and in Ramsey County, the 1990 county average of low-income persons was estimated to be 11.4 percent.

To determine areas of minority or low-income populations, race/ethnic and income characteristics were identified and compared to the overall characteristics of the counties of Hennepin and Ramsey and the cities of Minneapolis and St. Paul. Potential environmental justice issue areas were identified as those census blocks or block groups that exceeded a rate higher than the county's rate of minority and low-income persons. Since the corridor traverses two counties and each county has a different percentages of minority and low-income persons, the county with the lowest percent minority and low-incomes was used as the threshold to determine where minority and low-income populations are located. In both cases, Hennepin County had the lowest percent minority at 21.1 percent and low-income population at 9.2 percent. Environmental justice issue areas were shown previously on Figures 3.9-1: Minority Population and 3.9-2: Population Below Poverty Level. These areas were analyzed for disproportionately high and adverse effects.

7.3.3 Environmental Justice Conclusions

The evaluation of alternatives takes into consideration whether minority and/or low-income populations will bear a disproportionate share of the impacts associated with the alternatives and the extent to which these groups will share in the benefit of the proposed project. Service and impacts to the transit dependent will also be considered. In this evaluation, impacts both positive and negative are identified. Benefits offered by the build alternatives include increased mobility, access to transit, improved access to local businesses and educational facilities, visual enhancements provided in station areas and transit-related redevelopment opportunities. These benefits are frequently accompanied with possible adverse impacts such as potential traffic impacts; displacements of residential, commercial and community facilities; and noise and vibration effects. These effects are evaluated to determine whether or not negative effects can be minimized and benefits can be maximized, with special regard to minority, low-income, and transit dependent populations.

BASELINE ALTERNATIVE

Negative effects of the Baseline Alternative are defined in terms of the benefits foregone. Positive effects of the build alternatives, such as those mentioned above, would not be available to the communities located within the proposed project corridor. While minority and low-income populations are free from direct physical impacts, opportunities for enhancements to the quality of life, supportive land use development patterns and mobility choices are lost with the Baseline Alternative. Minority, low-income, and transit dependent populations are not served to the greatest extent through this alternative.

UNIVERSITY AVENUE LRT ALTERNATIVE

The LRT Alternative offers the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. The LRT Alternative offers increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The University Avenue LRT Alternative serves high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Off-setting benefits such as increased mobility provided by transit improvements and the siting of proposed LRT stations may act as a catalyst to significant new investment in the proposed corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. The displacement of non-residential buildings would be a negative impact. There would be no displacement of residential structures. Due to the number of minority and low-income populations, potential traffic, noise and vibration impacts would have the potential to be borne disproportionately to minority and low-income populations.

UNIVERSITY AVENUE BUSWAY/BRT ALTERNATIVE

The University Avenue Busway/BRT Alternative offers the opportunity to enhance the quality of life in affected neighborhoods and communities through a major infrastructure investment and related policy changes designed to support transit. The BRT Alternative offers increased access to transit, opportunities for transit-related redevelopment, potential for increased pedestrian and bicycle connections and potential for enhanced visual quality through station area improvements. However, bus congestion is already a problem along University Avenue. The ability to add additional bus service is limited and would not serve year 2020 transit demand. For the build alternatives, benefits and adverse impacts to protected populations and the general population are representative of the areas within and adjacent to the proposed project corridor. Opportunities for design option choices that minimize adverse effects to minority and low-income populations are low due to the substantial number of those populations within the proposed project corridor.

The University Avenue Busway/BRT Alternative serves high concentrations of minority and low-income populations for the entire length of the corridor. Impacts to neighborhoods, community facilities, community cohesion and parklands would be low. Off-setting benefits such as increased mobility provided by transit improvements and the siting of proposed University Avenue Busway/BRT stations may act as a catalyst to significant new investment in the University Avenue corridor. Proposed stations would also be new community facilities that would add to the stature of the adjacent neighborhood and serve as focal points to daily activity. The BRT Alternative would not displace any residential or non-residential structures. Due to the number of minority and low-income populations, potential traffic and noise impacts would have the potential to be borne disproportionately to minority and low-income populations. No vibration impacts are associated with the BRT Alternative.

7.3.4 Mitigation Measures for Environmental Justice Analysis

All impacts identified in this document would be mitigated, if possible, to avoid adverse impacts to all neighborhoods, with special concern and emphasis with regard to minority and low-income populations. The active involvement of all neighborhoods in the corridor would continue to be a goal through design and implementation. Public engagement for all communities along the corridor is explained in detail in Chapter 8.0: Public and Agency Involvement Program.

7.4 SECTION 5309 NEW STARTS CRITERIA

The USDOT *Annual Report on New Starts* documents USDOT recommendations for the allocation of funds for fixed guideway transit projects as part of Section 5309 of Title 49, the New Starts Program. The FTA reviews the criteria for each candidate project and assigns an overall rating of highly recommended, recommended, or not recommended.

The New Starts Program reviews each project with regard to the following criteria:

- Project Justification
 - Mobility improvements;
 - Environmental benefits;
 - Operating efficiencies;
 - Cost effectiveness;
 - Transit supportive land use and future patterns; and
 - Other Factors
- Local Financial Commitment
 - Stability and reliability of the capital financing plan; and
 - Stability and reliability of the operating finance plan.

The Twin Cities Metropolitan Council will submit a New Starts criteria evaluation of the proposed Central Corridor project to FTA.

7.5 FINANCIAL ANALYSIS

Financial planning has been an integral element of the Central Corridor project since its inception. A formal financial plan based on deliberations and decisions made to date will be developed for the proposed project by the Twin Cities Metropolitan Council as part of the New Starts process. The financial planning process will continue through preliminary engineering (PE), final design, construction, and procurement as an integral part of the project development process.

The final financial plan will incorporate the following:

- Estimates of capital costs
- Estimates of operating and maintenance (O&M) costs
- Estimates of farebox revenues and other income from operations
- Evaluation of revenue stream required for capital costs
- Evaluation of revenue stream required for operating costs
- Evaluations of potential funding sources from federal, state, and local governments, including innovative sources

Financial planning will be conducted in accordance with FTA guidelines and will include programs developed for funding capital costs and operating costs for the proposed Central Corridor project and the feeder bus system. Required funding amounts will be expressed in constant dollars and year-of-expenditure dollars, and a cash flow calendar will be established.

The Financial Plan will identify funding sources and establish the financial capacity of the Twin Cities region to construct and operate the Locally Preferred Alternative (LPA). The final version of the Financial Plan will be completed at the conclusion of the Final EIS.

7.5.1 Sources and Uses of Funds Analysis

PROJECTED CAPITAL EXPENDITURES

Capital cost estimates were prepared during the Central Corridor Transit Study. The cost estimates are based on concept designs. Costs were estimated for all major facilities elements. The numbers of units for each facility sub-element were measured from the concept designs and multiplied by unit costs to yield construction costs. The cost estimates include contingencies and "add-on" costs for engineering and design, construction management, insurance, project administration, etc. Costs were expressed separately in 2002 dollars and mid-year-of-construction 2007.

During the PE phase of the proposed project, the cost estimating process will be refined with respect to better definitions for the LPA. Greater detail in the cost estimating will reflect greater detail in design, as well. As the system configuration becomes better defined, contingency amounts will be reduced.

At the conclusion of PE, complete cost estimates will be prepared for the LPA, covering final design, other professional services, insurance, real estate acquisition, procurements, construction, construction management, operations staff development, testing, contingencies, and service start-up. These estimates will provide the basis for a Full Funding Grant Agreement (FFGA) between FTA and the Twin Cities Metropolitan Council. Once the FFGA is consummated, a control budget will be established describing receipts by source, expenditures by purpose, and schedule through start-up of revenue service.

Capital costs will be refined continually during PE and final design. During construction and procurement, forecasted costs will be replaced by bid costs and actual costs as part of the ongoing cost monitoring system.

Cost reporting will be in accordance with the FTA's Grants Management Information System (GMIS). The GMIS specifies a numerical breakdown structure for categorizing and reporting costs. The proposed project's cost-reporting format will conform to the GMIS structure.

Table 7.5-1: Central Corridor LRT and BRT Capital Cost Estimate Summary, presents a summary of the capital costs for the proposed build alternatives.

OPERATING AND MAINTENANCE (O&M) COSTS

Table 7.5-2: Central Corridor Annual O&M Costs, shows projected alternative and bus operating costs in Year 2002 dollars for the proposed build alternatives. Estimated incremental operating costs for the Baseline, University Avenue LRT and University Avenue Busway/BRT Alternatives and supporting bus services include:

- Vehicle operations: operators, supervisors, fuel
- Vehicle maintenance: service and inspection, cleaning, repair, parts replacement
- Fixed facilities maintenance: inspection, cleaning, repair, minor replacement
- Track/guideway maintenance
- Management and administration

O&M cost estimates will be refined during PE and final design.

Table 7.5-1: Central Corridor LRT and BRT Capital Cost Estimate Summary^{1/}

Description	Cost (\$ million)			
	LRT		Busway/BRT	
	2002	2008	2002	2008
Civil construction	\$ 155	\$ 177	\$ 38	\$ 44
Utility allowance	\$ 27	\$ 31	\$ 7	\$ 8
Structures	\$ 41	\$ 47	\$ 0	\$ 0
Stations	\$ 100	\$ 114	\$ 44	\$ 50
Maintenance facility allowance	\$ 20	\$ 23	\$ 9	\$ 10
Traction power system	\$ 15	\$ 18	\$ 0	\$ 0
Signal system	\$ 16	\$ 18	\$ 0	\$ 0
Communications/GPS	\$ 7	\$ 8	\$ 20	\$ 23
Fare collection	\$ 2	\$ 2	\$ 4	\$ 4
Infrastructure Subtotal	\$ 383	\$ 438	\$ 122	\$ 139
Right-of-way allowance	\$ 30	\$ 34	\$ 1	\$ 1
Vehicle allowance	\$ 99	\$ 113	\$ 20	\$ 23
Miscellaneous Subtotal	\$ 129	\$ 147	\$ 21	\$ 24
Engineering and Administration ^{2/}	\$ 120	\$ 137	\$ 37	\$ 43
Contingencies ^{3/}	\$ 103	\$ 118	\$ 31	\$ 35
Soft Costs Subtotal	\$ 223	\$ 255	\$ 68	\$ 78
Preliminary Estimated Project Cost	\$ 735	\$ 840	\$ 211	\$ 241

^{1/} 2008 cost based on 2.7 percent annual rate applied to 2002 cost.

^{2/} Includes 30 percent for infrastructure improvements and 5 percent for vehicles (LRT only).

^{3/} Includes 100 percent for utilities, 20 percent for infrastructure improvements and 5 percent for vehicles.

Table 7.5-2: Central Corridor Annual O&M Costs

	2002	2008	2020
Existing	\$40,500,000	—	—
Baseline	44,800,000	\$56,700,000	\$90,800,000
LRT	48,000,000	60,700,000	97,200,000
BRT	46,500,000	58,700,000	94,000,000

^{1/} Year 2002 costs are inflated at 4 percent per year to derive 2008 and 2020 costs.

CAPITAL MODERNIZATION COSTS

Costs for periodically modernizing and replacing capital equipment will be estimated and assigned a schedule, and will be refined as design progresses. The modernization program will include long-cycle maintenance, equipment overhauls, and other maintenance activities not normally included in operating costs. Also included is routine replacement of rolling stock and replacement of aging building components, such as roofs and pavement. A capital replacement or sinking fund with regular contributions from O&M budgets will be considered for inclusion in the Project Financial Plan.

7.5.2 Capital Revenue Sources

FEDERAL

Funding from Section 5309 New Starts grants would comprise approximately 50 percent or \$419,900,000 (2007 year of expenditure dollars) for the University Avenue LRT Alternative or \$120,600,000 for the University Avenue Busway/BRT Alternative. Federal New Starts funding is estimated to remain at 50 percent through the life of the project as capital costs are incurred.

The federal grant will be formalized in a FFGA. Federal monies will be allocated through the federal budgeting process on a year-to-year basis during design and construction. Once budgeted by Congress, the FTA will authorize the Twin Cities Metropolitan Council to draw against those funds provided that it matches the FTA funds with state and/or local funds at the prescribed ratio, as expenditures are made.

STATE

The State of Minnesota, through bonds supported by the general funds, and legislature appropriation, is anticipated to fund between 40 and 50 percent of the total capital cost of the project.

LOCAL

No local funding from either Ramsey or Hennepin Counties, or from the cities of St. Paul or Minneapolis, or from the regional railroad authorities of Ramsey or Hennepin counties has been committed at this juncture. However, it is conceivable that any or all of the aforementioned entities could ultimately participate in financing a portion of the 50 percent non-Federal share of project costs.

The regional railroad authorities of Ramsey and Hennepin counties have the power to levy a tax on taxable property, as set forth in Minnesota Statute 398A.04, Sub d. 8. This allows the regional railroad authorities to assess and receive tax proceeds to meet their annual budgetary needs.

SUMMARY OF CAPITAL FUNDING

Table 7.5-3: Funding By Source, summarizes the funds for final design and construction that are expected to be available.

Table 7.5-3: Funding By Source

Source	Share	Funding by Source (millions)	
		LRT Alternative	BRT Alternative
Federal Transit Administration	50 %	\$420	\$120.5
State of Minnesota and/or Local Entities	50 %	\$420	\$120.5
Total	100 %	\$840	\$241.0

7.5.3 Operating & Maintenance (O&M) Revenue Sources

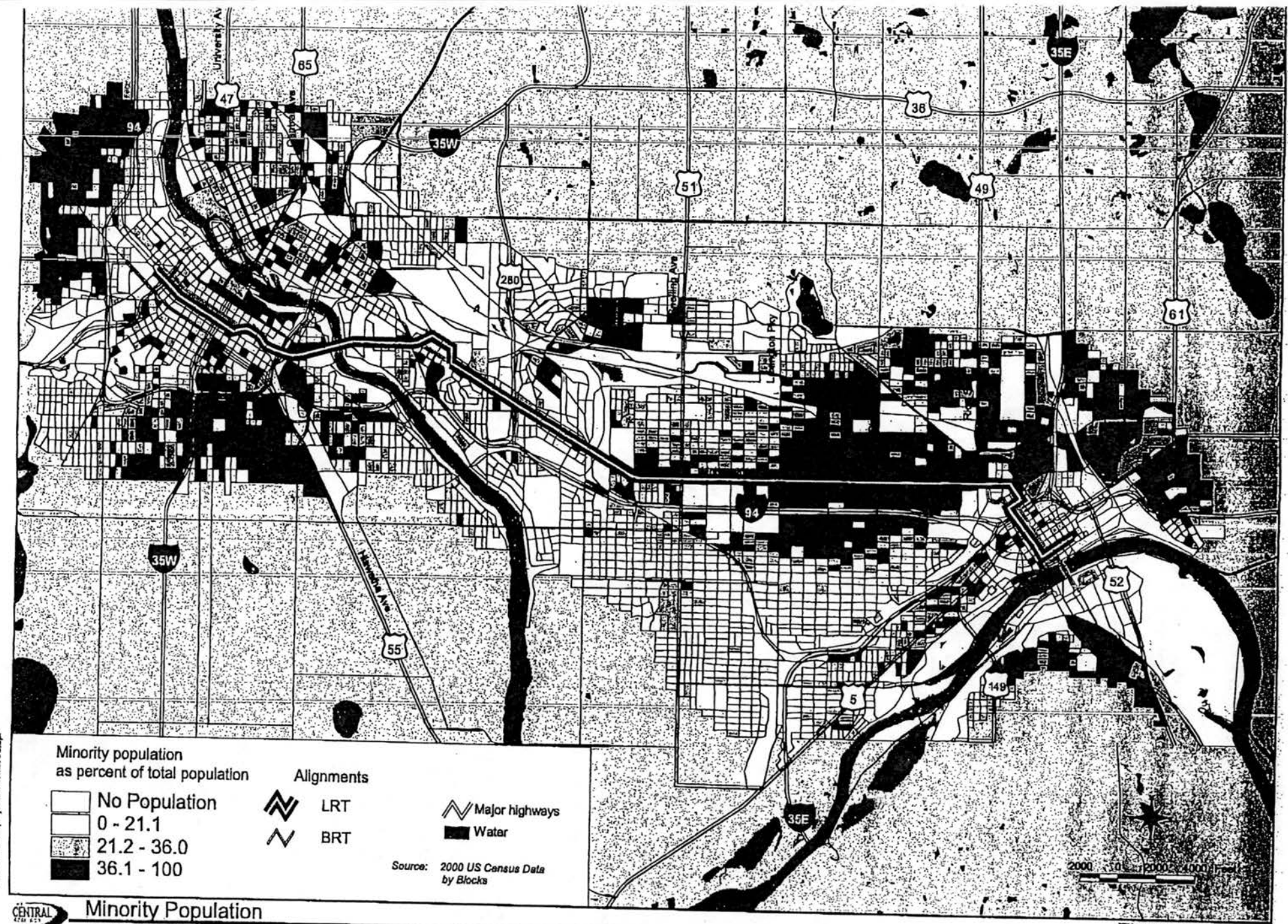
The financial plan will estimate revenues from a variety of potential sources to finance the Central Corridor LPA systems operation and maintenance. Following are potential revenue sources:

- Passenger revenue
- Advertising
- Other revenues from operations
- Dedicated transit taxes
- General taxes

The fare and structure for the University Avenue Busway/BRT and LRT Alternatives is anticipated as being the same as other services operated by Metro Transit (Appendix 9.10). The off-board method of fare collection for both build alternatives would be the same as that proposed for the Hiawatha LRT.

A program for upgrading or replacing capital facilities as they become obsolete will be part of the financial plan. Sources of financing for this modernization program will be the same as for O&M.

centralcorridor\projects\vacon2000.apr



CENTRAL

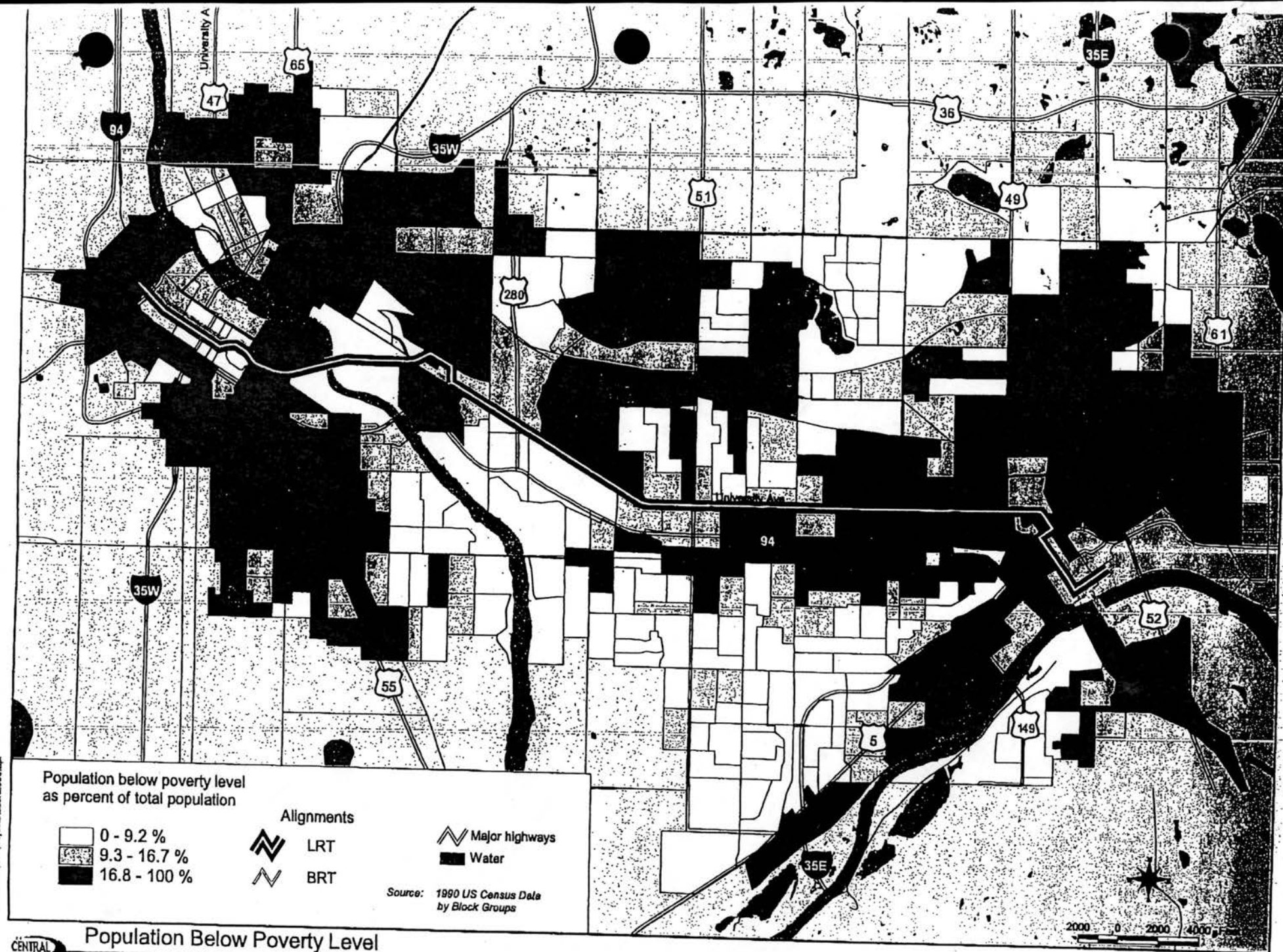
Minority Population

April 2002

Figure 3.9-1

84

centralconfidencelocaluser2000.apr



CENTRAL

Population Below Poverty Level

April 2002

Figure 3.9-2

85

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date

Board Action Requested

Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

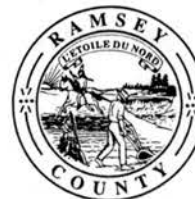
Board Date

Kristine A. Longhenry
Signature

June 20, 2002
Date

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney



50 West Kellogg Boulevard, Suite 560 • St. Paul, Minnesota 55102-1556

Telephone (651) 266-3111 • Fax (651) 266-3032

Civil Division

May 28, 2002

Mr. Rafael Ortega

Chair

Ramsey County Regional Railroad Authority

220 Courthouse

St. Paul, MN 55102

Dear Chair Ortega:

At the May 14, 2002 meeting of the Ramsey County Regional Railroad Authority (RCRRA) you requested an opinion of our office as to the nature and extent of the RCRRA's authority in the selection of rail transit modes and routes and planning, design, and construction of rail transit systems. This opinion assumes that state and federal funds will be sought and I have framed your question as follows:

QUESTION

WHAT AUTHORITY DOES A REGIONAL RAILROAD AUTHORITY HAVE TO REVIEW AND APPROVE OR DISAPPROVE DECISIONS REGARDING RAIL TRANSIT?

OPINION

As a political subdivision of the State of Minnesota, a Regional Railroad Authority only has such powers as are specifically granted by the legislature, and such powers as are reasonably related to and necessary to implement the powers that are specifically granted.

Because the statutes governing the answers to the question vary, depending on the nature of the rail transit system under consideration, this opinion will be divided into two sections; one addressing light rail transit and one addressing commuter rail transit. In addition, the extensive legislation on these subjects means that the statutory scheme must be looked to to determine the nature and extent of a Regional Railroad Authority's powers.

A. LIGHT RAIL TRANSIT

Planning and construction of light rail transit (LRT) is governed by a number of statutes. The most significant of these are M.S. 174.35, M.S. 473.399, M.S. 473.3993, 473.3994, and 473.3997.

M.S. 174.35 provides that the Commissioner of Transportation (the Commissioner) may plan, design, acquire, construct, etc., LRT facilities in the metropolitan area. It seems clear that this statute was enacted to provide the Commissioner authority to construct LRT, and there is no suggestion that such authority preempted the existing RRA authority.

Minnesota Statutes Chapter 473 generally governs the organization, duties and authority of the Metropolitan Council (the Council). Beginning in the mid 1990's, the legislature enacted a number of statutes to delineate the role and authority of the Council in transit planning and operation, and particularly in rail transit planning, construction, and operation. The statutory scheme the legislature enacted is as described below.

M.S. 473.399 required the Council to adopt a plan to ensure orderly development of LRT facilities in the metropolitan area. M.S. 473.399, subd. 1(a). This plan was to be adopted before the Commissioner began construction of LRT. The Commissioner is required to act in conformity with the plan. M.S. 473.399, subd. 1(b). The Council did develop and approve the plan as required, so the plan is now in place.

The next statutory section of importance is M.S. 473.3993, which describes and defines the terminology of LRT Facility plans. Included are definitions for preliminary design plans, which include the draft environmental impact statement (DEIS); preliminary engineering plans; and final design plans.

Next, M.S. 473.3994, subd. 2, provides that before final designs are prepared, the Commissioner AND the RRA in whose jurisdiction the line is to be built must hold public hearings on the physical design component of the preliminary design plans. The Commissioner summarizes the proceedings and maintaining a record of the hearing. Other than helping to arrange the hearing, the RRA has no authority or responsibility with respect to the hearing.

M.S. 473.3994, subd. 3, prescribes the requirements for local approval of the preliminary design plan. Thirty days prior to the public hearing required by subd. 2, the Commissioner must submit the physical component of the preliminary design plan to the governing body of each city, county, and town in which the line is to be located. The physical component includes facility design, route location, general dimension, station locations, and other fractures of the physical location.

Within forty-five days after the hearing provided for above, the city, county, or town must review and approve or disapprove the plan. If the plan is disapproved, the local unit must specify amendments to the plan which, if satisfied, would result in the local unit's approval. Note that RRA's are NOT given authority to review or approve or disapprove or comment on the plan.

M.S. 473.3994, subd. 4, provides that if the Commissioner decides not to accept the local unit of government proposed amendments, he or she may refer the plan to the Metropolitan Council. The Council then reviews, modifies if it thinks necessary, and approves the plan.

M.S. 473.3994, subd. 5, provides that if the final design plan incorporates significant changes from the preliminary plans with respect to location, length and termini of the line; general dimensions, elevation, or alignment of routes and crossings; grade; or station location, then the local government unit approvals must again be obtained, amendments incorporated, or

the matter returned to the metropolitan council. Again, RRA's have NO approval or review authority.

M.S. 473.3994, subd. 7, provides that the Commissioner may not proceed with LRT construction until AFTER the Metropolitan Council has reviewed the design plans for consistency with its development guide, and has given final approval to the plan.

M.S. 473.3994, subd. 10, establishes a corridor management committee, consisting of the following members:

1. One member appointed by each City and County in which a corridor is proposed.
2. The Commissioner.
3. Two Metropolitan Council appointees.
4. One member appointed by the University of Minnesota, if the line provides direct service to the University.
5. One member appointed by the Metropolitan Airports Commission (MAC) if service is provided to the International Airport.

This committee is advisory only, and advises the Commissioner on issues relating to the alternatives analysis, environmental review, and construction of LRT. The Commissioner appears to have no statutory obligation to follow or apply the advice of the corridor management committee, if he or she so chooses.

Once again, the RRA's have no membership in the corridor management committee.

M.S. 473.3997 provides the mechanism for seeking federal funding for LRT construction in the central corridor. This section provides that upon completion of the alternative analysis and DEIS, the Metropolitan Council, Commissioner, AND the affected Regional Railroad Authorities may prepare a joint application for federal assistance. The application must be reviewed and approved by the Metropolitan Council before it is submitted by the Council and Commissioner. This section also provides that until the approved application is submitted, no local government until, which would include the RRA's, may on its own apply for federal funds.

This section of the statute is not particularly well drafted and in theory leaves open the question of the consequences of an RRA's refusal to join in an application. The statute refers to the application as a "joint application" in the context of the Commissioner, Metropolitan Council, and RRA's. The statute goes on to say, however, that the application, after approval by the Metropolitan Council, will be submitted to the Federal Government by the Council and the Commissioner, not including RRA's.

Based on the limited role RRA's have in the overall statutory scheme, and the fact that the only joint parties who would submit the application to the federal government are the Council and Commissioner, I have concluded that an RRA's refusal to join in the application

process would NOT be fatal to or otherwise impede the application as developed by the Commissioner and Council acting alone.

In summary, it appears that at present, a Regional Railroad Authority has no review or approval authority with respect to LRT planning, design, and construction, except to arrange the public hearings (M.S. 473.3994, subd. 2) and prepare a joint application for federal assistance. Support for the conclusion that the legislature has intended to diminish or minimize the role of RRA's with respect to LRT planning and development is found in the legislative action regarding M.S. 473.3994, subd. 11, in 1998. Prior to 1998, M.S. 473.3994, subd. 11 required the Commissioner to submit preliminary design and preliminary engineering plans, and final design plans to each RRA in which a corridor was located. In addition, the Commissioner was required to submit major construction contract changes during construction to RRA's for comment. In 1998, the legislature repealed subdivision 11 in its entirety. Other 1998 amendments also eliminated the RRA in preparation of the various preliminary and final design plans.

B. COMMUTER RAIL TRANSIT

In 2000, the legislature enacted Minn. Stat. §174.80 et. seq. to govern planning, design, and construction of commuter rail systems. M.S. 174.82 essentially invests in the Commissioner of Transportation all authority and responsibility for planning, developing, constructing, operating and maintaining commuter rail. This section also provides that the Commissioner may (emphasis added) enter into a memorandum of understanding with Regional Railroad Authorities to carry out these activities. It is significant, however, that it is not mandatory that the Commissioner enter into a memorandum of understanding, and the statutory language leaves it in the discretion of the Commissioner.

M.S. 174.86, which prescribes the local approval requirements for commuter rail systems parallels the requirements of M.S. 473.3994 subd. 3, described above. Once again, as in by LRT planning, the Regional Railroad Authority does not have review or approval authority, and the Commissioner does not need to submit any plans or decisions to the Regional Railroad Authorities.

M.S. 174.86, subd. 5, does provide for establishment of commuter rail coordinating committee to advise the Commissioner on issues relating to the alternatives analysis, environmental review, advanced corridor planning, preliminary engineering, final design, construction, land use, and other matters. The coordinating committee is purely advisory in nature and has no review or approval authority over the plans/decisions of the Commissioner.

In contrast to the LRT corridor management committee, the commuter rail coordinating committee has provided for a Regional railroad Authority member, if the RRA is a "significant funding partner."

SUMMARY AND CONCLUSION

It is apparent that since 1998 the legislature has reduced the role of Regional Railroad Authorities with respect to planning and development of light rail and commuter rail transit in the metropolitan area. RRA's have, at this point, no effective power to review and approve or disapprove any of the plans or decisions which are made by the Commissioner of Transportation and Metropolitan Council. Such power as the RRA's may have is only those which the Commissioner agrees to, such as by entering into the memorandum of understanding for commuter rail.

The conclusion that Regional Railroad Authorities have no statutory authority to review or comment on decisions affecting LRT and commuter rail does not preclude an authority from such review and comment; it means that any such review and comment is of no legal force or effect. Certainly, however, it would serve to communicate your views to appropriate decision makers, whether this would be the Commissioner of Transportation or the Metropolitan Council.

Yours truly,

A handwritten signature in dark ink, appearing to read "David MacMillan", written over a horizontal line.

David MacMillan
Assistant Ramsey County Attorney
651-266-3121

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

9

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Spiegelbauer
Authorized Signature

6/17/02
Date

Board Action Requested

Approve permits with Mn/DOT, AT&T Broadband, Williams Communications, Northern Line Layers and Touch America, Inc. for use of an underground cable conduit on RCRRA property near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94); and authorize the Chair of the RCRRA to sign the permits on behalf of the RCRRA.

ACTION IS REQUESTED

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from David MacMillan dated 5/30/02
 - 3) Permits

Budgeting and Accounting

Van Wallegh

County Attorney

Wil MacArthur

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenry
Signature

June 20, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, a consortium of telecommunication cable operations—Minnesota Department of Transportation, AT&T Broadband, Williams Communications, Northern Line Layers, and Touch America, Inc.—had constructed an underground cable conduit near downtown St. Paul (southerly of I-94 in the vicinity of East 4th Street, between 4th Street and I-94), with permission by Burlington Northern Railroad, which all parties believed to be owned by Burlington Northern Railroad at the time of construction; and

WHEREAS, it was discovered that the underground cable conduit was constructed in Ramsey County Regional Railroad Authority right of way; and

WHEREAS, A permit has been negotiated to provide for the continuation of the consortium of telecommunication cable operations to use the Ramsey County Regional Railroad Authority property as the use does not interfere with other potential uses; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Chair is authorized to execute permits with Minnesota Department of Transportation, AT&T Broadband, Williams Communications, Northern Line Layers, and Touch America, Inc. to use the RCRRA property for a one-time fee of \$1,500.00 (with the exception of the Minnesota Department of Transportation) to be paid to the RCRRA by the permittees, that the permits are for a 30-year period and are subject to a 180-day cancellation notice, and that the permittee must move the conduit at their expense for any purpose deemed necessary by the RCRRA.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney

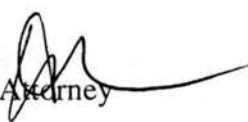
50 West Kellogg Boulevard, Suite 560 • St. Paul, Minnesota 55102-1556
Telephone (651) 266-3111 • Fax (651) 266-3032

Civil Division



MEMORANDUM

TO: Ramsey County Regional Railroad Authority

FROM: David MacMillan
Assistant County Attorney 

DATE: May 30, 2002

SUBJECT: Touch America Telecommunications Permit

BACKGROUND

In 2001, a consortium of telecommunication cable operations, including the Minnesota Department of Transportation, AT&T Broadband, Williams Communications, Northern Line Layers, and Touch America, Inc., constructed an underground cable conduit near downtown St. Paul. The consortium initially dealt with the Burlington Northern Railroad (the BN) to acquire an easement under its rail lines southerly of I-94 in the vicinity of E 4th Street, between 4th Street and I-94. After the line was installed, it was discovered that the BN had sold some of the property under which the line was placed to the RCRRA.

Since the fall of 2001, we have been negotiating with these entities for a license to use the RCRRA property. We have concluded negotiations, and submit the proposed permits for your approval.

The key features of these permits are as follows:

- (1) All except MnDOT will pay a one-time fee of \$1,500.00.
- (2) The permits are for 30 years, subject to 180-day cancellation notice.

- (3) Permittee must move the times, at its expense, if it becomes necessary to do so by the RCRR for its purpose.

These permits vary from the standard permit RCRR has issued with respect to the length of the permit and the one-time only, rather than annual, fee. Because these cable companies have independent eminent domain authority and could acquire permanent rights by condemnation, it is felt that these long-term permits would be more favorable to the RCRR.

RECOMMENDATION

It is recommended that the attached permits be approved.

PERMIT

This permit, made this ____ day of _____, 2002, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and The State of Minnesota, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes;

WHEREAS; Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain a fourteen (14) inch communications line/television cable carrier pipe (the line) containing occupied and vacant conduits. Said carrier pipe will be shared with Williams Communication, Inc.; Northern Line Layers, Inc.; AT&T, Inc.; and Touch America, Inc., their successors or assigns.
- ~~2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).~~
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a month-to-month basis unless terminated by either party giving 30 days prior written notice.

4. Relocation. At the request of RCRRA, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different are of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.
5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting it clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.
9. Termination. Either party may terminate this permit at any time for any reason in the canceling party's sole discretion by giving one hundred and eighty (180) days notice in writing to that effect to the other party, and thereupon Permittee shall immediately remove the line from the right of way and restore premises to the satisfaction of RCRRA. If Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the line as it sees fit at the expense of Permittee, without any liability for damages.
10. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: _____

11. Assignment. This agreement shall be freely assignable by either party hereto, provided that permittee shall notify the RCRRA in writing of any such assignment, and any such assignee shall be bound by all terms and conditions of this agreement.

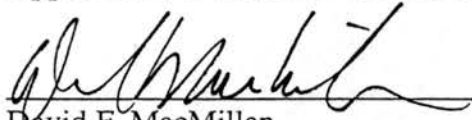
And to Permittee at:

The State of Minnesota
395 John Ireland Blvd.
Mail Stop 120
St. Paul, MN 55115
Attn: Adeel Lari

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day of the year first above written.

Approved as to form and execution:

Ramsey County Regional Railroad Authority


David F. MacMillan
Assistant Ramsey County Attorney

By: _____
Chair Date

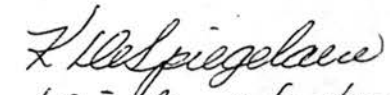
THE STATE OF MINNESOTA

By: 

Its: Deputy Commissioner / Chief Engineer

Date: 3/22/2002

BUDGETING + ACCOUNTING
Van Winkle 6/20/02


Director 6/20/02

PERMIT

This permit, made this ____ day of _____, 2002, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and Touch America, Inc., a Montana Corporation, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes;

WHEREAS; Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain a fourteen (14) inch communications line/television cable carrier pipe (the line) containing occupied and vacant conduits. Said carrier pipe will be shared with Williams Communication, Inc.; Northern Line Layers, Inc.; AT&T, Inc.; and State of Minnesota, their successors or assigns.
2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a month-to-month basis unless terminated by either party giving 30 days prior written notice.

4. Relocation. At the request of RCRRA, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different are of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.
5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting it clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. Except to the extent caused by the gross negligence or intentional acts of RCRRA, its commissioners, agents and/or employees, Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all costs, expense, liability, loss claims for damages, action, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.
9. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of \$1,000,000.00. RCRRA shall be added as an additional insured on the policy with cross-suits endorsement included to the benefit of RCRRA. Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
10. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

11. Termination. Either party may terminate this permit at any time for any reason in the canceling party's sole discretion by giving one hundred and eighty (180) days notice in writing to that effect to the other party, and thereupon Permittee shall immediately remove the line from the right of way and restore premises to the satisfaction of RCRRA. If Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the line as it sees fit at the expense of Permittee, without any liability for damages.

12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: _____

13. Assignment. This agreement shall be freely assignable by either party hereto, provided that permittee shall notify the RCRRA in writing of any such assignment, and any such assignee shall be bound by all terms and conditions of this agreement.

And to Permittee at:

Touch America, Inc.
130 North Main Street
Butte, Montana 59701
Attn: Duane Wright

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day of the year first above written.

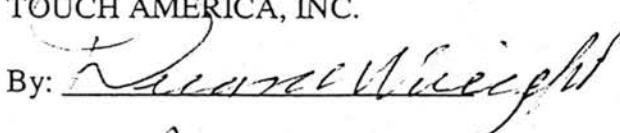
Approved as to form and execution:

Ramsey County Regional Railroad Authority


David F. MacMillan
Assistant Ramsey County Attorney

By: _____
Chair Date

TOUCH AMERICA, INC.

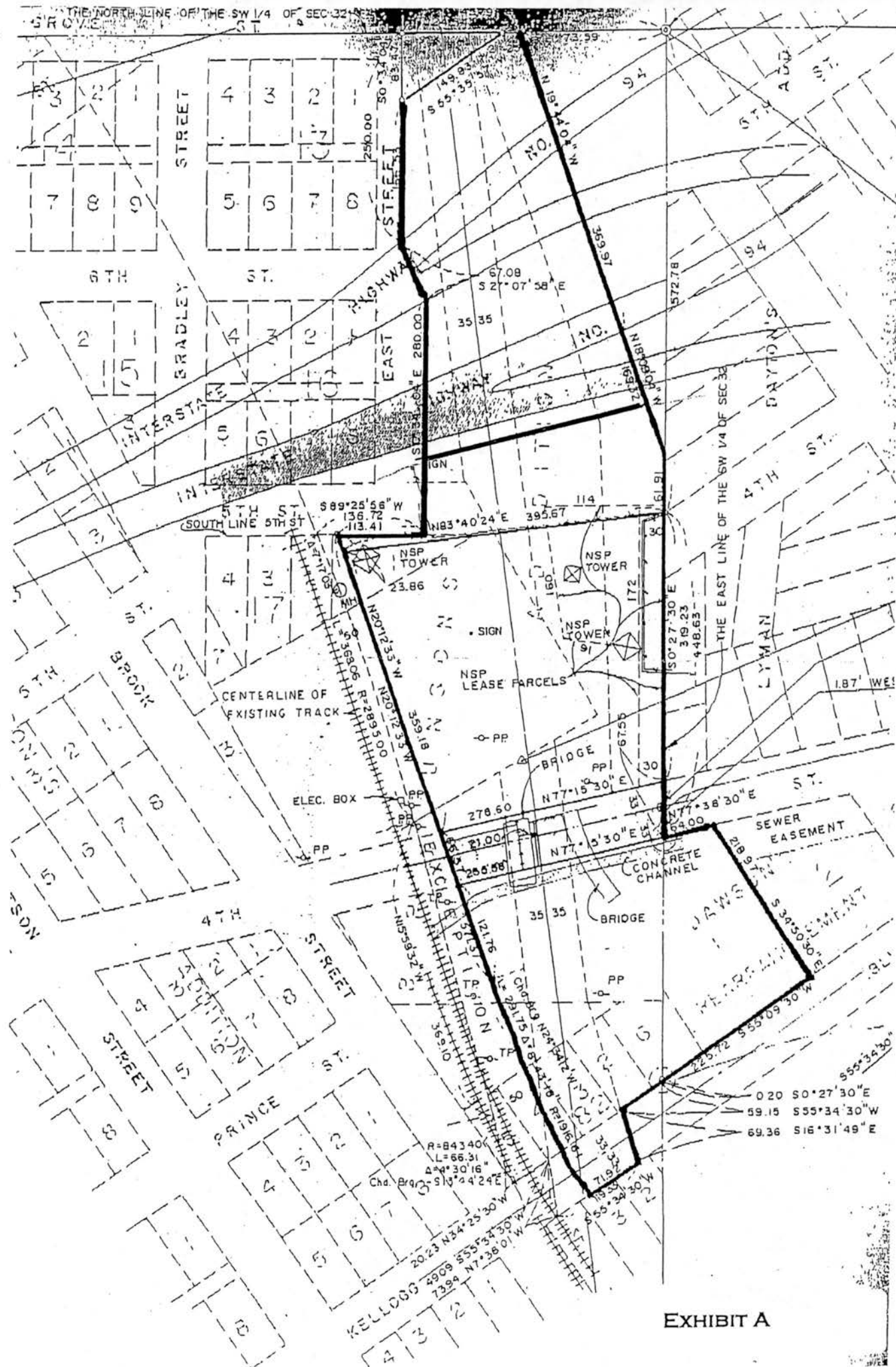
By: 

Its: SR PROJECT MGRS

Date: 3/4/08

BUDGETING + ACCOUNTING
Van Wagoner 6/20/02

 6/20/06



ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YY)

02/21/02

PRODUCER

Aon Risk Services, Inc of Washington
1420 Fifth Avenue
Suite 1200
Seattle WA 98101-4030

PHONE - (206) 749-4800

FAX - (206) 749-4860

INSURED

Touch America, Inc.
Attn: Mary Gail Sullivan
130 N Main
Butte MT 59701 USA

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY

A

Federal Insurance Company

COMPANY

B

St Paul Fire & Marine Insurance Co.

COMPANY

C

COMPANY

D

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE	POLICY EXPIRATION DATE	LIMITS
B	GENERAL LIABILITY	TE08401157	02/15/02	02/15/03	GENERAL AGGREGATE \$2,000,000
	☒ COMMERCIAL GENERAL LIABILITY	General Liability			PRODUCTS - COMP/OP AGG \$2,000,000
	☐ CLAIMS MADE ☒ OCCUR				PERSONAL & ADV INJURY \$1,000,000
	☒ OWNER'S & CONTRACTOR'S PROT				EACH OCCURRENCE \$1,000,000
					FIRE DAMAGE(Any one fire) \$1,000,000
					MED EXP (Any one person) \$10,000
	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT
	☐ ANY AUTO				BODILY INJURY (Per person)
	☐ ALL OWNED AUTOS				BODILY INJURY (Per accident)
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE
	☐ HIRED AUTOS				
	☐ NON-OWNED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT
	☐ ANY AUTO				OTHER THAN AUTO ONLY:
					EACH ACCIDENT
					AGGREGATE
	EXCESS LIABILITY				EACH OCCURRENCE
	☐ UMBRELLA FORM				AGGREGATE
	☐ OTHER THAN UMBRELLA FORM				
A	WORKER'S COMPENSATION AND EMPLOYERS' LIABILITY	71637954	07/01/01	07/01/02	☒ WC STATUTORY LIMITS ☐ OTHER
	THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: ☒ INCL ☐ EXCL	Workers Compensation			EL EACH ACCIDENT \$1,000,000
					EL DISEASE-POLICY \$1,000,000
					EL DISEASE-EA \$1,000,000

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

Ramsey County Regional Railroad Authority is added as Additional Insured for General Liability as respects operations of the Named Insured.

CERTIFICATE HOLDER

Ramsey County Regional Railroad Authority
Ramsey County Government Center West
Suite 665
50 West Kellogg Boulevard
St. Paul MN 55102 USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT. BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

Dana Mitchell-Kern

ACORD 25-S (1/96)

© ACORD CORPORATION 1988

Certificate No:

570001959920

Holder Identifier:

12

PERMIT

This permit, made this ____ day of _____, 2002, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and Northern Line Layers, Inc., a Montana Corporation, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes;

WHEREAS; Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain a fourteen (14) inch communications line/television cable carrier pipe (the line) containing occupied and vacant conduits. Said carrier pipe will be shared with Williams Communication, Inc.; State of Minnesota; AT&T, Inc.; and Touch America, Inc., their successors or assigns.
2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a month-to-month basis unless terminated by either party giving 30 days prior written notice.

4. Relocation. At the request of RCRRA, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different are of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.
5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting it clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. Except to the extent caused by the gross negligence or intentional acts of RCRRA, its commissioners, agents and/or employees, Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all costs, expense, liability, loss claims for damages, action, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.
9. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of \$1,000,000.00. RCRRA shall be added as an additional insured on the policy with cross-suits endorsement included to the benefit of RCRRA. Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
10. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

11. Termination. Either party may terminate this permit at any time for any reason in the canceling party's sole discretion by giving one hundred and eighty (180) days notice in writing to that effect to the other party, and thereupon Permittee shall immediately remove the line from the right of way and restore premises to the satisfaction of RCRRA. If Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the line as it sees fit at the expense of Permittee, without any liability for damages.

12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: _____

13. Assignment. This agreement shall be freely assignable by either party hereto, provided that permittee shall notify the RCRRA in writing of any such assignment, and any such assignee shall be bound by all terms and conditions of this agreement.

And to Permittee at:

Northern Line Layers, Inc.
PO Box 80290
Billings, Montana 59108
Attn: Aaron Ramage

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day of the year first above written.

Approved as to form and execution:

Ramsey County Regional Railroad Authority


David F. MacMillan
Assistant Ramsey County Attorney

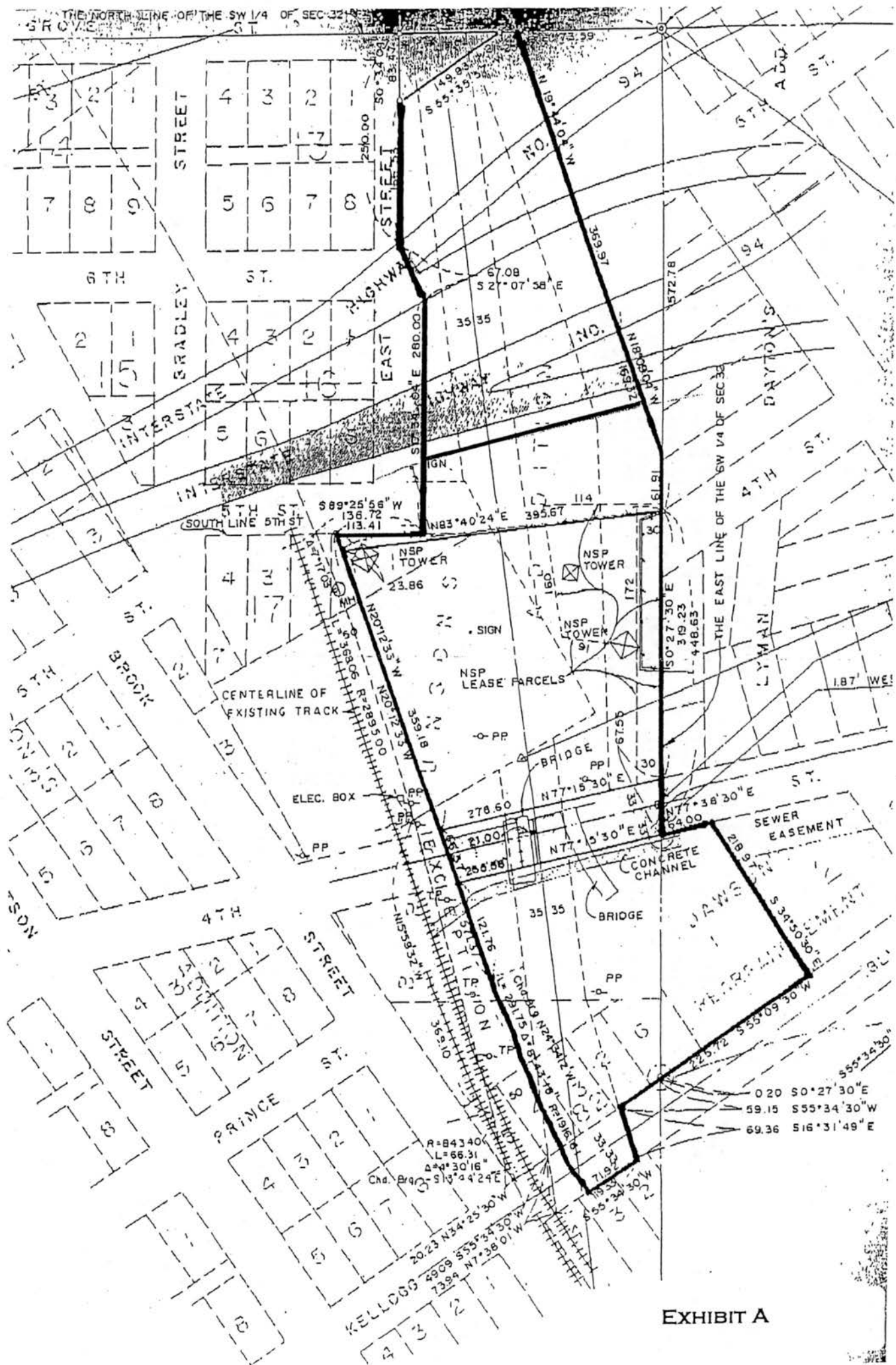
By: _____
Chair Date

NORTHERN LINE LAYERS, INC.

By: 
Its: EXECUTIVE VICE PRESIDENT
Date: 2/20/02

BUDGETING & ACCOUNTING
Ken Wallace 6/20/02

Director 6/20/02



34

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

DKC/ECB 1/1

COMPANY
A LUMBERMENS MUTUAL CASUALTY COMPANY

COMPANY
B ZURICH AMERICAN INSURANCE COMPANY

. O. BCX 80290

COMPANY
C

ILLINGS, MT 59108

COMPANY
D

RAGES

IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR OWNER'S & CONTRACTOR'S PROT	5AA00704544500 COVERAGE IS EXCLUDED IN THE STATE OF NEVADA	08/01/2001	08/01/2002	GENERAL AGGREGATE	\$ 2,000,000
				PRODUCTS - COMP/OP AGG	\$ 2,000,000
				PERSONAL & ADV INJURY	\$ 1,000,000
				EACH OCCURRENCE	\$ 1,000,000
				FIRE DAMAGE (Any one fire)	\$ 1,000,000
				MED EXP (Any one person)	\$ 10,000
TOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	F5000788000 (TX) F5000787900 (O/S) COVERAGE IS EXCLUDED IN THE STATE OF NEVADA	08/01/2001 08/01/2001	08/01/2002 08/01/2002	COMBINED SINGLE LIMIT	\$ 1,000,000
				BODILY INJURY (Per person)	\$
				BODILY INJURY (Per accident)	\$
				PROPERTY DAMAGE	\$
TRUCK LIABILITY ANY AUTO				AUTO ONLY - EA ACCIDENT	\$
				OTHER THAN AUTO ONLY:	
				EACH ACCIDENT	\$
UMBRELLA LIABILITY UMBRELLA FORM OTHER THAN UMBRELLA FORM				AGGREGATE	\$
				EACH OCCURRENCE	\$
				AGGREGATE	\$
EMPLOYERS COMPENSATION AND EMPLOYERS' LIABILITY PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: ☐ INCL ☐ EXCL				STATUTORY LIMITS	
				EACH ACCIDENT	\$
				DISEASE - POLICY LIMIT	\$
				DISEASE - EACH EMPLOYEE	\$
PROPERTY - SEE ATTACHED					

IN OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

DATE HOLDER

* MASTER *

CANCELLATION

[illegible]

AUTHORIZED REPRESENTATIVE

25.5.13/93

© ACORD CORPORATION 1993

17

ATTACHMENT TO CERTIFICATE OF INSURANCE NO. 071555-00043-2002A-000000

DKC/ECB

1/1

CERTIFICATE HOLDER:

INSURED:

* MASTER *

NORTHERN LINE LAYERS, INC.

PROPERTY COVERAGE WRITTEN UNDER POLICY NO. IM3548287 WITH ZURICH AMERICAN INSURANCE COMPANY EXPIRING ON 08/01/2002.

LOSS LIMIT INCLUDING REAL PROPERTY,
PERSONAL PROPERTY AND EDP EQUIPMENT
AND MEDIA (ANY ONE OCCURRENCE) \$25,000,000

SUBLIMIT:

- 1) BUSINESS INTERRUPTION \$ 1,000,000
- 2) EXTRA EXPENSE \$ 500,000
- 3) EARTHQUAKE-PER OCCURRENCE /
ANNUAL AGGREGATE \$10,000,000
- 4) COASTAL WINDSTORM \$10,000,000
- 5) FLOOD-PER OCCURRENCE /
ANNUAL AGGREGATE \$10,000,000

CONTRACTOR'S EQUIPMENT

- 1) EQUIPMENT-ANY ONE OCCURRENCE \$25,000,000
- 2) UNSCHEDULED ITEMS INCLUDED
- 3) BORROWED OR RENTED ITEMS -
LIMIT IS PER ITEM \$ 1,500,000
- 4) NEWLY ACQUIRED INCLUDED

I. INSTALLATION / BUILDERS RISK

- 1) JOBSITE-ANY ONE OCCURRENCE \$25,000,000
- 2) TEMPORARY STORAGE \$ 5,000,000
- TRANSIT \$ 1,500,000
- 4) DEBRIS REMOVAL \$ 1,500,000
- 5) FLOOD \$10,000,000
- 6) EARTHQUAKE \$10,000,000
- 7) COASTAL WINDSTORM \$10,000,000

LIABILITY:

REPAIR OR REPLACE WITH LIKE KIND AND QUALITY.

AMOUNT REQUIRED BY LEASE OR RENTAL AGREEMENT AS RESPECT RENTAL EQUIPMENT.

CERTIFICATE HOLDER IS ADDED AS LOSS PAYEE AS THEIR INTEREST MAY APPEAR.

PERMIT

This permit, made this ____ day of _____, 2002, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and Williams Communications, Inc., A Delaware Corporation, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes;

WHEREAS; Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain a fourteen (14) inch communications line/television cable carrier pipe (the line) containing occupied and vacant conduits. Said carrier pipe will be shared with State of Minnesota; Northern Line Layers, Inc.; AT&T, Inc.; and Touch America, Inc., their successors or assigns.
2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a month-to-month basis unless terminated by either party giving 30 days prior written notice.

4. Relocation. At the request of RCRRA, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different are of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.
5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting it clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. Except to the extent caused by the gross negligence or intentional acts of RCRRA, its commissioners, agents and/or employees, Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all costs, expense, liability, loss claims for damages, action, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.
9. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of \$1,000,000.00. RCRRA shall be added as an additional insured on the policy with cross-suits endorsement included to the benefit of RCRRA. Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
10. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

11. Termination. Either party may terminate this permit at any time for any reason in the canceling party's sole discretion by giving one hundred and eighty (180) days notice in writing to that effect to the other party, and thereupon Permittee shall immediately remove the line from the right of way and restore premises to the satisfaction of RCRRA. If Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the line as it sees fit at the expense of Permittee, without any liability for damages.

12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: _____

13. Assignment. This agreement shall be freely assignable by either party hereto, provided that permittee shall notify the RCRRA in writing of any such assignment, and any such assignee shall be bound by all terms and conditions of this agreement

And to Permittee at:

Williams Communications, Inc.
One Technology Center
TC11A
Tulsa, Oklahoma 74103
Attn: Hussein M. Sallak

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day of the year first above written.

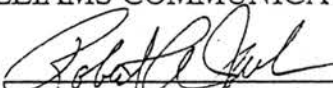
Approved as to form and execution:

Ramsey County Regional Railroad Authority


David F. MacMillan
Assistant Ramsey County Attorney

By: _____
Chair Date

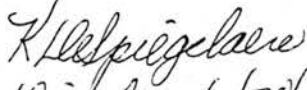
WILLIAMS COMMUNICATIONS, INC.

By: 

Its: VP Managed Service

Date: 3-20-02



BUDGETING & ACCOUNTING
Van Walla 6/20/02

Director 6/20/02

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YY)

04/10/02

PRODUCER

Aon Risk Services, Inc. of Oklahoma
6120 South Yale Avenue
Suite 500
Tulsa OK 74136

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

PHONE -(918) 496-3900

FAX - (918) 496-0460

INSURED

Williams Communications, LLC
Williams Communications Group, Inc.
One Technology Center (MD-TC-14X)
100 S. Cincinnati
Tulsa OK 74102 USA

COMPANY A USF&G Specialty Ins Co

COMPANY B United States Fidelity & Guaranty Co.

COMPANY C Fidelity & Guaranty Ins Co

COMPANY D

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR ☐ OWNER'S & CONTRACTOR'S PROT	DRE5544501 All States	03/01/02	04/23/02	GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 PERSONAL & ADV INJURY \$2,000,000 EACH OCCURRENCE \$2,000,000 FIRE DAMAGE(Any one fire) \$2,000,000 MED EXP (Any one person) \$5,000
AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS	DRE5544301 All Other States DRE5544601 Texas DRE5544401 Massachusetts	03/01/02	04/23/02	COMBINED SINGLE LIMIT \$2,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE
GARAGE LIABILITY ☐ ANY AUTO				AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EACH ACCIDENT AGGREGATE
EXCESS LIABILITY ☐ UMBRELLA FORM ☐ OTHER THAN UMBRELLA FORM				EACH OCCURRENCE AGGREGATE
WORKER'S COMPENSATION AND EMPLOYERS' LIABILITY THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE ☒ INCL ☐ EXCL	D004W00055 All Other States DRE5544801 OK	03/01/02	04/23/02	☒ WC STATU- TORY LIMITS ☐ OTH- ER EL EACH ACCIDENT \$2,000,000 EL DISEASE-POLICY LIMIT \$2,000,000 EL DISEASE-EA EMPLOYEE \$2,000,000

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

as required by written contract/agreement and in accordance with policy terms, conditions and exclusions, Ramsey County Regional Railroad Authority included as Additional Insured as respects general liability.

CERTIFICATE HOLDER

Ramsey County Regional Railroad
Authority
Attn: Dennis Conlin
277 Coon Rapids Blvd., Suite 304
Coon Rapids MN 55433 USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT. BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

David B. Helling

ACORD 25-S (1/95)

© ACORD CORPORATION 1988

Certificate No:

570002488785

Holder Identifier:

23

Attachment to ACORD Certificate for Williams Communications, LLC

The terms, conditions and provisions noted below are hereby attached to the captioned certificate as additional description of the coverage afforded by the insurer(s). This attachment does not contain all terms, conditions, coverages or exclusions contained in the policy.

INSURED

Williams Communications, LLC
Williams Communications Group, Inc.
One Technology Center (MD-TC-14X)
100 S. Cincinnati
Tulsa OK 74102 USA

COMPANY

COMPANY

COMPANY

COMPANY

COMPANY

ADDITIONAL POLICIES

If a policy below does not include limit information, refer to the corresponding policy on the ACORD certificate form for policy limits.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER POLICY DESCRIPTION	POLICY EFFECTIVE DATE	POLICY EXPIRATION DATE	LIMITS	
C	WORKERS COMPENSATION	D004W00057 AK, NV, OR, WI	03/01/02	04/23/02		
B		D004W00056 NJ & HI	03/01/02	04/23/02		

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

PERMIT

This permit, made this ____ day of _____, 2002, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and AT&T, a New York Corporation, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground wire line facility, including wires, cables, conduits, and other appurtenant fixtures, for the purpose of transmitting electric current for communication purposes;

WHEREAS; Permittee has requested a written agreement to provide for the continued location of the underground wire line upon the right of way; and

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain a fourteen (14) inch communications line/television cable carrier pipe (the line) containing occupied and vacant conduits. Said carrier pipe will be shared with Williams Communication, Inc.; Northern Line Layers, Inc.; State of Minnesota, Inc.; and Touch America, Inc., their successors or assigns.
2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a month-to-month basis unless terminated by either party giving 30 days prior written notice.

4. Relocation. At the request of RCRRA, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different are of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.
5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting it clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. Except to the extent caused by the gross negligence or intentional acts of RCRRA, its commissioners, agents and/or employees, Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all costs, expense, liability, loss claims for damages, action, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.
9. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a minimum coverage limit of \$1,000,000.00. RCRRA shall be added as an additional insured on the policy with cross-suits endorsement included to the benefit of RCRRA. Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
10. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises.

- Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: _____

- And to Permittee at:

AT&T Corporation
1200 Peachtree Street NE
PA 2015
Atlanta, Georgia 30309
Attn: Peggy J. Womack

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day of the year first above written.

Approved as to form and execution:

Ramsey County Regional Railroad Authority


David F. MacMillan
Assistant Ramsey County Attorney

By: _____
Chair Date

AT&T CORPORATION

BUDGETING + ACCOUNTING

By: Peggy J. Womack

Ken W. Klay 6/20/02

Its: SR. TECHNICAL STAFF MGR K. K. Pragasam

Director 6/20/02

Date: 3-11-02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

10

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Kleinschmidt
Authorized Signature

5/26/02
Date

Board Action Requested

Ratify quarterly report of payments for October 1, 2001 to March 30, 2002.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Kleinschmidt, dated May 23, 2002
 3. Detail Disbursements for October, 2001 through March, 2002
 4. Appropriation Budget Status as of March 31, 2002

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhenny
Signature

June 20, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2001 through March 30, 2002 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.

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



Office of Budgeting and Accounting

Julie Kleinschmidt, Director

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

Tel: 651-266-8041

Fax: 651-266-8066

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director-Regional Railroad Authority Planning

FROM: Julie Kleinschmidt, Director-Budgeting & Accounting *JK*

DATE: May 23, 2002

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: October 1, 2001 through March 31, 2002

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

A summary of the payments for the period is as follows:

<u>150101 - Regional Railroad Authority Administration:</u>	\$ 207,574.89
Budget Year 2002	\$ 112,150.43
Budget Year 2001	95,424.46
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	\$ 685.84
Budget Year 2001	\$ 675.84
Budget Year 2002	10.00
<u>150110 - Riverview Corridor MIS:</u>	\$ 888.51
Budget Year 1998	\$ 888.51
<u>150180 - Proj/Grant Central Corridor Transit Study: (G205002)</u>	\$ 566,103.05
Budget Year 2000	\$ 566,101.63
Budget Year 2001	.00
Budget Year 2002	1.42
<u>150180 - Proj/Grant Riverview Transit Improvements: (G205004)</u>	\$ 101,692.05
Budget Period 2002	\$ 101,692.05
<u>150180 - Proj/Grant Northeast Diagonal Corridor: (P121002)</u>	\$ 44,380.82
Budget Year 2001	\$ 44,380.82
Total Payments October 2001 through March 2002	<u>\$ 921,325.16</u>

Attached are the following reports:

A. Detail Disbursements for the period October 2001 through March 2002.

B. Appropriation Budget Status as of March 31, 2002.

JK:vw

Attachments



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

Run Date May 22, 2002
Run Time 11:16:13 AM

For Accounting Date 10/1/01 through 3/31/02

Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department						Project/Grant			Program		
2002	12501	Ramsey Co Regional Rail Auth						150101	Ramsey Co Reg Rail Auth-RCRRA			00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
421208		AP00378689	03/14/02	12,023.76		RRA 00001583	03/14/02		00005163	03/27/02	0000100153 County Attorney		
Total Account	421208			12,023.76	County Attorney Services					Account 421208	Payments:	12,023.76	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421402		AP00381891	03/25/02	504.34		RRA 00001609	03/25/02		00005225	04/11/02	0000100168 Information Services		
421402		AP00378688	03/12/02	573.84		RRA 00001579	03/12/02		00005168	03/27/02	0000100168 Information Services		
Total Account	421402			1,078.18	Data Proc Srv-Mtce					Account 421402	Payments:	1,078.18	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421506		AP00382273	03/28/02	2,500.00		RRA 00001621	03/28/02	0000000152	0000470918	04/12/02	0000138897 Kennedy & Graven, Chartered		
421506		AP00381890	03/21/02	2,500.00		RRA 00001598	03/21/02	0000000152	0000468296	04/05/02	0000138897 Kennedy & Graven, Chartered		
421506		AP00379567	03/14/02	2,210.21		RRA 00001584	03/14/02	0000000139	0000465070	03/29/02	0000020305 Lockridge,Grindal Nauen		
421506		AP00375980	02/21/02	2,210.21		RRA 00001559	02/21/02	0000000139	0000456912	03/08/02	0000020305 Lockridge,Grindal Nauen		
Total Account	421506			9,420.42	Legislative Representative					Account 421506	Payments:	9,420.42	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421511		AP00374654	02/12/02	1,266.14		RRA 00001552	02/12/02		00005095	03/04/02	0000100162 Public Works		
421511		AP00374654	02/12/02	1,472.28		RRA 00001546	02/12/02		00005095	03/04/02	0000100162 Public Works		
421511		AP00374654	02/12/02	10,694.53		RRA 00001548	02/12/02		00005095	03/04/02	0000100162 Public Works		
421511		AP00374654	02/12/02	2,378.29		RRA 00001550	02/12/02		00005095	03/04/02	0000100162 Public Works		
Total Account	421511			15,811.24	Co Project Management Srvs					Account 421511	Payments:	15,811.24	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421519		AP00378030	02/25/02	407.64		RRA 00001564	02/25/02		0000461289	03/20/02	0000030760 Jeane Thorne Inc		
421519		AP00378033	03/11/02	314.76		RRA 00001571	03/11/02		0000461289	03/20/02	0000030760 Jeane Thorne Inc		
421519		AP00375980	02/21/02	319.92		RRA 00001560	02/21/02		0000456902	03/08/02	0000030760 Jeane Thorne Inc		
421519		AP00374651	02/04/02	330.24		RRA 00001534	02/04/02		0000453021	02/27/02	0000030760 Jeane Thorne Inc		
421519		AP00374653	02/11/02	407.64		RRA 00001538	02/11/02		0000453021	02/27/02	0000030760 Jeane Thorne Inc		

W



Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period		Fund	Department					Project/Grant		Program	
2002		12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA		00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421519		AP00370380	01/28/02	330.24		RRA 00001523	01/28/02		0000448104	02/13/02	0000030760 Jeane Thorne Inc
421519		AP00370380	01/28/02	423.12		RRA 00001514	01/28/02		0000448104	02/13/02	0000030760 Jeane Thorne Inc
421519		AP00370380	01/28/02	330.24		RRA 00001528	01/28/02		0000448104	02/13/02	0000030760 Jeane Thorne Inc
421519				314.76	Deleted Voucher	RRA 00001596	03/19/02				0000030760 Jeane Thorne Inc
421519				412.80	Deleted Voucher	RRA 00001618	03/28/02				0000030760 Jeane Thorne Inc
421519				603.72	Deleted Voucher	RRA 00001605	03/21/02				0000030760 Jeane Thorne Inc
Total Account 421519				2,863.80	Clerical Services				Account 421519		Payments: 2,863.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421603		AP00381891	03/25/02	130.00		RRA 00001610	03/25/02		00005228	04/11/02	0000100162 Public Works
421603		AP00381889	03/19/02	372.46		RRA 00001594	03/19/02	0000000150	0000468473	04/05/02	0000074600 Thoele Printing Inc.
421603		AP00381889	03/19/02	466.14		RRA 00001593	03/19/02		0000468451	04/05/02	0000001770 St Paul, City Of
421603		AP00375979	02/12/02	678.51		RRA 00001543	02/12/02	0000000141	0000455732	03/06/02	0000074600 Thoele Printing Inc.
421603		AP00374652	02/07/02	396.34		RRA 00001536	02/07/02		0000452763	02/27/02	0000030747 Despiegelaere, Kathryn
Total Account 421603				2,043.45	Printing & Stationery				Account 421603		Payments: 2,043.45 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421701		AP00378688	03/12/02	93.06		RRA 00001580	03/12/02		00005160	03/27/02	0000100163 Comm Human Serv-Presort Mail
421701		AP00378688	03/12/02	112.84		RRA 00001581	03/12/02		00005160	03/27/02	0000100163 Comm Human Serv-Presort Mail
Total Account 421701				205.90	Postage				Account 421701		Payments: 205.90 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421706		AP00381889	03/19/02	8.84		RRA 00001597	03/19/02		00005274	04/11/02	0000100171 Telecommunications
421706		AP00381892	03/28/02	6.43		RRA 00001619	03/28/02		00005231	04/11/02	0000100171 Telecommunications
Total Account 421706				15.27	Telephone Long Dist Charges				Account 421706		Payments: 15.27 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421707		AP00381890	03/21/02	183.55		RRA 00001600	03/21/02		00005231	04/11/02	0000100171 Telecommunications

A



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2002	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421707		AP00370382	01/31/02	183.55		RRA 00001532	01/31/02		00005005	02/15/02	0000100171 Telecommunications
Total Account	421707			367.10	Telephone-Local Service						
									Account 421707		Payments: 367.10 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421710		AP00378032	03/04/02	60.71		RRA 00001569	03/04/02	0000000145	0000461530	03/20/02	0000122690 Verizon Wireless
421710		AP00378033	03/11/02	58.85		RRA 00001570	03/11/02	0000000147	0000461530	03/20/02	0000122690 Verizon Wireless
421710				60.71	Deleted Voucher	RRA 00001544	02/12/02				0000122690 Verizon Wireless
Total Account	421710			119.56	Telephone-Cellular Service						
									Account 421710		Payments: 119.56 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421712		AP00370380	01/28/02	63.90		RRA 00001513	01/28/02		0000447918	02/13/02	0000001770 St Paul, City Of
Total Account	421712			63.90	Pager Services						
									Account 421712		Payments: 63.90 Journal Entries: 0.00 Undisbursed Expenses: 0.00
422402		AP00370380	01/28/02	3,165.50		RRA 00001515	01/28/02		00005001	02/15/02	0000100170 Property Management West
Total Account	422402			3,165.50	Buildings & Office Space						
									Account 422402		Payments: 3,165.50 Journal Entries: 0.00 Undisbursed Expenses: 0.00
422403		AP00379567	03/14/02	130.00		RRA 00001585	03/14/02		0000465171	03/29/02	0000100608 Standard Parking Inc
422403		AP00375980	02/21/02	130.00		RRA 00001563	02/21/02		0000456993	03/08/02	0000100608 Standard Parking Inc
422403		AP00370380	01/28/02	130.00		RRA 00001526	01/28/02		0000448224	02/13/02	0000100608 Standard Parking Inc
Total Account	422403			390.00	Parking Space						
									Account 422403		Payments: 390.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
422601		AP00381890	03/21/02	123.52		RRA 00001599	03/21/02	0000000153	0000468267	04/05/02	0000023226 Ikon Office Solutions
Total Account	422601			123.52	Equipment & Machinery Repairs						
									Account 422601		Payments: 123.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2002	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424302		AP00379569	03/19/02	12,500.00		RRA 00001592	03/19/02		0000464794	03/29/02	0000132430 I-35w Corridor Coalition
424302		AP00378035	03/18/02	4,400.00		RRA 00001590	03/18/02		0000462249	03/22/02	0000100399 St. Paul Transportation Mgmt. Org.
424302		AP00374654	02/12/02	10.00		RRA 00001555	02/12/02		0000451948	02/25/02	0000137677 Midwest High Speed Rail Coalition
424302		AP00370380	01/28/02	500.00		RRA 00001522	01/28/02		0000446125	02/08/02	0000137553 High Speed Ground Transportation Ass
424302		AP00370381	01/29/02	267.00		RRA 00001531	01/29/02		0000446107	02/08/02	0000029135 American Planning Assoc
Total Account	424302			17,677.00	Membership & Dues				Account 424302		Payments: 17,677.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00

424303		AP00380148	03/29/02	25.00		COMGR00003295	03/29/02		0000466660	04/03/02	0000021717 Association Of Minnesota Counties
424303		AP00378034	03/14/02	355.00		RRA 00001582	03/14/02		0000462231	03/22/02	0000137553 High Speed Ground Transportation Ass
424303		AP00378034	03/14/02	1,341.74		RRA 00001588	03/14/02		0000462230	03/22/02	0000030747 Despiegelaere,Kathryn
424303		AP00378034	03/14/02	895.00		RRA 00001586	03/14/02		0000462250	03/22/02	0000108868 University Of Wisconsin Madison
424303		AP00377884	03/12/02	335.00		COMGR00003235	03/12/02		0000460060	03/18/02	0000137553 High Speed Ground Transportation Ass
424303		AP00370380	01/28/02	281.00		RRA 00001518	01/28/02		0000446333	02/08/02	0000132437 Travel Associates
Total Account	424303			3,232.74	Conference & Seminar				Account 424303		Payments: 3,232.74 Journal Entries: 0.00 Undisbursed Expenses: 0.00

424305		AP00378031	02/28/02	27.82		RRA 00001566	02/28/02		0000460968	03/20/02	0000123524 Morris,Steve
424305		AP00370380	01/28/02	27.82		RRA 00001520	01/28/02		0000447884	02/13/02	0000030747 Despiegelaere,Kathryn
Total Account	424305			55.64	Volunteer/Comm Meeting Exp				Account 424305		Payments: 55.64 Journal Entries: 0.00 Undisbursed Expenses: 0.00

424306		AP00381890	03/21/02	48.50		RRA 00001606	03/21/02		0000468167	04/05/02	0000030751 Citti Caffè
424306		AP00379568	03/18/02	52.75		RRA 00001591	03/18/02		0000464824	03/29/02	0000118050 Vap,Alicia
424306		AP00378031	02/28/02	369.47		RRA 00001567	02/28/02		0000461276	03/20/02	0000122598 Himle Horner Incorporated
424306		AP00378033	03/11/02	14.31		RRA 00001572	03/11/02		0000460942	03/20/02	0000030747 Despiegelaere,Kathryn
424306		AP00375980	02/21/02	41.24		RRA 00001561	02/21/02		0000456845	03/08/02	0000030751 Citti Caffè
424306		AP00374652	02/07/02	40.81		RRA 00001535	02/07/02		0000452763	02/27/02	0000030747 Despiegelaere,Kathryn



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
Run Time 11:16:13 AM

Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period		Fund	Department					Project/Grant			Program	
2002		12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA			00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
424306		AP00370380	01/28/02	54.03		RRA 00001521	01/28/02		0000447884	02/13/02	0000030747 Despiegelaere,Kathryn	
Total Account 424306				621.11	Ced Meeting Expenses Account				Account 424306		Payments: 621.11 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424501		AP00378033	03/11/02	37.23		RRA 00001575	03/11/02		0000460985	03/20/02	0000118050 Vap,Alicia	
424501		AP00378033	03/11/02	79.89		RRA 00001574	03/11/02		0000460942	03/20/02	0000030747 Despiegelaere,Kathryn	
424501		AP00378033	03/11/02	115.50		RRA 00001573	03/11/02		0000460942	03/20/02	0000030747 Despiegelaere,Kathryn	
424501		AP00374651	02/04/02	58.75		RRA 00001533	02/04/02		0000452790	02/27/02	0000118050 Vap,Alicia	
Total Account 424501				291.37	Mileage/Parking				Account 424501		Payments: 291.37 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424507		AP00382271	03/25/02	8.30		RRA 00001611	03/25/02	0000000157	0000471017	04/12/02	0000007157 Roadrunner Transportation Inc	
424507		AP00381889	03/19/02	6.30		RRA 00001595	03/19/02	0000000151	0000468421	04/05/02	0000007157 Roadrunner Transportation Inc	
424507		AP00378030	02/25/02	6.05		RRA 00001565	02/25/02	0000000144	0000461388	03/20/02	0000007157 Roadrunner Transportation Inc	
424507		AP00375980	02/21/02	20.65		RRA 00001557	02/21/02	0000000143	0000456972	03/08/02	0000007157 Roadrunner Transportation Inc	
424507		AP00375979	02/12/02	55.95		RRA 00001545	02/12/02	0000000142	0000455679	03/06/02	0000007157 Roadrunner Transportation Inc	
Total Account 424507				97.25	Messenger Service				Account 424507		Payments: 97.25 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
425102		AP00375979	02/12/02	41,091.00		RRA 00001542	02/12/02		0000455242	03/06/02	0000030753 Hennepin Co Regional Railroad	
425102				4,400.00	Deleted Voucher	RRA 00001587	03/14/02				0000100399 St. Paul Transportation Mgmt. Org.	
Total Account 425102				41,091.00	Subsidies to Other Entities				Account 425102		Payments: 41,091.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
431101		AP00381890	03/21/02	55.80		RRA 00001601	03/21/02		0000468451	04/05/02	0000001770 St Paul,City Of	
431101		AP00381890	03/21/02	117.27		RRA 00001604	03/21/02	0000000155	0000468183	04/05/02	0000029260 Corporate Express	
431101		AP00381890	03/21/02	102.97		RRA 00001603	03/21/02	0000000154	0000468183	04/05/02	0000029260 Corporate Express	
431101		AP00370380	01/28/02	42.75		RRA 00001525	01/28/02		0000447922	02/13/02	0000118050 Vap,Alicia	



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DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period		Fund	Department					Project/Grant			Program		
2002		12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
Total Account	431101			318.79	Office Supplies						Account 431101	Payments: 318.79 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
431102	AP00381890	03/21/02		638.81		RRA 00001603	03/21/02	0000000154	0000468183	04/05/02	0000029260	Corporate Express	
431102	AP00379568	03/18/02		96.32		RRA 00001589	03/18/02	0000000149	0000465053	03/29/02	0000023226	Ikon Office Solutions	
Total Account	431102			735.13	Computer Operating Supplies						Account 431102	Payments: 735.13 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
441204	AP00374652	02/07/02		338.80		RRA 00001537	02/07/02	0000000138	0000452964	02/27/02	0000102069	En Pointe Technologies Inc	
Total Account	441204			338.80	Office Furniture And Equipment						Account 441204	Payments: 338.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program	00000			112,150.43	All Programs						Program 00000	Payments: 112,150.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Project/Grant				112,150.43							Project	Payments: 112,150.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Organization	150101			112,150.43	Ramsey Co Reg Rail Auth-RCRRA						Organization 150101	Payments: 112,150.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Fund	12501			112,150.43	Ramsey Co Regional Rail Auth						Fund 12501	Payments: 112,150.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Budget Year				112,150.43							Budget Year	Payments: 112,150.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period		Fund	Department					Project/Grant			Program	
2001		12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA			00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
421103		AP00370379	12/31/01	7,032.65		RRA 00001490	12/31/01		00004926	02/13/02	0000100150 Budgeting And Accounting	
Total Account 421103				7,032.65	Budget And Accounting Svcs				Account 421103		Payments: 7,032.65 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421208		AP00370379	12/31/01	2,810.10		RRA 00001517	12/31/01		00004994	02/15/02	0000100153 County Attorney	
421208	0000000	AP00334987	11/26/01	2,369.30		RRA 00001424	11/26/01		00004744	01/02/02	0000100153 County Attorney	
421208		AP00338626	12/20/01	661.20		RRA 00001466	12/20/01		00004744	01/02/02	0000100153 County Attorney	
Total Account 421208				5,840.60	County Attorney Services				Account 421208		Payments: 5,840.60 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421402		AP00370379	12/31/01	235.19		RRA 00001519	12/31/01		00004998	02/15/02	0000100168 Information Services	
421402		AP00370379	12/31/01	141.07		RRA 00001502	12/31/01		00004933	02/13/02	0000100168 Information Services	
421402		AP00338624	12/17/01	365.69		RRA 00001442	12/17/01		00004748	01/02/02	0000100168 Information Services	
421402	0000000	AP00329591	10/25/01	205.92		RRA 00001384	10/25/01		00004577	11/05/01	0000100168 Information Services	
Total Account 421402				947.87	Data Proc Srv-Mtce				Account 421402		Payments: 947.87 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421506		AP00370379	12/31/01	2,145.83		RRA 00001510	12/31/01	0000000102	0000444642	02/04/02	0000020305 Lockridge,Grindal Nauen	
421506		AP00370379	12/31/01	2,145.83		RRA 00001516	12/31/01	0000000102	0000444642	02/04/02	0000020305 Lockridge,Grindal Nauen	
421506	0000000	AP00333675	11/15/01	2,145.83		RRA 00001416	11/15/01	0000000102	0000418221	11/30/01	0000020305 Lockridge,Grindal Nauen	
421506	0000000	AP00329377	10/25/01	2,145.83		RRA 00001390	10/25/01	0000000102	0000408656	11/02/01	0000020305 Lockridge,Grindal Nauen	
Total Account 421506				8,583.32	Legislative Representative				Account 421506		Payments: 8,583.32 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421511		AP00370379	12/31/01	1,454.35		RRA 00001498	12/31/01		00004938	02/13/02	0000100162 Public Works	
421511		AP00370379	12/31/01	1,616.38		RRA 00001493	12/31/01		00004938	02/13/02	0000100162 Public Works	
421511		AP00370379	12/31/01	5,165.16		RRA 00001495	12/31/01		00004938	02/13/02	0000100162 Public Works	
421511		AP00370379	12/31/01	1,950.54		RRA 00001497	12/31/01		00004938	02/13/02	0000100162 Public Works	

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRA		00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421511	0000000	AP00334987	11/26/01	427.75		RRA 00001433	11/26/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	2,518.54		RRA 00001428	11/26/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	3,233.79		RRA 00001431	11/26/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	9,005.92		RRA 00001429	11/26/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	1,779.26		RRA 00001464	12/18/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	5,761.14		RRA 00001462	12/18/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	2,960.03		RRA 00001460	12/18/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	34.22		RRA 00001458	12/18/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00329589	10/15/01	5,363.82		RRA 00001372	10/15/01		00004574	11/05/01	0000100162 Public Works
421511	0000000	AP00329590	10/16/01	1,557.01		RRA 00001377	10/16/01		00004574	11/05/01	0000100162 Public Works
421511	0000000	AP00329590	10/16/01	427.75		RRA 00001379	10/16/01		00004574	11/05/01	0000100162 Public Works
421511	0000000	AP00329377	10/25/01	319.92		RRA 00001394	10/25/01		0000408641	11/02/01	0000030760 Jeane Thorne Inc
421511	0000000	AP00328911	10/15/01	237.36		RRA 00001370	10/15/01		0000407366	10/31/01	0000030760 Jeane Thorne Inc
421511	0000000	AP00327204	10/11/01	1,528.66		RRA 00001368	10/11/01		00004516	10/18/01	0000100162 Public Works

Total Account	421511	45,341.60	Co Project Management Svcs	Account	421511	Payments:	45,341.60
						Journal Entries:	0.00
						Undisbursed Expenses:	0.00

421519		AP00370379	12/31/01	330.24		RRA 00001509	12/31/01		0000444629	02/04/02	0000030760 Jeane Thorne Inc
421519		AP00363838	12/31/01	330.24		RRA 00001470	12/31/01		0000438454	01/18/02	0000030760 Jeane Thorne Inc
421519		AP00363838	12/31/01	330.24		RRA 00001480	12/31/01		0000438454	01/18/02	0000030760 Jeane Thorne Inc
421519		AP00360849	12/17/01	299.28		RRA 00001456	12/17/01		0000431051	01/02/02	0000030760 Jeane Thorne Inc
421519		AP00360849	12/17/01	319.92		RRA 00001445	12/17/01		0000431051	01/02/02	0000030760 Jeane Thorne Inc
421519	0000000	AP00334987	11/26/01	330.24		RRA 00001425	11/26/01		0000423085	12/12/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00334988	11/29/01	314.76		RRA 00001438	11/29/01		0000423085	12/12/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00333675	11/15/01	319.92		RRA 00001418	11/15/01		0000418206	11/30/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00333675	11/15/01	330.24		RRA 00001415	11/15/01		0000418206	11/30/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00330660	10/30/01	165.12		RRA 00001405	10/30/01		0000410191	11/07/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00330661	11/01/01	319.92		RRA 00001407	11/01/01		0000410191	11/07/01	0000030760 Jeane Thorne Inc

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421519	0000000	AP00329377	10/25/01	304.44		RRA 00001388	10/25/01		0000408641	11/02/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00326031	10/04/01	330.24		RRA 00001359	10/04/01		0000399824	10/12/01	0000030760 Jeane Thorne Inc
Total Account	421519			4,024.80	Clerical Services				Account 421519		Payments: 4,024.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421527		AP00370379	12/31/01	288.00		RRA 00001492	12/31/01		00004929	02/13/02	0000100148 County Manager
421527		AP00370379	12/31/01	432.00		RRA 00001489	12/31/01		00004926	02/13/02	0000100150 Budgeting And Accounting
421527		AP00370379	12/31/01	633.60		RRA 00001491	12/31/01		00004929	02/13/02	0000100148 County Manager
421527		AP00338624	12/17/01	374.40		RRA 00001452	12/17/01		00004740	01/02/02	0000100150 Budgeting And Accounting
421527	0000000	AP00327203	10/09/01	259.20		RRA 00001363	10/09/01		00004515	10/18/01	0000100150 Budgeting And Accounting
Total Account	421527			1,987.20	County Manager Services				Account 421527		Payments: 1,987.20 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421602		AP00370379	12/31/01	150.00		RRA 00001507	12/31/01		0000444551	02/04/02	0000137170 Company 39
421602		AP00363838	12/31/01	70.00		RRA 00001484	12/31/01		0000438516	01/18/02	0000118805 Network Solutions
Total Account	421602			220.00	Advertising & Promotion				Account 421602		Payments: 220.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421603		AP00371142	12/31/01	80.00		RRA 00001540	12/31/01		0000451283	02/22/02	0000001770 St Paul,City Of
421603		AP00363838	12/31/01	35.73		RRA 00001472	12/31/01		0000438214	01/18/02	0000001770 St Paul,City Of
421603		AP00360849	12/17/01	76.30		RRA 00001454	12/17/01		0000430749	01/02/02	0000001770 St Paul,City Of
421603	0000000	AP00329377	10/25/01	72.00		RRA 00001386	10/25/01		0000408727	11/02/01	0000001770 St Paul,City Of
Total Account	421603			264.03	Printing & Stationery				Account 421603		Payments: 264.03 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421701		AP00370379	12/31/01	46.10		RRA 00001487	12/31/01		00004928	02/13/02	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00334989	12/03/01	390.51		RRA 00001441	12/03/01		00004742	01/02/02	0000100163 Comm Human Serv-Presort Mail
421701		AP00338624	12/17/01	143.10		RRA 00001447	12/17/01		00004742	01/02/02	0000100163 Comm Human Serv-Presort Mail



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Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421701	0000000	AP00331087	11/01/01	98.32		RRA 00001409	11/01/01		00004608	11/09/01	0000100163 Comm Human Serv-Presort Mail
Total Account	421701			678.03	Postage						
										Account 421701	Payments: 678.03 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421706		AP00371142	12/31/01	6.33		RRA 00001541	12/31/01		00005063	02/25/02	0000100171 Telecommunications
421706		AP00365882	12/31/01	5.58		RRA 00001476	12/31/01		00004854	01/30/02	0000100171 Telecommunications
421706	0000000	AP00334987	11/26/01	5.13		RRA 00001427	11/26/01		00004758	01/02/02	0000100171 Telecommunications
421706	0000000	AP00331086	10/30/01	9.50		RRA 00001406	10/30/01		00004613	11/09/01	0000100171 Telecommunications
Total Account	421706			26.54	Telephone Long Dist Charges						
										Account 421706	Payments: 26.54 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421707		AP00370379	12/31/01	183.55		RRA 00001501	12/31/01		00004942	02/13/02	0000100171 Telecommunications
421707		AP00370379	12/31/01	183.55		RRA 00001503	12/31/01		00004942	02/13/02	0000100171 Telecommunications
421707		AP00338624	12/17/01	183.55		RRA 00001444	12/17/01		00004758	01/02/02	0000100171 Telecommunications
421707	0000000	AP00334986	11/05/01	183.55		RRA 00001412	11/05/01		00004659	12/12/01	0000100171 Telecommunications
421707	0000000	AP00327204	10/11/01	183.55		RRA 00001367	10/11/01		00004518	10/18/01	0000100171 Telecommunications
Total Account	421707			917.75	Telephone-Local Service						
										Account 421707	Payments: 917.75 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421710		AP00363838	12/31/01	93.47		RRA 00001471	12/31/01		0000438724	01/18/02	0000122690 Verizon Wireless
421710		AP00360849	12/17/01	74.34		RRA 00001449	12/17/01		0000431268	01/02/02	0000122690 Verizon Wireless
421710	0000000	AP00331638	11/05/01	60.01		RRA 00001411	11/05/01		0000414758	11/19/01	0000122690 Verizon Wireless
421710	0000000	AP00326031	10/04/01	58.29		RRA 00001358	10/04/01		0000400120	10/12/01	0000122690 Verizon Wireless
Total Account	421710			286.11	Telephone-Cellular Service						
										Account 421710	Payments: 286.11 Journal Entries: 0.00 Undisbursed Expenses: 0.00
422402	0000000	AP00329589	10/15/01	3,165.50		RRA 00001371	10/15/01		00004580	11/05/01	0000100170 Property Management West

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department			Project/Grant			Program				
2001	12501	Ramsey Co Regional Rail Auth			150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs				
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
Total Account	422402			3,165.50	Buildings & Office Space				Account	422402	Payments:	3,165.50
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
422403		AP00360849	12/17/01	130.00		RRA	00001455	12/17/01	0000431165	01/02/02	0000100608 Standard Parking Inc	
422403	0000000	AP00333675	11/15/01	125.00		RRA	00001414	11/15/01	0000418280	11/30/01	0000100608 Standard Parking Inc	
422403	0000000	AP00328912	10/16/01	125.00		RRA	00001375	10/16/01	0000407533	10/31/01	0000100608 Standard Parking Inc	
422403		0000324503	10/03/01	440.00	Department paid parking at RCGC-West: Jan - Sept 2001. No charge for June due to flooding.							
422403		0000336531	12/18/01	165.00	Department paid parking at RCGC-West: Oct. - Dec. 2001							
Total Account	422403			985.00	Parking Space				Account	422403	Payments:	380.00
											Journal Entries:	605.00
											Undisbursed Expenses:	0.00
422601		AP00371143	02/12/02	88.49		RRA	00001539	02/12/02	0000000140	0000451171	02/22/02	0000023226 Ikon Office Solutions
422601		AP00363838	12/31/01	83.00		RRA	00001482	12/31/01		0000438440	01/18/02	0000023226 Ikon Office Solutions
422601	0000000	AP00334989	12/03/01	83.51		RRA	00001440	12/03/01	0000000131	0000423067	12/12/01	0000023226 Ikon Office Solutions
422601	0000000	AP00330661	11/01/01	57.25		RRA	00001408	11/01/01	0000000126	0000410183	11/07/01	0000023226 Ikon Office Solutions
422601	0000000	AP00330661	11/01/01	175.98		RRA	00001410	11/01/01	0000000127	0000410183	11/07/01	0000023226 Ikon Office Solutions
422601	0000000			175.98	Deleted Voucher	RRA	00001364	10/09/01	0000000123		0000023226 Ikon Office Solutions	
Total Account	422601			488.23	Equipment & Machinery Repairs				Account	422601	Payments:	488.23
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
423111	0000000	AP00329377	10/25/01	300.00		RRA	00001392	10/25/01	0000408762	11/02/01	0000129650 Verolinc Consulting Team	
Total Account	423111			300.00	Employee Development				Account	423111	Payments:	300.00
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
424302	0000000	AP00329377	10/25/01	50.00		RRA	00001393	10/25/01	0000408581	11/02/01	0000030750 Citizens League	
Total Account	424302			50.00	Membership & Dues				Account	424302	Payments:	50.00
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
424303		AP00363838	12/31/01	367.00		RRA	00001485	12/31/01	0000438218	01/18/02	0000118050 Vap,Alicia	

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Ramsay County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424303		AP00360849	12/17/01	5.43		RRA 00001446	12/17/01		0000430751	01/02/02	0000100859 Tobolt Darren
424303		AP00360849	12/17/01	297.22		RRA 00001448	12/17/01		0000430724	01/02/02	0000030747 Despiegelaere,Kathryn
424303	0000000	AP00334989	12/03/01	354.91		RRA 00001439	12/03/01		0000421964	12/10/01	0000123524 Morris,Steve
424303	0000000	AP00333295	11/20/01	650.00		RRA 00001421	11/20/01		0000416592	11/28/01	0000100859 Tobolt Darren
424303	0000000	AP00333295	11/20/01	700.00		RRA 00001420	11/20/01		0000416593	11/28/01	0000118050 Vap,Alicia
424303	0000000	AP00332854	11/15/01	15.00		RRA 00001419	11/15/01		0000415943	11/26/01	0000118050 Vap,Alicia
424303	0000000	AP00331456	10/29/01	227.50		RRA 00001395	10/29/01		0000413456	11/16/01	0000132437 Travel Associates
424303	0000000	AP00331456	10/29/01	800.00		RRA 00001397	10/29/01		0000413009	11/16/01	0000030747 Despiegelaere,Kathryn
424303	0000000	AP00331456	10/29/01	237.50		RRA 00001396	10/29/01		0000413334	11/16/01	0000111155 Mckasy Travel Service Inc
424303	0000000	AP00328912	10/16/01	212.50		RRA 00001376	10/16/01		0000406913	10/31/01	0000030747 Despiegelaere,Kathryn
424303	0000000	AP00328287	10/23/01	165.00		COMGR00002839	10/23/01		0000405299	10/26/01	0000111524 Minnesota Public Transit Association
424303	0000000	AP00328584	10/25/01	400.00	Voided: CLOSURE	COMGR00002709	10/25/01		0000384626	09/07/01	0000030724 Haigh,Susan
424303	0000000	AP00328584	10/25/01	680.00	Voided: CLOSURE	COMGR00002710	10/25/01		0000384649	09/07/01	0000100859 Tobolt Darren
Total Account 424303				4,032.06	Conference & Seminar						
										Account 424303	Payments: 4,032.06
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
424305	0000000	AP00333483	11/20/01	26.00		RRA 00001423	11/20/01		0000417427	11/30/01	0000030747 Despiegelaere,Kathryn
424305	0000000	AP00329377	10/25/01	24.00		RRA 00001385	10/25/01		0000408439	11/02/01	0000030747 Despiegelaere,Kathryn
424305	0000000	AP00328912	10/16/01	24.00		RRA 00001374	10/16/01		0000406913	10/31/01	0000030747 Despiegelaere,Kathryn
Total Account 424305				74.00	Volunteer/Comm Meeting Exp						
										Account 424305	Payments: 74.00
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
424306		AP00363838	12/31/01	31.80		RRA 00001475	12/31/01		0000438189	01/18/02	0000030747 Despiegelaere,Kathryn
424306		AP00360849	12/17/01	41.67		RRA 00001453	12/17/01		0000430724	01/02/02	0000030747 Despiegelaere,Kathryn
Total Account 424306				73.47	Ced Meeting Expenses Account						
										Account 424306	Payments: 73.47
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
424501		AP00363838	12/31/01	28.29		RRA 00001473	12/31/01		0000438189	01/18/02	0000030747 Despiegelaere,Kathryn

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department		Project/Grant		Program					
2001	12501	Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs					
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424501		AP00363838	12/31/01	29.53		RRA 00001481	12/31/01		0000438218	01/18/02	0000118050 Vap,Alicia
424501		AP00363838	12/31/01	38.12		RRA 00001474	12/31/01		0000438189	01/18/02	0000030747 Despiegelaere,Kathryn
424501		AP00360849	12/17/01	38.64		RRA 00001451	12/17/01		0000430754	01/02/02	0000118050 Vap,Alicia
424501	0000000	AP00330659	10/29/01	56.65		RRA 00001399	10/29/01		0000410024	11/07/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00330660	10/30/01	139.15		RRA 00001401	10/30/01		0000410051	11/07/01	0000118050 Vap,Alicia
424501	0000000	AP00330659	10/29/01	98.82		RRA 00001398	10/29/01		0000410024	11/07/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00330660	10/30/01	87.22		RRA 00001400	10/30/01		0000410024	11/07/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00328913	10/18/01	76.94		RRA 00001382	10/18/01		0000406938	10/31/01	0000118050 Vap,Alicia
Total Account 424501				593.36	Mileage/Parking	Account 424501 Payments: 593.36 Journal Entries: 0.00 Undisbursed Expenses: 0.00					
424507		AP00363838	12/31/01	155.20		RRA 00001483	12/31/01		0000438550	01/18/02	0000007157 Roadrunner Transportation Inc
Total Account 424507				155.20	Messenger Service	Account 424507 Payments: 155.20 Journal Entries: 0.00 Undisbursed Expenses: 0.00					
431101		AP00371142	12/31/01	55.80		RRA 00001540	12/31/01		0000451283	02/22/02	0000001770 St Paul,City Of
431101		AP00363838	12/31/01	111.60		RRA 00001472	12/31/01		0000438214	01/18/02	0000001770 St Paul,City Of
431101		AP00363839	01/14/02	111.11		RRA 00001488	01/14/02	0000000137	0000438375	01/18/02	0000029260 Corporate Express
431101		AP00360849	12/17/01	61.70		RRA 00001443	12/17/01		0000430749	01/02/02	0000001770 St Paul,City Of
431101	0000000	AP00334988	11/29/01	30.03		RRA 00001437	11/29/01	0000000130	0000422984	12/12/01	0000029260 Corporate Express
431101	0000000	AP00329377	10/25/01	2.78		RRA 00001383	10/25/01	0000000124	0000408756	11/02/01	0000011836 Us Office Products
431101	0000000	AP00329377	10/25/01	41.09		RRA 00001389	10/25/01	0000000125	0000408756	11/02/01	0000011836 Us Office Products
431101	0000000	AP00329377	10/25/01	55.80		RRA 00001386	10/25/01		0000408727	11/02/01	0000001770 St Paul,City Of
431101	0000000	AP00326032	10/08/01	55.80		RRA 00001360	10/08/01		0000399943	10/12/01	0000001770 St Paul,City Of
Total Account 431101				525.71	Office Supplies	Account 431101 Payments: 525.71 Journal Entries: 0.00 Undisbursed Expenses: 0.00					
431102	0000000	AP00334988	11/29/01	212.09		RRA 00001437	11/29/01	0000000130	0000422984	12/12/01	0000029260 Corporate Express

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Ramsay County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

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Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
431102	0000000	AP00329377	10/25/01	151.93		RRA 00001383	10/25/01	0000000124	0000408756	11/02/01	0000011836 Us Office Products
Total Account	431102			364.02	Computer Operating Supplies						
										Account 431102	Payments: 364.02 Journal Entries: 0.00 Undisbursed Expenses: 0.00

441211		AP00370369	01/31/02	179.10		ISCEO 00001370	01/31/02	0000000133	0000449322	02/15/02	0000023246 Dell Marketing L. P.
441211		AP00370369	01/31/02	11.64		ISCEO 00001370	01/31/02	0000000133	0000449322	02/15/02	MN Use Tax
441211		AP00370369	01/31/02	2,286.90		ISCEO 00001370	01/31/02	0000000133	0000449322	02/15/02	0000023246 Dell Marketing L. P.
441211		AP00370369	01/31/02	148.65		ISCEO 00001370	01/31/02	0000000133	0000449322	02/15/02	MN Use Tax
441211		AP00370368	01/28/02	179.10		ISCEO 00001357	01/28/02	0000000132	0000448041	02/13/02	0000023246 Dell Marketing L. P.
441211		AP00370368	01/28/02	11.64		ISCEO 00001357	01/28/02	0000000132	0000448041	02/13/02	MN Use Tax
441211		AP00370368	01/28/02	1,149.38		ISCEO 00001357	01/28/02	0000000132	0000448041	02/13/02	0000023246 Dell Marketing L. P.
441211		AP00370368	01/28/02	74.71		ISCEO 00001357	01/28/02	0000000132	0000448041	02/13/02	MN Use Tax
441211		AP00367450	01/22/02	318.94		ISCEO 00001348	01/22/02	0000000134	0000444579	02/04/02	0000102069 En Pointe Technologies Inc
441211		AP00367450	01/22/02	3,935.88		ISCEO 00001348	01/22/02	0000000134	0000444579	02/04/02	0000102069 En Pointe Technologies Inc
441211	0000000	AP00334162	11/19/01	161.00		ISCEO 00001266	11/19/01	0000000128	0000419390	12/05/01	0000023246 Dell Marketing L. P.
441211		AP00334162	11/19/01	10.47		ISCEO 00001266	11/19/01	0000000128	0000419390	12/05/01	MN Use Tax
Total Account	441211			8,467.41	Data Processing Equipment						
										Account 441211	Payments: 8,467.41 Journal Entries: 0.00 Undisbursed Expenses: 0.00

Total Program	00000			95,424.46	All Programs						
										Program 00000	Payments: 94,819.46 Journal Entries: 605.00 Undisbursed Expenses: 0.00

Total Project/Grant				95,424.46							
										Project	Payments: 94,819.46 Journal Entries: 605.00 Undisbursed Expenses: 0.00

Total Organization	150101			95,424.46	Ramsey Co Reg Rail Auth-RCRRA						
										Organization 150101	Payments: 94,819.46 Journal Entries: 605.00 Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

Run Date May 22,2002
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For Accounting Date 10/1/01 through 3/31/02

Report Parameters: Budget Period: % Fund: 12501 Department: 150101 Project: % Program: % Account: %

Total Fund 12501 95,424.46 Ramsey Co Regional Rail Auth

Fund 12501
Payments: 94,819.46
Journal Entries: 605.00
Undisbursed Expenses: 0.00

Total Budget Year 95,424.46

Budget Year
Payments: 94,819.46
Journal Entries: 605.00
Undisbursed Expenses: 0.00

Grand Total, full report 207,574.89

Grand Totals
Payments: 206,969.89
Journal Entries: 605.00
Undisbursed Expenses: 0.00

End of Report



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Ramsay County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150106 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsay Co Regional Rail Auth	150106 RCRRA Northeast Corridor Maint	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421511		AP00370379	12/31/01	112.64		RRA 00001500	12/31/01		00004938	02/13/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	281.60		RRA 00001435	11/26/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00329591	10/25/01	281.60		RRA 00001391	10/25/01		00004574	11/05/01	0000100162 Public Works
Total Account	421511			675.84	Co Project Management Svcs						
Total Program	00000			675.84	All Programs						
Total Project/Grant				675.84							
Total Organization	150106			675.84	RCRRA Northeast Corridor Maint						
Total Fund	12501			675.84	Ramsay Co Regional Rail Auth						
Total Budget Year				675.84							

Account	421511	Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Program	00000	Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Project		Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Organization	150106	Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Fund	12501	Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Budget Year		Payments:	675.84
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

Run Date May 22, 2002
Run Time 11:21:05 AM

For Accounting Date 10/1/01 through 3/31/02

Report Parameters: Budget Period: % Fund: 12501 Department: 150106 Project: % Program: % Account: %

Budget Period		Fund	Department				Project/Grant			Program			
2002		12501	Ramsey Co Regional Rail Auth				150106 RCRRRA Northeast Corridor Maint			00000	All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
424202		AP00382272	03/26/02	10.00		RRA 00001614	03/26/02		0000470628	04/12/02	0000018400 Ramsey County Prop Records & Rev		
Total Account				424202	10.00	Assessments		Account 424202				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program				00000	10.00	All Programs		Program 00000				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Project/Grant				10.00					Project				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization				150106	10.00	RCRRRA Northeast Corridor Maint		Organization 150106				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Fund				12501	10.00	Ramsey Co Regional Rail Auth		Fund 12501				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Budget Year				10.00					Budget Year				Payments: 10.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Grand Total, full report				685.84					Grand Totals				Payments: 685.84 Journal Entries: 0.00 Undisbursed Expenses: 0.00

End of Report

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Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
Run Time 11:23:06 AM

Report Parameters: Budget Period: % Fund: 12501 Department: 150110 Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
1998	12501	Ramsey Co Regional Rail Auth	150110 Riverview MIS	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421511	0000000	AP00328910	10/11/01	888.51		RRA 00001366	10/11/01		0000407407	10/31/01	0000023268 Metro Transit
Total Account	421511			888.51	Co Project Management Svcs						
Account	421511										
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Total Program	00000			888.51	All Programs						
Program	00000										
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Total Project/Grant				888.51							
Project											
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Total Organization	150110			888.51	Riverview MIS						
Organization	150110										
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Total Fund	12501			888.51	Ramsey Co Regional Rail Auth						
Fund	12501										
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Total Budget Year				888.51							
Budget Year											
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

Grand Total, full report				888.51							
Grand Totals											
											Payments: 888.51
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

End of Report

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
Run Time 11:30:12 AM

Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2000	12501 Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant	G205002	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501		AP00382272	03/26/02	0.00		RRA 00001615	03/26/02	0000000047	0000470891	04/12/02	0000122598 Himle Horner Incorporated
421501		AP00381890	03/21/02	107,684.91		RRA 00001607	03/21/02	0000000146	0000468149	04/05/02	0000002207 Brw Inc
421501		AP00378031	02/28/02	2,125.39		RRA 00001568	02/28/02	0000000047	0000461276	03/20/02	0000122598 Himle Horner Incorporated
421501		AP00370379	12/31/01	1,495.50		RRA 00001505	12/31/01	0000000047	0000444616	02/04/02	0000122598 Himle Horner Incorporated
421501		AP00370379	12/31/01	3,083.11		RRA 00001508	12/31/01	0000000047	0000444616	02/04/02	0000122598 Himle Horner Incorporated
421501		AP00363838	12/31/01	2,306.70		RRA 00001468	12/31/01		0000438427	01/18/02	0000122598 Himle Horner Incorporated
421501		AP00363838	12/31/01	130,495.82		RRA 00001469	12/31/01		0000438351	01/18/02	0000002207 Brw Inc
421501	0000000	AP00334987	11/26/01	107,926.18		RRA 00001426	11/26/01	0000000032	0000422953	12/12/01	0000002207 Brw Inc
421501	0000000	AP00329377	10/25/01	158,690.17		RRA 00001387	10/25/01	0000000032	0000408573	11/02/01	0000002207 Brw Inc
421501	0000000	AP00328910	10/11/01	5,330.09		RRA 00001365	10/11/01	0000000047	0000407330	10/31/01	0000122598 Himle Horner Incorporated
421501		0000377195	12/31/01	9,190.33		to reclassify contracts payable from accounts payable and to set up the retainage amounts					
421501		0000377195	12/31/01	128,983.10		to reclassify contracts payable from accounts payable and to set up the retainage amounts					
421501		R000377195	01/01/02	-128,983.10		to reclassify contracts payable from accounts payable and to set up the retainage amounts					
421501		R000377195	01/01/02	-9,190.33		to reclassify contracts payable from accounts payable and to set up the retainage amounts					

Total Account	421501	519,137.87	Consulting Services	Account	421501	Payments:	519,137.87
						Journal Entries:	0.00
						Undisbursed Expenses:	0.00

421511		AP00374654	02/12/02	88.50		RRA 00001554	02/12/02		00005095	03/04/02	0000100162 Public Works
421511		AP00374654	02/12/02	369.64		RRA 00001547	02/12/02		00005095	03/04/02	0000100162 Public Works
421511		AP00374654	02/12/02	364.21		RRA 00001549	02/12/02		00005095	03/04/02	0000100162 Public Works
421511		AP00374654	02/12/02	290.87		RRA 00001551	02/12/02		00005095	03/04/02	0000100162 Public Works
421511		AP00370379	12/31/01	306.98		RRA 00001494	12/31/01		00004938	02/13/02	0000100162 Public Works
421511		AP00370379	12/31/01	529.76		RRA 00001496	12/31/01		00004938	02/13/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	256.65		RRA 00001434	11/26/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	171.10		RRA 00001459	12/18/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338625	12/18/01	1,324.40		RRA 00001461	12/18/01		00004754	01/02/02	0000100162 Public Works
421511		AP00360849	12/17/01	13,200.72		RRA 00001450	12/17/01		0000431091	01/02/02	0000023268 Metro Transit
421511		AP00338625	12/18/01	413.50		RRA 00001463	12/18/01		00004754	01/02/02	0000100162 Public Works

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period		Fund	Department				Project/Grant			Program		
2000		12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant			G205002		00000 All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
421511	0000000	AP00334987	11/26/01	1,688.61		RRA 00001430	11/26/01		00004754	01/02/02	0000100162 Public Works	
421511	0000000	AP00333675	11/15/01	10,154.40		RRA 00001417	11/15/01		0000418231	11/30/01	0000023268 Metro Transit	
421511	0000000	AP00329589	10/15/01	1,986.60		RRA 00001373	10/15/01		00004574	11/05/01	0000100162 Public Works	
421511	0000000	AP00329590	10/16/01	444.86		RRA 00001378	10/16/01		00004574	11/05/01	0000100162 Public Works	
421511	0000000	AP00328910	10/11/01	7,996.59		RRA 00001366	10/11/01		0000407407	10/31/01	0000023268 Metro Transit	
421511	0000000	AP00327204	10/11/01	169.16		RRA 00001369	10/11/01		00004516	10/18/01	0000100162 Public Works	
Total Account 421511				39,756.55	Co Project Management Svcs			Account 421511		Payments: 39,756.55 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
421527		AP00370379	12/31/01	144.00		RRA 00001491	12/31/01		00004929	02/13/02	0000100148 County Manager	
421527		AP00370379	12/31/01	432.00		RRA 00001489	12/31/01		00004926	02/13/02	0000100150 Budgeting And Accounting	
421527		AP00370379	12/31/01	374.40		RRA 00001492	12/31/01		00004929	02/13/02	0000100148 County Manager	
421527		AP00338624	12/17/01	460.80		RRA 00001452	12/17/01		00004740	01/02/02	0000100150 Budgeting And Accounting	
421527	0000000	AP00327203	10/09/01	230.40		RRA 00001363	10/09/01		00004515	10/18/01	0000100150 Budgeting And Accounting	
421527	0000000	AP00327203	10/09/01	777.60		RRA 00001362	10/09/01		00004515	10/18/01	0000100150 Budgeting And Accounting	
Total Account 421527				2,419.20	County Manager Services			Account 421527		Payments: 2,419.20 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
421602		AP00379566	03/12/02	22.44		RRA 00001578	03/12/02		0000465010	03/29/02	0000101061 Demise,Haile	
421602		AP00379566	03/12/02	38.40		RRA 00001577	03/12/02		0000465072	03/29/02	0000131514 Mai,Kim Phuong	
421602				29.00	Deleted Voucher	RRA 00001612	03/26/02				0000138916 Schmieg,Barbara	
421602				36.52	Deleted Voucher	RRA 00001613	03/26/02				0000138915 Aden,Mohamed	
Total Account 421602				60.84	Advertising & Promotion			Account 421602		Payments: 60.84 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
421603		AP00382272	03/26/02	851.40		RRA 00001615	03/26/02		0000470891	04/12/02	0000122598 Himle Horner Incorporated	
421603		AP00381889	03/19/02	261.50		RRA 00001593	03/19/02		0000468451	04/05/02	0000001770 St Paul,City Of	
421603		AP00381890	03/21/02	138.22		RRA 00001601	03/21/02		0000468451	04/05/02	0000001770 St Paul,City Of	

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
Run Time 11:30:12 AM

Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period	Fund	Department			Project/Grant	Program					
2000	12501	Ramsey Co Regional Rail Auth			150180 RCRRA-Proj/Grant	G205002	00000 All Programs				
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421603		AP00381890	03/21/02	50.00		RRA 00001602	03/21/02		0000468204	04/05/02	0000138379 East-West Concepts, Inc.
421603		AP00371142	12/31/01	443.09		RRA 00001540	12/31/01		0000451283	02/22/02	0000001770 St Paul,City Of
421603		AP00370380	01/28/02	27.00		RRA 00001524	01/28/02		00005002	02/15/02	0000100162 Public Works
421603		AP00360849	12/17/01	202.59		RRA 00001454	12/17/01		0000430749	01/02/02	0000001770 St Paul,City Of
Total Account 421603				1,973.80	Printing & Stationery				Account 421603		Payments: 1,973.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421701		AP00378688	03/12/02	93.06		RRA 00001580	03/12/02		00005160	03/27/02	0000100163 Comm Human Serv-Presort Mail
421701		AP00378688	03/12/02	112.83		RRA 00001581	03/12/02		00005160	03/27/02	0000100163 Comm Human Serv-Presort Mail
421701		AP00370379	12/31/01	46.10		RRA 00001487	12/31/01		00004928	02/13/02	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00334989	12/03/01	390.50		RRA 00001441	12/03/01		00004742	01/02/02	0000100163 Comm Human Serv-Presort Mail
421701		AP00338624	12/17/01	143.09		RRA 00001447	12/17/01		00004742	01/02/02	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00331087	11/01/01	98.32		RRA 00001409	11/01/01		00004608	11/09/01	0000100163 Comm Human Serv-Presort Mail
Total Account 421701				883.90	Postage				Account 421701		Payments: 883.90 Journal Entries: 0.00 Undisbursed Expenses: 0.00
422403		AP00379567	03/14/02	130.00		RRA 00001585	03/14/02		0000465171	03/29/02	0000100608 Standard Parking Inc
422403		AP00375980	02/21/02	130.00		RRA 00001563	02/21/02		0000456993	03/08/02	0000100608 Standard Parking Inc
422403		AP00370380	01/28/02	130.00		RRA 00001526	01/28/02		0000448224	02/13/02	0000100608 Standard Parking Inc
422403		AP00360849	12/17/01	130.00		RRA 00001455	12/17/01		0000431165	01/02/02	0000100608 Standard Parking Inc
422403	0000000	AP00333675	11/15/01	125.00		RRA 00001414	11/15/01		0000418280	11/30/01	0000100608 Standard Parking Inc
422403	0000000	AP00328912	10/16/01	125.00		RRA 00001375	10/16/01		0000407533	10/31/01	0000100608 Standard Parking Inc
Total Account 422403				770.00	Parking Space				Account 422403		Payments: 770.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306		AP00382272	03/26/02	48.77		RRA 00001617	03/26/02		0000470808	04/12/02	0000030751 Citti Caffè
424306		AP00382273	03/28/02	217.21		RRA 00001620	03/28/02		0000470924	04/12/02	0000135635 Keys Cafe & Bakery
424306		AP00374652	02/07/02	39.45		RRA 00001535	02/07/02		0000452763	02/27/02	0000030747 Despiegelaere,Kathryn

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Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period		Fund	Department				Project/Grant			Program			
2000		12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant			G205002		00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
424306		AP00370380	01/28/02	80.13		RRA 00001527	01/28/02		0000447893	02/13/02	0000135635 Keys Cafe & Bakery		
424306		AP00370381	01/29/02	27.82		RRA 00001529	01/29/02		0000447884	02/13/02	0000030747 Despiegelaere,Kathryn		
424306		AP00370381	01/29/02	85.62		RRA 00001530	01/29/02		0000448031	02/13/02	0000029219 Cossettas		
424306		AP00370379	12/31/01	18.00		RRA 00001506	12/31/01		0000444359	02/04/02	0000030747 Despiegelaere,Kathryn		
424306		AP00360849	12/17/01	51.28		RRA 00001453	12/17/01		0000430724	01/02/02	0000030747 Despiegelaere,Kathryn		
424306		AP00360850	12/20/01	13.10		RRA 00001465	12/20/01		0000430724	01/02/02	0000030747 Despiegelaere,Kathryn		
424306	00000000	AP00333483	11/20/01	79.85		RRA 00001423	11/20/01		0000417427	11/30/01	0000030747 Despiegelaere,Kathryn		
424306	00000000	AP00333483	11/20/01	80.13		RRA 00001422	11/20/01		0000417553	11/30/01	0000135635 Keys Cafe & Bakery		
424306	00000000	AP00331638	11/05/01	80.13		RRA 00001413	11/05/01		0000414622	11/19/01	0000135635 Keys Cafe & Bakery		
Total Account		424306		821.49	Ced Meeting Expenses Account				Account		424306	Payments:	821.49
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
424501		AP00363838	12/31/01	34.88		RRA 00001477	12/31/01		0000438199	01/18/02	0000123524 Morris,Steve		
424501		AP00363838	12/31/01	58.37		RRA 00001478	12/31/01		0000438199	01/18/02	0000123524 Morris,Steve		
424501		AP00363838	12/31/01	38.37		RRA 00001479	12/31/01		0000438199	01/18/02	0000123524 Morris,Steve		
424501	00000000	AP00330660	10/30/01	28.98		RRA 00001402	10/30/01		0000410033	11/07/01	0000123524 Morris,Steve		
424501	00000000	AP00330660	10/30/01	29.00		RRA 00001404	10/30/01		0000410033	11/07/01	0000123524 Morris,Steve		
424501	00000000	AP00330660	10/30/01	43.68		RRA 00001403	10/30/01		0000410033	11/07/01	0000123524 Morris,Steve		
Total Account		424501		233.28	Mileage/Parking				Account		424501	Payments:	233.28
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
424507		AP00382272	03/26/02	14.75		RRA 00001616	03/26/02	0000000158	0000470856	04/12/02	0000012288 Federal Express Corporation		
424507		AP00378033	03/11/02	29.95		RRA 00001576	03/11/02	0000000148	0000461388	03/20/02	0000007157 Roadrunner Transportation Inc		
Total Account		424507		44.70	Messenger Service				Account		424507	Payments:	44.70
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Program		00000		566,101.63	All Programs				Program		00000	Payments:	566,101.63
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Total Project/Grant	G205002	566,101.63	G205002
Total Organization	150180	566,101.63	RCRRA-Proj/Grant
Total Fund	12501	566,101.63	Ramsey Co Regional Rail Auth
Total Budget Year		566,101.63	

Project	G205002	Payments:	566,101.63
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Organization	150180	Payments:	566,101.63
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Fund	12501	Payments:	566,101.63
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Budget Year		Payments:	566,101.63
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00



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Ramsay County ASPEN

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DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period		Fund	Department					Project/Grant			Program		
2002		12501	Ramsey Co Regional Rail Auth					150180 RCRRA-Proj/Grant			G205002		00000 All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
424507		AP00382272	03/26/02	1.42		RRA 00001616	03/26/02	0000000158	0000470856	04/12/02	0000012288	Federal Express Corporation	
Total Account 424507				1.42	Messenger Service				Account 424507		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
Total Program 00000				1.42	All Programs				Program 00000		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
Total Project/Grant G205002				1.42	G205002				Project G205002		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
Total Organization 150180				1.42	RCRRA-Proj/Grant				Organization 150180		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
Total Fund 12501				1.42	Ramsey Co Regional Rail Auth				Fund 12501		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		
Total Budget Year				1.42					Budget Year		Payments: 1.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00		

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205002 Program: % Account: %

Budget Period	Fund	Department				Project/Grant	Program	
2001	12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant	G205002	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501				2,306.70	Deleted Voucher	RRA 00001467	12/31/01	0000000047			0000122598 Himle Horner Incorporated
Total Account	421501			0.00	Consulting Services						
Total Program	00000			0.00	All Programs						
Total Project/Grant	G205002			0.00	G205002						
Total Organization	150180			0.00	RCRRA-Proj/Grant						
Total Fund	12501			0.00	Ramsey Co Regional Rail Auth						
Total Budget Year				0.00							
Grand Total, full report				566,103.05							

Account 421501	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Program 00000	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Project G205002	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Organization 150180	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Fund 12501	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Budget Year	Payments:	0.00
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Grand Totals	Payments:	566,103.05
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00

End of Report



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Ramsay County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

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Run Date May 22, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: G205004 Program: % Account: %

Budget Period	Fund	Department				Project/Grant			Program				
2002	12501	Ramsey Co Regional Rail Auth				150180	RCRRA-Proj/Grant		G205004	00000	All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
491306		AP00380223	03/21/02	101,692.05		RRA	00001608	03/21/02	0000000156	0000466829	04/03/02	0000023268 Metro Transit	
Total Account	491306			101,692.05	Other Governmental Units					Account	491306	Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Program	00000			101,692.05	All Programs					Program	00000	Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Project/Grant	G205004			101,692.05	G205004					Project	G205004	Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Organization	150180			101,692.05	RCRRA-Proj/Grant					Organization	150180	Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Fund	12501			101,692.05	Ramsey Co Regional Rail Auth					Fund	12501	Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Total Budget Year				101,692.05						Budget Year		Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00
Grand Total, full report				101,692.05						Grand Totals		Payments:	101,692.05
												Journal Entries:	0.00
												Undisbursed Expenses:	0.00

End of Report

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/01 through 3/31/02

Run Date May 22,2002
Run Time 11:34:27 AM

Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: P121002 Program: % Account: %

Budget Period	Fund	Department				Project/Grant			Program		
2001	12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant			P121002		
									00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501		AP00375980	02/21/02	3,963.62		RRA 00001562	02/21/02	0000000129	0000456631	03/08/02	0000030753 Hennepin Co Regional Railroad
421501		AP00375980	02/21/02	5,113.94		RRA 00001558	02/21/02	0000000129	0000456631	03/08/02	0000030753 Hennepin Co Regional Railroad
421501		AP00370379	12/31/01	8,941.34		RRA 00001504	12/31/01	0000000129	0000444362	02/04/02	0000030753 Hennepin Co Regional Railroad
421501		AP00370379	12/31/01	10,842.01		RRA 00001511	12/31/01	0000000129	0000444362	02/04/02	0000030753 Hennepin Co Regional Railroad
421501	0000000	AP00334987	11/26/01	5,455.00		RRA 00001436	11/26/01	0000000129	0000422518	12/12/01	0000030753 Hennepin Co Regional Railroad
421501				3,963.62	Deleted Voucher	RRA 00001556	02/14/02	0000000129			0000030753 Hennepin Co Regional Railroad
Total Account 421501				34,315.91	Consulting Services						
									Account 421501		Payments: 34,315.91
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
421511		AP00374654	02/12/02	1,163.48		RRA 00001553	02/12/02		00005095	03/04/02	0000100162 Public Works
421511		AP00370379	12/31/01	1,403.02		RRA 00001499	12/31/01		00004938	02/13/02	0000100162 Public Works
421511	0000000	AP00334987	11/26/01	2,446.73		RRA 00001432	11/26/01		00004754	01/02/02	0000100162 Public Works
421511		AP00338624	12/17/01	1,403.02		RRA 00001457	12/17/01		00004754	01/02/02	0000100162 Public Works
421511	0000000	AP00329590	10/16/01	2,429.62		RRA 00001380	10/16/01		00004574	11/05/01	0000100162 Public Works
Total Account 421511				8,845.87	Co Project Management Svcs						
									Account 421511		Payments: 8,845.87
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
421527	0000000	AP00327203	10/09/01	144.00		RRA 00001363	10/09/01		00004515	10/18/01	0000100150 Budgeting And Accounting
Total Account 421527				144.00	County Manager Services						
									Account 421527		Payments: 144.00
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
421603		AP00381890	03/21/02	671.25		RRA 00001601	03/21/02		0000468451	04/05/02	0000001770 St Paul,City Of
421603		AP00363838	12/31/01	279.00		RRA 00001486	12/31/01		0000438214	01/18/02	0000001770 St Paul,City Of
421603		AP00360849	12/17/01	7.78		RRA 00001454	12/17/01		0000430749	01/02/02	0000001770 St Paul,City Of
Total Account 421603				958.03	Printing & Stationery						
									Account 421603		Payments: 958.03
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00
424306		AP00370379	12/31/01	66.89		RRA 00001512	12/31/01		0000444380	02/04/02	0000118050 Vap,Alicia

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

Page No. 2
Run Date May 22, 2002
Run Time 11:34:27 AM

For Accounting Date 10/1/01 through 3/31/02

Report Parameters: Budget Period: % Fund: 12501 Department: 150180 Project: P121002 Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant	P121002
				00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense	Reason Not in Total	Bus Unit & Vchr ID or Journal	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424306	0000000	AP00328913	10/18/01	15.31		RRA 00001381	10/18/01		0000406938	10/31/01	0000118050 Vap,Alicia
424306	0000000	AP00326032	10/08/01	34.81		RRA 00001361	10/08/01		0000399611	10/12/01	0000118050 Vap,Alicia
Total Account	424306			117.01	Ced Meeting Expenses Account						

Total Program	00000			44,380.82	All Programs						
Total Project/Grant	P121002			44,380.82	P121002						
Total Organization	150180			44,380.82	RCRRA-Proj/Grant						
Total Fund	12501			44,380.82	Ramsey Co Regional Rail Auth						
Total Budget Year				44,380.82							
Grand Total, full report				44,380.82							

Account 424306	Payments:	117.01
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Program 00000	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Project P121002	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Organization 150180	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Fund 12501	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Budget Year	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00
Grand Totals	Payments:	44,380.82
	Journal Entries:	0.00
	Undisbursed Expenses:	0.00

End of Report

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APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 1
Run Date 22.May.2002
Run Time 11:45:31 AM

Business Unit: RC
Budget Period: BY2002

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	485,295.00	0.00	27,102.08	110,757.71	22.82	347,435.21
150101	All Programs 00000	Supplies 430000	4,050.00	0.00	227.91	1,053.92	26.02	2,768.17
150101	All Programs 00000	Capital Outlay 440000	12,700.00	0.00	0.00	338.80	2.67	12,361.20
150101	All Programs 00000	Contingent 470000	150,099.00	0.00	0.00	0.00	0.00	150,099.00
Total for Organization: 150101			652,144.00	0.00	27,329.99	112,150.43	17.20	512,663.58
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs 00000	Other Services & Charges 420000	31,956.00	0.00	0.00	10.00	0.03	31,946.00
Total for Organization: 150106			31,956.00	0.00	0.00	10.00	0.03	31,946.00
RCRRA Northeast Corridor Maint								
150180	All Programs 00000	Other Services & Charges 420000	1,400.00	0.00	0.00	1.42	0.10	1,398.58
150180	All Programs 00000	Intergovernmental Payments 490000	1,875,000.00	0.00	1,773,307.95	101,692.05	5.42	0.00

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Report ID: RMGL100

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 2
Run Date 22.May.2002
Run Time 11:45:31 AM

Business Unit: RC **Fund:** 12501 Ramsey Co Regional Rail Auth
Budget Period: BY2002 **To Fiscal Year:** 2002 **To Accounting Period:** 3 **% of Fiscal Year Elapsed:** 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180			1,876,400.00	0.00	1,773,307.95	101,693.47	5.42	1,398.58
RCRRA-Proj/Grant								
Total for Fund: 12501			2,560,500.00	0.00	1,800,637.94	213,853.90	8.35	546,008.16

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APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Run Date 22.May.2002
Run Time 11:46:27 AM

Business Unit: RC
Budget Period: BY2001

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	302,487.15	0.00	0.00	302,487.15	100.00	0.00
150101	All Programs 00000	Supplies 430000	2,251.69	0.00	0.00	2,251.69	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	8,496.17	0.00	0.00	8,496.17	100.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			313,235.01	0.00	0.00	313,235.01	100.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	2,131.95	0.00	0.00	2,131.95	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			2,131.95	0.00	0.00	2,131.95	100.00	0.00
150111	All Programs 00000	Other Services & Charges 420000	70,000.00	0.00	0.00	70,000.00	100.00	0.00
Total for Organization: 150111 Red Rock Corridor			70,000.00	0.00	0.00	70,000.00	100.00	0.00
150180	All Programs 00000	Other Services & Charges 420000	118,497.33	0.00	15,684.09	49,980.18	42.18	52,833.06

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Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC
Budget Period: BY2001

Fund: 12501
To Fiscal Year: 2002

Ramsay Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150180	All Programs	Supplies 00000 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs	Capital Outlay 00000 440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00
Total for Organization: 150180			2,131,751.08	0.00	15,684.09	49,980.18	2.34	2,066,086.81
RCRRA-Proj/Grant								
Total for Fund: 12501			2,517,118.04	0.00	15,684.09	435,347.14	17.30	2,066,086.81



Ramsey County ASPEN
APPROPRIATION STATUS
 By Fiscal Year & Accounting Period

Page NO. 1
 Run Date 22.May.2002
 Run Time 11:46:45 AM

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
 Budget Period: BY2000 To Fiscal Year: 2002 To Accounting Period: 3 % of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs	Other Services & Charges						
	00000	420000	288,963.37	0.00	0.00	288,963.37	100.00	0.00
150101	All Programs	Supplies						
	00000	430000	1,968.67	0.00	0.00	1,968.67	100.00	0.00
150101	All Programs	Capital Outlay						
	00000	440000	16,946.70	0.00	0.00	16,946.70	100.00	0.00
Total for Organization: 150101			307,878.74	0.00	0.00	307,878.74	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs	Other Services & Charges						
	00000	420000	6,503.48	0.00	0.00	6,503.48	100.00	0.00
Total for Organization: 150106			6,503.48	0.00	0.00	6,503.48	100.00	0.00
RCRRA Northeast Corridor Maint								
150111	All Programs	Other Services & Charges						
	00000	420000	22,000.00	0.00	0.00	22,000.00	100.00	0.00
Total for Organization: 150111			22,000.00	0.00	0.00	22,000.00	100.00	0.00
Red Rock Corridor								
150180	All Programs	Other Services & Charges						
	00000	420000	8,750,000.00	0.00	518,601.28	2,954,333.83	33.76	5,277,064.89

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC
Budget Period: BY2000

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180			8,750,000.00	0.00	518,601.28	2,954,333.83	33.76	5,277,064.89
RCRRA-Proj/Grant								
Total for Fund: 12501			9,086,382.22	0.00	518,601.28	3,290,716.05	36.22	5,277,064.89



Ramsey County Regional Rail Auth
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page NO. 1
Run Date 22.May.2002
Run Time 11:47:23 AM

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Period: BY1998 To Fiscal Year: 2002 To Accounting Period: 3 % of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	57,656.90	0.00	0.00	57,656.90	100.00	0.00
150101	All Programs 00000	Supplies 430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs 00000	Intergovernmental Payments 490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101			58,520.45	0.00	0.00	58,520.45	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150103	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103			0.00	0.00	0.00	0.00	0.00	0.00
RCRRA Phase II PE Midway Corr								
150106	All Programs 00000	Other Services & Charges 420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs 00000	Supplies 430000	150.00	0.00	0.00	150.00	100.00	0.00

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY1998Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150106			2,645.40	0.00	0.00	2,645.40	100.00	0.00
RCRRA Northeast Corridor Maint								
150107	All Programs 00000	Other Services & Charges 420000	81.90	0.00	0.00	81.90	100.00	0.00
150107	All Programs 00000	Supplies 430000	0.00	0.00	0.00	0.00	0.00	0.00
150107	All Programs 00000	Capital Outlay 440000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150107			81.90	0.00	0.00	81.90	100.00	0.00
RCRRA NE Corr Beam To N Co Ln								
150109	All Programs 00000	Other Services & Charges 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109			32,500.00	0.00	0.00	32,500.00	100.00	0.00
Phalen Berm Agreement								
150110	All Programs 00000	Other Services & Charges 420000	1,432,317.92	0.00	0.00	1,352,729.01	94.44	79,588.91
Total for Organization: 150110			1,432,317.92	0.00	0.00	1,352,729.01	94.44	79,588.91
Riverview MIS								

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Ramsey County AS/EN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 3
Run Date 22.May.2002
Run Time 11:47:23 AM

Business Unit: RC
Budget Period: BY1998

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 3

% of Fiscal Year Elapsed: 25.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150180	All Programs	Other Services & Charges						
	00000	420000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs	Supplies						
	00000	430000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs	Capital Outlay						
	00000	440000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150180			0.00	0.00	0.00	0.00	0.00	0.00
RCRRA-Proj/Grant								
Total for Fund: 12501			1,526,065.67	0.00	0.00	1,446,476.76	94.78	79,588.91

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

Date

K. H. Spiegelman

6/20/02

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

Vern W. Kelley

County Attorney

Wilma M. Math

Risk Management

Documentation certified complete for:

June 25, 2002

Board Date

Kristine A. Longhewy

Signature

June 20, 2002

Date

2002 LEGISLATIVE SESSION RESULTS

METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD

JUNE 5, 2002

PROJECT	REQUEST	GOV'S REC.	HOUSE	SENATE	CONF. CMTE.	GOV'S ACTION
NORTHSTAR	120M	120M	0	8M	0	
NW BUSWAY	50M	50M	4M	5M	20M	20M
CEDAR AVE. TRANSITWAY	20M	0	1M	0	0	
CENTRAL CORRIDOR	10M	0	0	3M	1M (bus only)	VETO
RUSH LINE	8M	0	.4M	0	0	
RED ROCK	5M	0	0	0	0	
ST. PAUL DEPOT	3.5M	0	1.5M	0	0	
MIDWEST REG. RAIL	6.5M	0	0	0	0	
RIVERVIEW (previously funded)	0	0	-40M	-40M	-40M	-40M (VETOED & OVERRIDDEN)
TOTAL	223M	170M	-33.1M	-24M	-19M	-20M

Central Corridor Transit Study

June 25, 2002



Study Purpose

- Select a Locally Preferred Transit Alternative for the Central Corridor
- Complete a Draft Environmental Impact Statement for the Federal Transit Administration
- Ready the Project for Preliminary Engineering



Policy Guidance

- Central Corridor Coordinating Committee
 - Mn/DOT (2)
 - Ramsey County
 - Minneapolis
 - U of M
 - Red Rock (Commuter Rail)
 - North Star (Non-voting)
 - Metropolitan Council (2)
 - Hennepin County
 - St. Paul
 - Ramsey County RRA



Status

- Commuter Rail Combined with Red Rock and Carried Forward by Mn/DOT
- Narrowed to Three Alternatives
 - Baseline
 - Bus Rapid Transit on University
 - LRT on University



Baseline Service

- 10% Service Increase Compared to Today
 - Additional North/South Feeder Buses
 - Buses added to Compensate for Congestion
- 2008 Ridership - 28,000 Average Weekday
- 2008 Capital Costs - \$27 Million (2008 \$)
- Operating & Maintenance Costs - \$57 Million (2008 \$)



Baseline Issues

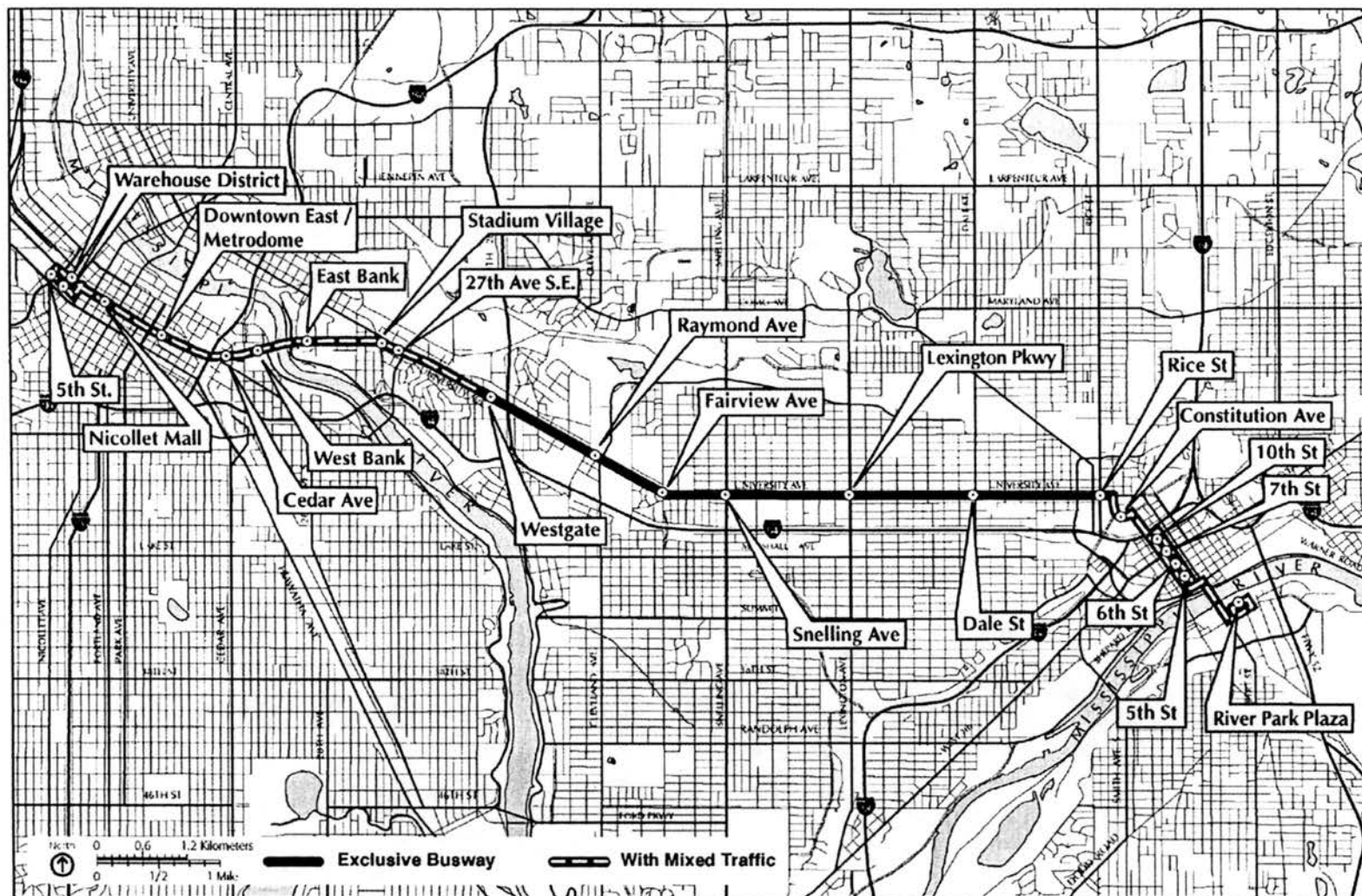
- Maintains well-patronized services
- Serves the smallest number of riders
- Service will slow as congestion increases
- Adds to bus crowding in downtowns and at U of M
- Recent Census Data Suggests Capacity Problems are Worse Than Projected



Bus Rapid Transit (BRT)

- Dedicated Right of Way on University
- 6 Minute Frequency on BRT
 - 15 Minutes on 16
 - 8.5 minutes on I-94 Route
- \$241 Million Capital Cost (2008 \$)
- \$59 Million Operating Costs (2008 \$)
- 31,000 Passengers per day (2020)





Bus Rapid Transit (BRT) Issues

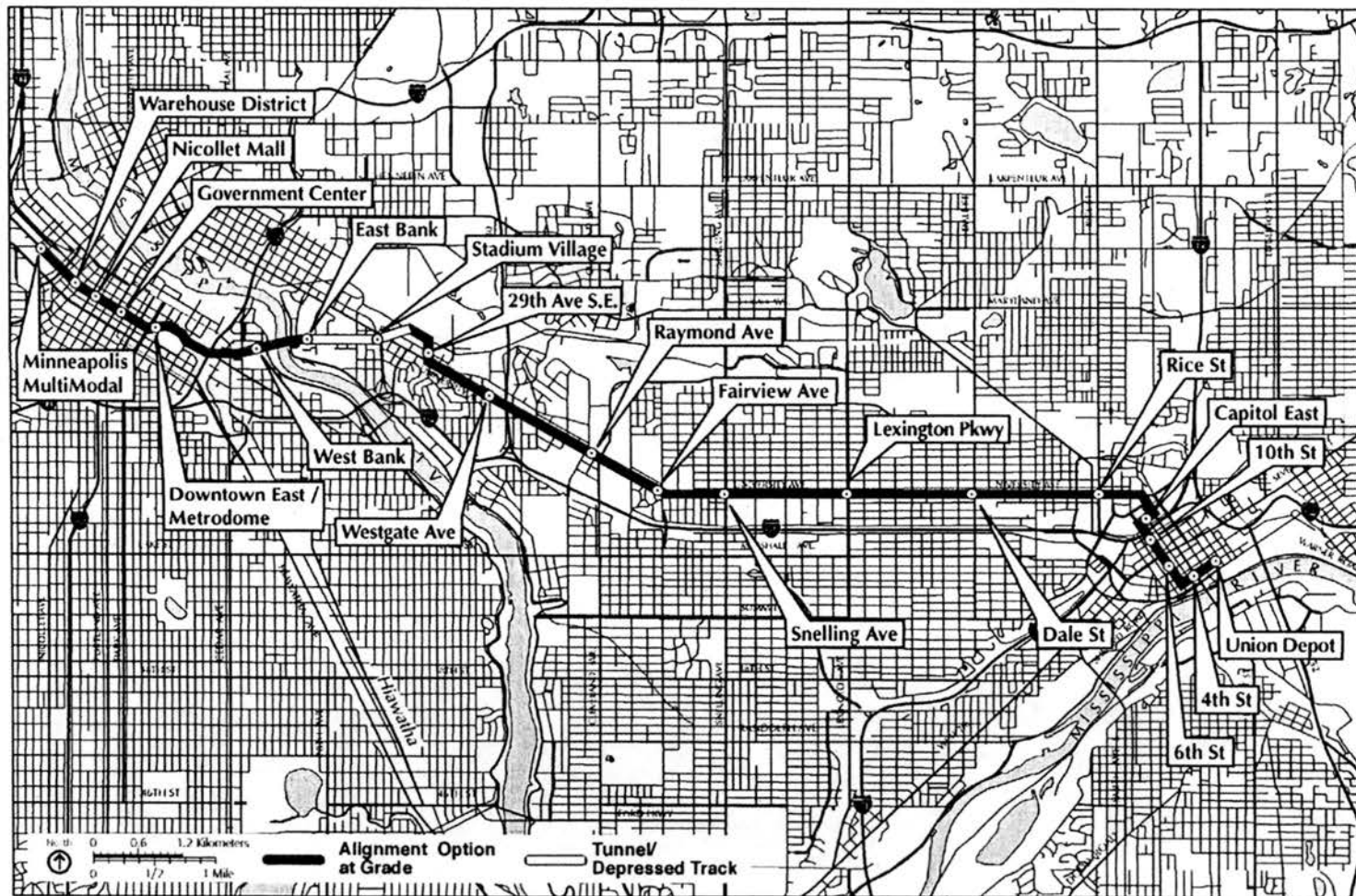
- By About 2018 Will Not Meet Demand
- Assumes Riders Will be Distributed Evenly Over the Six Hours per Day
- Excessive Bus Traffic at U of M and in Downtowns Will Reduce Reliability
- More Buses Can't be Added



Light Rail Transit (LRT)

- 7.5 Minute Rush Hour Frequency
 - 20 Minute Frequency on 16 and I-94
- Exclusive Lanes with Tunnel at U of M
- \$840 Million Capital Cost (2008 \$)
- \$61 Million Annual Operating Cost (2008 \$)
- 38,000 Passengers per Day (2020)





University Avenue LRT Alternative
April 2002

Figure S.1-1

LRT Issues

- Approaches Capacity by 2020
- Capacity Can Be Increased by Adding a Third Car to Trains, Increasing Frequency, or Adding Buses
- Only Alternative That Can Meet Demand Beyond 2020



Transit Passengers Per Weekday

Transit Service	Guideway	Other Buses	Total	Expansion Capability
Current	N/A	24,800	24,800	N/A
2020 Baseline	N/A	31,000	31,000	No
2020 BRT	31,000	10,000	41,000	No
2020 LRT	38,000	5,000	43,000	Yes

Measures	Baseline	BRT	LRT
Economic Opportunity and Investment			
Supports Prior Investments	X	+	++
Provide Reliable Transit System That Supports Development	X	+	++
Communities and Environment			
Preserve and Enhance Neighborhoods	X	+	++
Support Community Character	X	+	++
Support Regional Environmental Goals	X	+	++
Transportation and Mobility			
Add Transportation Capacity	O	+	++
Regional Connectivity	X	++	++
Service to Transit Dependent Populations	X	+	++
Summary	X	+	++

X - Does Not Support

O - Somewhat Supports

+ - Supports

++ - Strongly Supports



Next Steps

- June, 2002 - Draft Environmental Impact Statement to Federal Transit Administration (FTA)
- Fall, 2002 - Released by FTA for Public Hearing(s)
- Fall, 2002 - Public Hearings and Final Selection of Locally Preferred Alternative

