

# Annual Legislative Report 2010

*Approved: January 19, 2011*



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COUNTIES ***Transit*** Improvement BOARD

477 Selby Avenue | Saint Paul, Minnesota 55102 | p: 651-222-7227 | f: 651-223-5229



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## 1.0 INTRODUCTION

In 2008, the Minnesota Legislature enacted the ground-breaking legislation that authorized the Twin Cities' Metropolitan Area counties to impose a quarter-cent sales tax for the purpose of funding transportation improvements ("Transit Sales Tax"). The legislative direction to the metropolitan area counties imposing the tax was four-fold: form a joint powers board to distribute tax proceeds through grants for transitways; seek the advice of local government through the formation of the Grant Evaluation and Ranking System (GEARS) Committee; maximize the use and availability of federal funding; and accomplish these purposes with minimal administrative expenditures (no more than three-fourths of one percent of the tax proceeds).

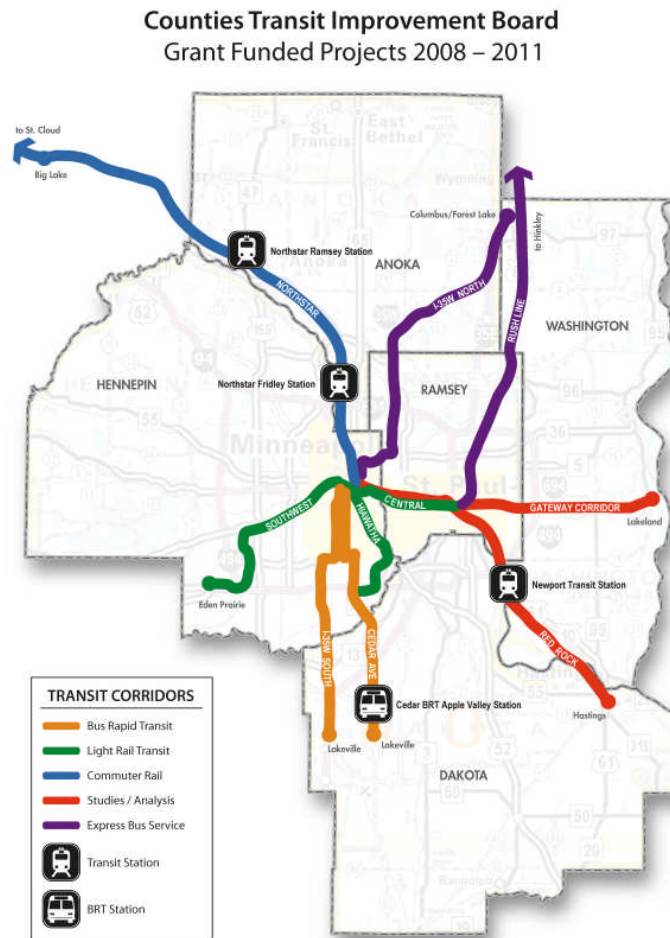
Within five weeks of the enactment of the law, the five metropolitan counties of Anoka, Dakota, Hennepin, Ramsey and Washington imposed the Transit Sales Tax and formed the Counties Transit Improvement Board (the "Board") by joint powers agreement . As described in this 2010 Annual Legislative Report (the "Report"), the Board has succeeded in fulfilling its legislative directives and has awarded nearly \$317 million in grants to fund transitway, development, construction and operations. As reported herein, these grants have resulted in tangible improvements to the transit system across the five-county area.

The legislation authorizing the Transit Sales Tax and subsequent resolutions to impose it by the five county boards was enacted with the strong support of the business community. Business recognized that expanding the economic competitiveness of the Twin Cities' region and the State of Minnesota requires increased capacity to move people and goods efficiently and safely. Building more roads is important but insufficient to meet demand now and in the future; transit options are essential for moving people to jobs and mitigating congestion on roads. The Board's charge was to provide funding for the transitway components of the regional transportation system. Transitways are defined as light rail transit, bus rapid transit and commuter rail.

Legislators and stakeholders also agreed that the goals for distribution of the Transit Sales Tax would be to: bring additional federal transit funding to the region, reduce the state's capital contribution to transitways and remove operating costs for transitways from local property taxpayers, and provide tangible benefits for commuters by focusing the tax proceeds on construction.

The Board, in its third year of operation, respectfully submits its Annual Legislative Report summarizing significant accomplishments during 2010. As required by Minn. Statutes Section 297A.992, Subd. 11, this Report will specifically address the revenues received from the quarter-cent sales tax and \$20 motor vehicle excise tax and the grants awarded by the Board. Map 1, below, depicts the projects in which the Board has invested to date.

## MAP 1: COUNTIES TRANSIT IMPROVEMENT BOARD GRANT PROJECTS FUNDED 2008-2011



This Report has eight parts:

- |        |   |
|--------|---|
| Part 1 | Introduction  |
| Part 2 | Authority: Legislation and Joint Powers Agreement         |
| Part 3 | Organizational Structure: Board and Committees            |
| Part 4 | Transit Investment Framework: Vision and Policies         |
| Part 5 | Transit Sales Tax Revenues Received                       |
| Part 6 | Funding Commitments                                       |
| Part 7 | Grants Issued by the Board and the Results of its Funding |
| Part 8 | Conclusion  |

## 2.0 AUTHORITY: LEGISLATION AND JOINT POWERS AGREEMENT

The Counties Transit Improvement Board was formed on April 1, 2008.

On or before April 1, 2008, the counties of Anoka, Dakota, Hennepin, Ramsey and Washington approved the imposition of the quarter-cent sales tax and \$20 motor vehicle excise tax and approved the statutorily required joint powers agreement establishing a new board – the Counties Transit Improvement Board. The Board was established pursuant to Minn. Statutes Section 297A.992 and Minn. Statutes Section 471.59, by joint powers agreement. The geographic area of the five counties is referred to as the Metropolitan Transportation Area (MTA). The counties of Carver and Scott have not imposed the taxes, but have joined the Board as ex-officio, non-voting members, at the invitation of the Board. The Chair of the Metropolitan Council serves on the Board as a voting member.

The purpose of the joint powers agreement is to enable the parties to:

- Impose transportation sales and use taxes and a motor vehicle excise tax, effective July 1, 2008.
- Fund major transit improvements, including debt service on obligations issued to finance such improvements.
- Establish a joint powers board to receive and distribute funding for transit improvements in the metropolitan area in accordance with Minn. Statutes Section 297A.992.

The Board's joint powers agreement also set forth the process for joining and withdrawing from the Board, the weighted voting requirements, the Board's powers, the requirements for grants management (including grant eligibility criteria), and the rules governing issuance of debt.

### 3.0 ORGANIZATIONAL STRUCTURE: BOARD AND COMMITTEES

#### 3.1 COUNTIES TRANSIT IMPROVEMENT BOARD MEMBERSHIP

Each member county has appointed two representatives and one alternate to the Counties Transit Improvement Board. On January 20, 2010, the Board held its organizational meeting and elected its 2010 officers: Hennepin County Commissioner Peter McLaughlin, Chair; Dakota County Commissioner Paul Krause, Vice-Chair; and Ramsey County Commissioner Jim McDonough, Secretary.

A representative of the Grant Evaluation and Ranking System (GEARS) Committee serves as an ex-officio, non-voting member to the Board to assist in developing strategies for leveraging transit funding, to provide support at the Legislature on transit initiatives, and to assist the Board in reaching the transit vision set forth in the Transit Investment Framework.

The 2010 members of the Board are listed in Table 1. Note that the number of votes allocated to each county is apportioned by the Joint Powers Agreement formula based equally on sales tax revenues and county population. The Metropolitan Council was awarded five votes in the joint powers agreement, out of the total of 100.

**TABLE 1: 2010 COUNTIES TRANSIT IMPROVEMENT BOARD MEMBERS**

Member Organization	Members	Alternate	Number of Votes
Anoka County	Commissioner Dennis Berg Commissioner Dan Erhart	Commissioner Jim Kordiak	10
Dakota County	Commissioner Paul Krause Commissioner Nancy Schouweiler	Commissioner Thomas A. Egan	13
Hennepin County	Commissioner Peter McLaughlin Commissioner Mike Opat	Commissioner Mark Stenglein	47
Ramsey County	Commissioner Jim McDonough Commissioner Victoria Reinhardt	Commissioner Rafael Ortega	16
Washington County	Commissioner Dennis Hegberg Commissioner Myra Peterson	Commissioner Lisa Weik	7
Metropolitan Council	Chair Peter Bell	Council member Peggy Leppik	5
Carver County (Ex-officio)	Commissioner Randy Maluchnik		0
Scott County (Ex-officio)	Commissioner Jon Ulrich		0
GEARS Committee (Ex-officio)	Mayor William Hargis, City of Woodbury	Mayor Steve Lampi, City of Brooklyn Park	0



### 3.2 GRANT EVALUATION AND RANKING SYSTEM (GEARS) COMMITTEE

Pursuant to the requirements of Minn. Statutes Section 297A.992, subd. 5, the Counties Transit Improvement Board established a Grant Evaluation and Ranking System (GEARS) Committee. Following objective criteria established by the Board, the GEARS Committee is responsible for evaluating grant applications and providing the Board with a selected list of transportation projects that includes a priority ranking.

The GEARS Committee elected Woodbury Mayor William Hargis as Chair and Dakota County Commissioner Thomas Egan as Vice-Chair. Each member county appointed a Commissioner to the GEARS Committee. The election of GEARS Committee city representatives was coordinated by the Association of Metropolitan Municipalities. The 2010 GEARS Committee members are listed in Table 2.

TABLE 2: 2010 GEARS COMMITTEE MEMBERS

<b>GEARS Member Allocated by Member Organization</b>	<b>Member</b>	<b>Alternate</b>	<b>City Representatives</b>
Anoka County	Commissioner Dennis Berg	Commissioner Dan Erhart	Mayor Tim Howe City of Coon Rapids
Dakota County	Commissioner Thomas A. Egan	Commissioner Paul Krause	Council Member Ruth Grendahl City of Apple Valley
Hennepin County	Commissioner Gail Dorfman	Commissioner Mark Stenglein	Mayor Jim Hovland City of Edina South Hennepin County Mayor Steve Lampi City of Brooklyn Park North Hennepin County Council Member Robert Lilligren City of Minneapolis
Ramsey County	Commissioner Toni Carter	Commissioner Janice Rettman	Mayor Craig Klausing City of Roseville Council Member Russ Stark City of Saint Paul
Washington County	Commissioner Gary Kriesel	Commissioner Bill Pulkrabek	Mayor William Hargis City of Woodbury
Metropolitan Council	Council Member Annette Meeks	Council Member Peggy Leppik	

## 4.0 TRANSIT INVESTMENT FRAMEWORK: VISION AND POLICIES

On May 20, 2009, the Counties Transit Improvement Board adopted its Transit Investment Framework ("Framework"). The Framework was amended and restated on May 19, 2010, to add financial principles regarding bonding and to clarify policies.

The Framework sets forth the Board's vision for the Metropolitan Transportation Area (MTA) as a network of connected transitways which allows users to move efficiently and safely, mitigates congestion, enhances economic development and improves environmental sustainability for the region using multiple transit modes. For purposes of the Framework and grant eligibility, the Board defined transitways to include light rail transit, commuter rail and bus rapid transit. The Framework acknowledges the need for complementary modes of transit (including arterial bus rapid transit, regular route and express bus service, passenger and high speed rail) but, due to limited funding available, excludes such modes from grant eligibility. It is important to note that State law and the Board's Joint Powers Agreement prohibit the Board from supplanting the operating and capital assistance provided by the State and the Metropolitan Council. Nevertheless, the statute also requires all grants to be consistent with the Metropolitan Council's Transportation Policy Plan.

In addition, the Framework outlines the importance of utilizing both funding and advocacy to realize its vision for transit. The Framework establishes principles and policies governing the award of grants of sales tax proceeds and the Board's advocacy efforts.

Part 7 of the Framework calls for the preparation of an Annual Financial Review and Capacity Estimate Report to provide background financial information and to assist the Board in reviewing its financial commitments to date, its ongoing ability to meet those commitments and to estimate the Board's capacity to provide additional future financial assistance to transitway projects.

Based on the findings in the Annual Financial Review and Capacity Estimate Report, the Board determined that, for payable 2011 grants, it would provide funding in the amount of \$132 million for grants to meet its operating and capital funding commitments and up to \$18,000,000 for discretionary capital grants to meet identified funding needed to accelerate transitway development. In order to have sufficient funding for potential grants payable in 2011, the Board acknowledged the need to issue bonds.

## 5.0 TRANSIT SALES TAX REVENUES RECEIVED

Minn. Statutes Section 297A.992 requires that the Counties Transit Improvement Board submit annually a report to the Legislature specifically to address the transit tax revenue received by the Board since the enactment of the tax. Table 3 summarizes the transit tax receipts in 2008 through 2010.

**TABLE 3: TRANSIT TAX RECEIPTS IN 2008 - 2010**

	<b>Total Receipts</b>	<b>Department of Revenue Final Costs Deducted</b>	<b>Net Transferred to the Board</b>
<b>2008 (September – December Only)</b>	\$29,109,595	(\$411,131)	\$28,689,464
<b>2009</b>	\$89,755,317	(\$1,042,099)	\$88,713,218
<b>2010</b>	\$92,339,888	(\$1,011,534)	\$91,328,355

## 5.1 BONDS

In December, 2010, the Counties Transit Improvement Board issued a \$102,810,000 note for the purpose of funding capital grants that exceed cash sales tax collections. The note was purchased at a premium (a price above 100 percent), which resulted in \$110,000,000 becoming available for capital grants. The borrowing was sized so that, together with cash on hand and 2011 and 2012 sales tax collections, it will meet the Board's funding commitments through 2012. Projected grant needs are reviewed twice annually, once in spring to inform the Board's Annual Financial Review and Capacity Estimate, and again in the fall as part of the annual grant solicitation.

The Board's note was issued to Hennepin County and funded by a general obligation bond issue sold by the County as authorized under Minn. Statutes, Section 297A.992. The Board's note is the first issue of an expected series of parity obligations (obligations having an equal claim on pledged revenues) to be sold to fund Board transit capital grants. Parity obligations of the Board will be supported by the Board's sales tax collections. Under the terms of the parity obligation indenture of trust, 99.25 percent of the sales taxes collected and remitted by the State to the Board, after administrative and collection fees retained by the State are pledged first to the payment of parity obligations. The remainder of the sales tax collections, 0.75 percent, represents the amount permitted under statute for administrative expenses. The Board will pay its operating grants from sales tax remaining after the monthly parity obligation has been satisfied.

The note is issued at fixed rates of interest, averaging 4.68 percent. Adjusting to recognize the premium received, results in a true interest cost of 3.90 percent. Principal on the note will mature from 2012 to 2030. It is estimated that the assistance of Hennepin County through the use of its general obligation pledge provided nearly \$3 million of present value savings over a revenue based transaction by reducing the Board's borrowing rate.

## 5.2 GRANT ADMINISTRATION

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Minn. Statutes Section 297A.992 Subd. 4 (b) states that the joint powers board may utilize not more than three-fourths of one percent of the proceeds of the taxes imposed under this section for ordinary administration expenses incurred in carrying out the provisions of this section.

The Board's Bylaws states that on or before July 1 of each year, the Board shall adopt a preliminary annual administrative budget. The 2010 Administrative Budget included sales tax revenues in the maximum amount of \$644,000. The administrative revenue was used for 2010 grant and Board administration, financial advisory and management services, annual audit, bond counsel services, Board communications and outreach, and insurance.

## 6.0 FUNDING COMMITMENTS

In order to meet the expectations of legislators and business stakeholders to provide property tax relief and maximize federal funding, the Board has made several key commitments to provide funding for operating costs and for the local match for federally funded projects (e.g., the Central Corridor LRT Project). This section of the report will summarize the Board's funding commitments.

### 6.1 COMMITMENT TO FUND OPERATING COSTS

On August 20, 2008, the Board adopted a resolution committing to fund the 50 percent local share of transitway operating subsidies for the following transitways:

1. Hiawatha Light Rail Transit (LRT)
2. Northstar Commuter Rail
3. New and expanded Cedar Avenue Bus Rapid Transit (BRT)
4. New and expanded I-35W South Bus Rapid Transit (BRT)
5. Central Avenue Light Rail Transit (LRT)

By committing to use Transit Sales Tax Revenue for these operating costs, the Board assumed the responsibility of the County Regional Railroad Authorities to provide the 50 percent local share. Prior to the formation of the Board, these costs had been paid with property tax dollars. The Board has provided nearly \$14 million in property tax relief through grants awarded 2008 – 2010. Note that Central Corridor LRT will begin operations in 2014. The early commitment by CTIB has been instrumental in gaining FTA approval of the Project.

### 6.2 COMMITMENT TO FUND CAPITAL COSTS

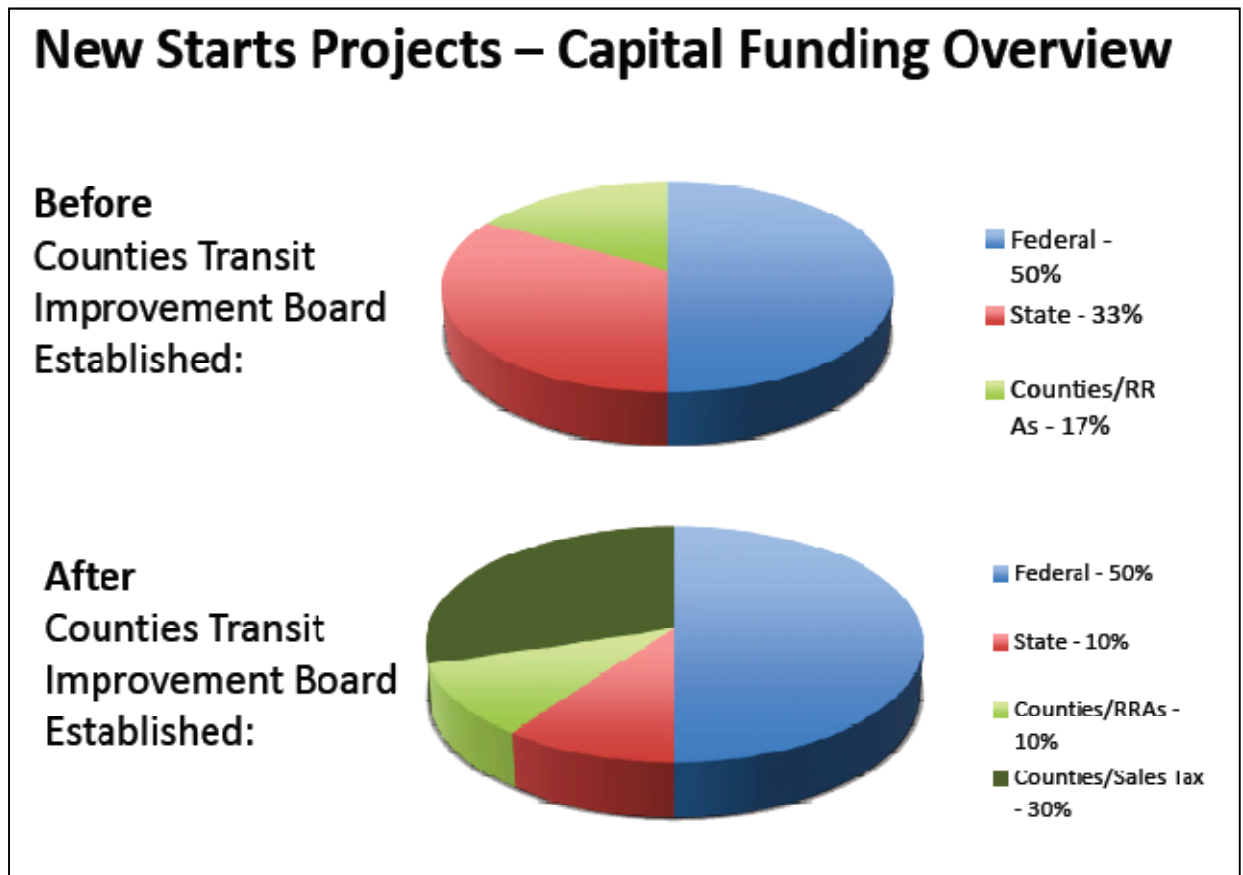
In August 2008, the Board also adopted a resolution committing to provide 30 percent of the capital costs of the Central Corridor LRT Project, up to a maximum of \$300 million. To date, the Board has awarded three grants to the Central Corridor LRT Project totaling \$186,070,000 and has fulfilled 66 percent of its funding commitment to the Project. One more grant is anticipated payable in 2012 in the amount of \$97.9 million. The significance of the Board's funding commitment is three-fold:

1. It has helped secure federal funding for the Project. The federal New Starts funding process requires a local commitment of 50 percent of the total capital costs. Of that amount, CTIB committed 60 percent; the HCRRA and RCRRRA committed 20 percent; and the State of Minnesota committed 20 percent. In part because of these local commitments, the Central Corridor LRT Project is the top priority project in the country for New Starts funding. The Full Funding Grant Agreement is anticipated within the next few months.
2. The Board's commitment paid for early construction and helped to minimize delays. The Board's grants provided funding cash-flow for the first three years of construction. 100 percent of the Board's commitment will be paid by 2012, while construction continues through 2014. This allows the Project to stay on schedule and minimizes the impacts of

the timing of federal funding. Focusing the Board's funding on construction (and not studies) results in more jobs, again fulfilling the promises of the Board.

3. The early Board's commitment reduced the State's contribution to the Project. The State is contributing 10 percent to the capital costs of the Central Corridor LRT Project, which represents a smaller percentage of the costs than the State provided for the region's two operating rail projects: Hiawatha LRT and Northstar Commuter Rail. For Hiawatha, the State provided 17 percent of the capital costs; for Northstar, the State provided 33 percent of the capital costs. Diagram 1 below shows a Capital Funding Overview for a New Starts Project before the formation of the Board and after the formation of the Board.

DIAGRAM 1



The Board has also provided a funding commitment of 30.9 percent of the capital costs of the construction of the bus shoulder lanes for the Cedar Avenue BRT Project, up to a maximum amount of \$17.7 million. In January of 2011, the bid for construction was awarded and construction will commence in the spring. The Board has made two grants to the Cedar Avenue BRT Project, fulfilling 67 percent of its commitment.

## 7.0 GRANTS AND RESULTS

### 7.1 PAYABLE 2011 GRANTS AWARDED IN NOVEMBER 2010

In June 2010, the Counties Transit Improvement Board passed a resolution as required by Minn. Statutes Section 297A.992, subd. 5, to authorize the 2010 Grant Solicitation Process for Grants Payable in 2011, to establish the amount of funding available for 2011 grants, to adopt any supplemental grant eligibility criteria, and to establish the schedule for the grant process for the evaluation and award of grants. The Payable 2011 Grant Eligibility Criteria are attached as Exhibit A. Applications were submitted on September 10, 2010, and the GEARS Committee completed its review and made its funding recommendations to the Board on November 17, 2010.

Grants awarded for 2011 provide funding to fulfill the Board's commitments. These funding commitments include:

- 30 percent of the capital costs (up to \$300 million) for the Central Corridor Light Rail Transit (LRT) Project;
- 30.9 percent of the capital cost for constructing bus shoulder lanes on the Cedar Avenue Bus Rapid Transit Project (up to \$17.7 million); and
- The Washington County annual 3 percent guaranteed grant<sup>1</sup>.

The Board is also committed to fund 50 percent of the net operating subsidies for Hiawatha Light Rail Transit, Northstar Commuter Rail, and the new and expanded service on Cedar Avenue Bus Rapid Transit and I-35W South Bus Rapid Transit.

The Board made additional funds available for discretionary capital grants meeting the Payable 2011 Grant Eligibility Criteria.

On November 17, 2010, the Board awarded, by unanimous vote, the following payable 2011 capital and operating grants. All of the grants were deemed consistent with the Metropolitan Council's 2030 Transportation Policy Plan, by resolution of the Metropolitan Council.

### PAYABLE 2011 CAPITAL GRANTS – \$132.8 MILLION

The 2011 capital grants reflect the Board's efforts to strategically target its investments to constructing regional priorities (Central Corridor LRT, Cedar Avenue BRT, Northstar Commuter Rail), while providing funding to progress the engineering phase of the next priority LRT project, the Southwest Line to Eden Prairie.

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<sup>1</sup> Note: In 2009, the Board agreed that Washington County would be eligible for grants of at least 3% of the estimated total annual sales tax for the years 2010-2013. Such grants receive priority funding and may be used for studies and planning. The intent of the Board was to provide the funds to accelerate the early stages of transitway development in Washington County, because projects in the County were not as far advanced as in the other four participating counties..

**Central Corridor Light Rail Transit – 2011 Grant Amount \$106.7 million**

Central Corridor Light Rail Transit Project received an award of \$106.7 million in 2011 grant funds for portions of final design, right-of-way acquisition, light rail vehicle design and fabrication, and construction. This is the third of four anticipated grants which fulfills 66 percent of the Board's commitment to fund 30 percent of the total capital costs of the project.

The Central Corridor LRT Project is FTA's highest ranked New Starts project in the United States, in part because of the commitment of local matching funds provided by the Board, HCRRRA and RCRRA.

**Southwest Light Rail Transit – 2011 Grant Amount \$12.2 million**

Southwest Light Rail Transit Project received an award of \$12.2 million in 2011 grant funds for portions of the preliminary engineering and final environmental impact statement phases. This grant is contingent on FTA approval of the Project to enter Preliminary Engineering, the application for which is pending before the FTA at this time.

**Cedar Avenue Bus Rapid Transit – 2011 Grant Amount \$12.9 million**

Cedar Avenue Bus Rapid Transit Project received an award of \$12.9 million in grant funds for construction of bus shoulder lanes and the completion of Stage I of the project. This is the second of three anticipated grants which fulfills 67 percent of the Board's funding commitment.

**Northstar Commuter Rail Ramsey Station – 2011 Grant Amount \$1 million**

Northstar Commuter Rail Ramsey Station received an award of \$1 million in 2011 grant funds for negotiation of the agreement for acquisition of easement(s) from BNSF Railway for the Ramsey Station, and acquiring the easement from BNSF Railway in 2011. This grant is contingent on the availability of state and local funds needed to complete construction.

**Washington County Guarantee Grant – Newport Transit Center – 2011 Grant Amount \$225,000**

Washington County Guarantee Grant - Newport Transit Center received an award of \$225,000 in 2011 grant funds for completion of the environmental assessment, preliminary and final engineering, and site preparation work.

**Washington County Guarantee Grant – Red Rock Corridor Project – 2011 Grant Amount \$107,000**

Washington County Guarantee Grant - Red Rock Corridor Project received an award of \$107,000 in 2011 grant funds toward funding the Station Area and Site Master Planning and Environmental Analysis study for the southeast stations for Red Rock Corridor.



## **PAYABLE 2011 OPERATING GRANTS – \$13.5 MILLION**

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### **Hiawatha Light Rail Transit – 2011 Grant Amount \$7.3 million**

Hiawatha Light Rail Transit received an award of \$7.3 million in 2011 grant funds to provide 50 percent share of the 2011 Hiawatha Light Rail Transit operating costs.

### **Northstar Commuter Rail – 2011 Grant Amount \$5.7 million**

Northstar Commuter Rail received an award of \$5.7 million in 2011 grant funds to provide 50 percent share of the 2011 Northstar Commuter Rail operating costs.

### **I-35W South Bus Rapid Transit – 2011 Grant Amount \$153,000**

I-35W South Bus Rapid Transit received an award of \$153,000 in 2011 grant funds to provide service to Lakeville (\$153,000). The line is expected to be fully operating in 2012.

### **Cedar Avenue Bus Rapid Transit – 2011 Grant Amount \$312,000**

Cedar Avenue Bus Rapid Transit received an award of \$312,000 in 2011 grant funds to provide express service and facilities operations. The line is expected to be fully operating in 2012.

## **PAYABLE 2011 DEFERRED GRANTS – \$2.3 MILLION**

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The Board agreed to defer \$2.3 million in guaranteed grant funds to Washington County for priority projects in 2012, including the Gateway Corridor and Red Rock Corridor, which are in the planning stage.

## **7.2 2011 TRANSITWAY BRIEFS**

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A Transitway Brief summarizing each of the projects receiving 2011 Capital Grants awarded on November 17, 2010, can be found in Exhibit B.

Transitway Briefs include:

- Central Corridor Light Rail Transit Project
- Southwest Corridor Light Rail Transit Project
- Cedar Avenue Bus Rapid Transit Project
- Northstar Corridor Ramsey Station Project
- Red Rock Corridor Project

## **7.3 PAYABLE 2010 GRANT RESULTS**

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Through the collaboration of Board member counties, partner organizations and grantees, remarkable work was accomplished in 2010 towards advancing a transit system for the five-county area. In 2010, the Board provided funding in support of transit capital projects and operations for the region, as follows.

## PAYABLE 2010 CAPITAL GRANTS - \$78 MILLION

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### Central Corridor Light Rail Transit – 2010 Grant Amount \$66 million

**Results** – In 2010, the Central Corridor Light Rail Transit (LRT) Project made significant forward progress.



#### Advanced Traffic Improvements – Beacon Street at University of Minnesota

In May 2010, the Federal Transit Administration approved the project's entry into Final Design. Three days later, the Metropolitan Council submitted its application for the Full Funding Grant Agreement (FFGA), the federal contract committing the federal government's 50 percent share of project funding. The FFGA is expected in March 2011.

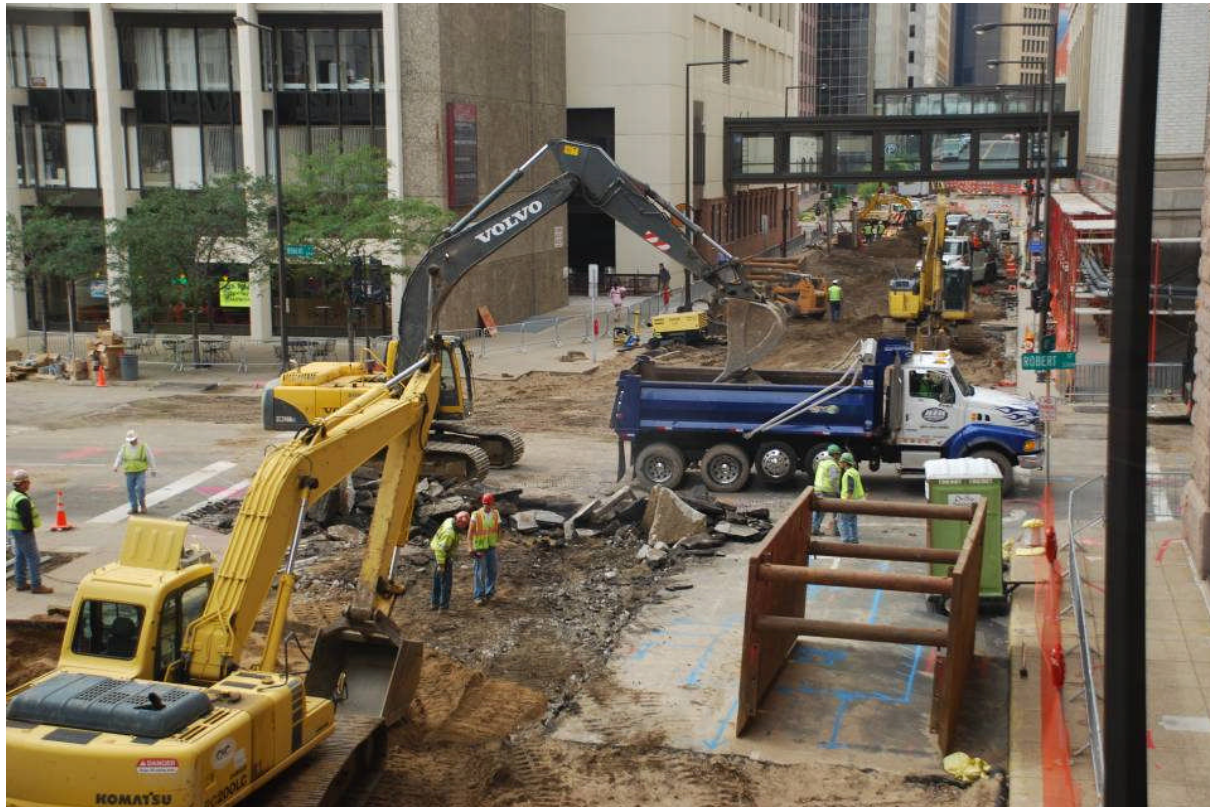
In order to keep the project on schedule during the 2010 construction season, the Board approved two resolutions authorizing expenditures of 2010 grant monies for construction in advance of the FFGA under Letters of No Prejudice (LONP's) issued by the Federal Transit Administration. The LONP's allow the expenditure of funds to count toward the local match required in the FFGA. The Project, however, assumes the risk that such expenditures will not be matched by federal funds if the FFGA is not approved. It is important to note that the Board contributed 60 percent of the funding expended pursuant to the LONP's; HCRRA and RCRRA contributed 20 percent; and the State of Minnesota 20 percent. The local share of 80 percent of the risk was carefully evaluated and assumed in order to keep the Project moving forward and to minimize the significant costs associated with delay.

The first resolution authorized \$2.7 million for construction of advanced traffic improvements on the East Bank of the University of Minnesota. This work commenced and concluded during



summer session 2010 in preparation of the closure of Washington Avenue in May 2011 for construction of the Washington Avenue Transit Mall.

A second resolution was approved in the amount of \$25.1 million for construction work to proceed for the Civil East, Civil West, Systems and Operations Maintenance Facility contracts and for subcomponents for the Light Rail Vehicles. The project awarded a total of \$555 million in contracts during 2010, which will enable heavy construction to proceed during 2011 and keep the project on time and on budget. Central Corridor LRT Project is scheduled to open in fall 2014.



**Advanced Utility Relocation – 4<sup>th</sup> Street in downtown St. Paul**

### **Cedar Avenue Bus Rapid Transit – 2010 Grant Amount \$3.2 million**

**Results** – The Board's 2010 Capital Grant and \$17.7 million funding commitment allowed for right-of-way acquisition and the construction of a transitway with dedicated bus shoulder lanes; including right-of-way acquisition and construction for dedicated bus shoulder lanes, utility relocation, pedestrian and bikeway facilities and streetscape elements.

Final design plans for completing the bus shoulder construction were approved in 2010 by the Minnesota Department of Transportation (Mn/DOT) and the Federal Highway Administration (FHWA). The construction of the transitway requires right-of-way from 163 parcels, of which 85 are now settled. Possession of all property occurred on August 13, 2010. An agreement with Dakota Electric was signed for relocation of utility facilities. Relocation began on September 7, 2010, and will continue through 2012. The bus shoulder lane construction project was awarded on January 4th, 2011. Major construction is to begin in spring of 2011 and end in 2012 with

clean-up in 2013. Phase 1 of Cedar Avenue Bus Rapid Transit project will be operational in 2012.

#### **I-35W Bus Rapid Transit – 2010 Grant Amount \$1.8 million**

**Results** – The Board's Capital Grant of \$1.8 million will support a \$5.9 million project to acquire seven buses and construction of transitway facility improvements. Design of transitway facility improvements along I-35W at 82<sup>nd</sup> Street and 98<sup>th</sup> Street is underway. Construction activities are anticipated in summer 2011 and buses will be delivered in 2012. The I-35W Bus Rapid Transit project will be full operational in 2012.

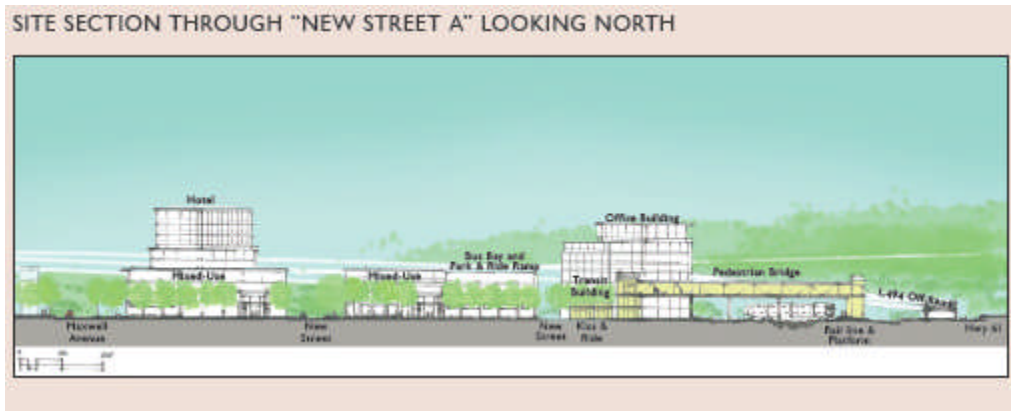
#### **Southwest Light Rail Transit – Grant Amount \$7 million**

**Results** – The schedule to enter into preliminary engineering for the Southwest Light Rail Transit Project was delayed from 2010 to early 2011. As a result, the Metropolitan Council and the Hennepin County Regional Railroad Authority (HCRRA) requested to carryover into 2011 the \$7 million of Board funds awarded in 2010 to the HCRRA. The project continued to make progress in 2010 including selection of a locally preferred alternative (route and mode) by the HCRRA and the Metropolitan Council, submission to the Federal Transit Administration of the Draft Environmental Impact Statement and the transition of project leadership from the HCRRA to the Metropolitan Council.

#### **Washington County Guaranteed Grant – 2010 Grant Amount \$2.55 million**

**Results** - On April 19, 2010, the Washington County Regional Railroad Authority (WCRRRA) purchased the former "Knox Lumber site" in Newport for a future transit station with the 2010 grant from the Board for land acquisition. The property was purchased for \$3,295,000. The 2010 Counties Transit Improvement Board Capital Grant of \$2,550,000 was used in its entirety for the acquisition. The future Newport Transit Station is part of the Red Rock Corridor, which runs approximately 30 miles from Hastings through the Union Depot in St Paul to Minneapolis. The station will serve express bus in the short-term and commuter rail in the long-term. Station Area planning work is currently underway. An environmental assessment, preliminary and final engineering and site preparation work will begin in 2011, followed by construction and opening for service in 2012/2013.





**Newport Transit Station Plans**

## PAYABLE 2010 OPERATING GRANTS

### Hiawatha Light Rail Transit – 2010 Grant Amount \$7.3 million

**Results** - The Hiawatha Light Rail Transit line completed its sixth year of service in 2010. The average weekday ridership in 2010 exceeded projected ridership for 2020, with a yearly total of nearly 10.5 million rides. In 2010, the Hiawatha Light Rail Transit recovered approximately 40 percent of its operating costs from fares, compared to a national average of 29.3 percent. Ridership on the Hiawatha Light Rail Transit line represents approximately 13.4 percent of all Metro Transit rides. In April 2010, the new Target Field opened and the Hiawatha Light Rail Transit's Target Field station, which is adjacent to the ballpark, provided convenient and easy access for baseball game attendees. From April 2010 through October 2010, 13 percent of baseball game attendees rode the Hiawatha Light Rail Transit line to and from the games.

High ridership on the Hiawatha Light Rail Transit line and other cost saving measures taken by the Metropolitan Council resulted in reduced operating costs in 2009. On August 18, 2010, the Metropolitan Council presented the Board with an \$876,098 operating grant refund.



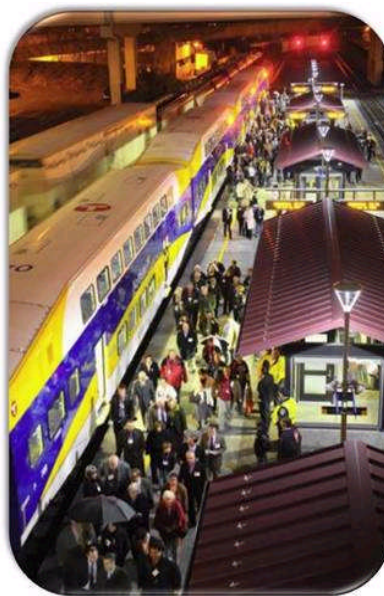
**Fans arriving at a Minnesota Twins Game**



### **Northstar Commuter Rail – 2010 Grant Amount \$5.7 million**

**Results** – Northstar Commuter Rail completed its first year of service in 2010. Northstar offers five morning trips from Big Lake to downtown Minneapolis and five return trips in the afternoon with stops at Fridley, Coon Rapids, Anoka, Elk River and Big Lake. One reverse commute roundtrip is available on weekdays, and three weekend roundtrips are available on Saturday and on Sunday. In 2010, the Northstar Commuter Rail line provided over 710,000 rides. Ridership on the weekends and for special events, including Twins baseball games, has been very strong and is anticipated to grow in 2011.

Cost saving measures taken by the Metropolitan Council resulted in reduced start-up operating costs in 2009. On August 18, 2010, the Metropolitan Council presented the Board with a \$282,146 operating grant refund.



**Northstar Riders Off Boarding at Night**

### **Cedar Avenue Bus Rapid Transit – 2010 Grant Amount \$106,000**

**Results** - Route 477, the Cedar Avenue Express Bus Rapid Transit route serving the Lakeville Cedar Park-and-Ride and the Apple Valley Transit Station, expanded its operation on September 28, 2009, to provide one extra trip to the Apple Valley Transit Station and extend five Apple Valley trips in the morning and evening rush hours to serve the Lakeville Cedar Park-and-Ride. The service is operated by Minnesota Valley Transit Authority (MVTA) using coach buses. In 2010, the line had approximately 22,000 riders.

In March 2010, the Cedar Grove Transit Station opened and new express service to downtown Minneapolis and the University of Minnesota started on September 7, 2010. Additional roadway improvements planning will enhance the transitway and increase ridership.



**Apple Valley Transit Station**

**I-35W South Bus Rapid Transit – 2010 Grant Amount \$165,000**

**Results** - Route 467, the I-35W Bus Rapid Transit express service to the Kenrick Avenue Park-and-Ride in Lakeville, started operation on September 28, 2009. The service is operated by Metro Transit using coach buses. The new route has had very successful ridership growth. In 2010, the line had nearly 128,800 riders.

## 7.4 SUMMARY OF GRANTS AWARDED

The following table provides a summary of Counties Transit Improvement Board grants awarded 2008 through 2010.

**TABLE 4: SUMMARY OF GRANTS AWARDED**

Note: Dollars presented in millions.

Transitway		Actual Grants Awarded		
		2009	2010	2011
Capital Grants	Cedar Avenue Bus Rapid Transit	\$6.950	\$3.218	\$12.921
	Central Corridor Light Rail Transit	\$13.362	\$66.026	\$106.682
	I-35W South Bus Rapid Transit	-	\$1.773	-
	Northstar Fridley Station	\$9.921	-	-
	Northstar Ramsey Station	-	-	\$1.000
	Southwest Light Rail Transit	-	\$7.000	\$12.200
<b>Total Capital</b>		<b>\$30.233</b>	<b>\$78.017</b>	<b>\$132.803</b>
Operating Grants	Cedar Avenue Bus Rapid Transit	\$.023	\$.165	\$.312
	Central Corridor Light Rail Transit	-	-	-
	Hiawatha Light Rail Transit	\$7.478	\$7.295	\$7.314
	I-35W South Bus Rapid Transit	\$.063	\$.106	\$.153
	Northstar Commuter Rail	\$3.793	\$5.727	\$5.715
<b>Total Operating</b>		<b>\$11.356</b>	<b>\$13.293</b>	<b>\$13.494</b>
Other Grants	Washington County Guaranteed Grant	\$.950	\$2.550	\$2.661
	Metropolitan Council	\$30.783	-	-
<b>Total Other Grants</b>		<b>\$31.733</b>	<b>\$2.550</b>	<b>\$2.661</b>
<b>Total Grants</b>		<b>\$73.323</b>	<b>\$93.860</b>	<b>\$148.959</b>



## 8.0 CONCLUSION

The Counties Transit Improvement Board is proud of its investments from 2008 to 2010 totaling nearly \$317 million. These transit investments help commuters, residents and businesses move more quickly and efficiently through the metropolitan region now and for the foreseeable future. We are helping create a 21<sup>st</sup> Century Transit System.

The Counties Transit Improvement Board looks forward to 2011. In 2011, the Board will continue its efforts to accelerate transitway development in the region through its annual grant process and strong advocacy position both at the State and Federal level. The continued collaboration of the five counties and the Metropolitan Council remains important for meeting the transit, environmental sustainability and economic development needs of the Twin Cities' region.

To learn more, please visit the Counties Transit Improvement Board website, [Mnrides.org](http://Mnrides.org).

*Respectfully submitted:*

**Commissioner Peter McLaughlin, Chair**  
Counties Transit Improvement Board and  
Hennepin County Regional Railroad Authority  
300 South Sixth Street  
A-2400 Government Center  
Minneapolis, MN 55487  
[www.mnrides.org](http://www.mnrides.org)  
612-348-7884  
[peter.mclaughlin@co.hennepin.mn.us](mailto:peter.mclaughlin@co.hennepin.mn.us)



**EXHIBIT A:**  
**PAYABLE 2011 GRANT**  
**ELIGIBILITY CRITERIA**

## **PAYABLE 2011 GRANT ELIGIBILITY CRITERIA**

Grant eligibility criteria are as follows:

1. Grant awards shall be consistent with the most recent version of the Transportation Policy Plan, adopted by the Metropolitan Council.
2. Grant awards shall maximize the availability and use of federal funds.
3. No grant award made to the Metropolitan Council may supplant operating or capital funding provided to the Metropolitan Council by the state.
4. No grant award made to the Metropolitan Council may supplant the 50 percent state share of the non-federal operating subsidy for light rail and commuter rail operations.
5. No grant award shall be made for operating costs of a transitway (except for the Hiawatha Light Rail Project, the Northstar Commuter Rail Project, Cedar Avenue Bus Rapid Transit Project, and the I-35W Bus Rapid Transit Project from downtown Minneapolis south) unless the Board has previously awarded a grant for the capital costs of the transitway project.
6. Any grant awards made to an eligible county that joins the Board after July 1, 2008, shall be made only for purposes of paying that eligible county's obligation set forth in Article II.4 of the Joint Powers Agreement, until such time as said obligation has been satisfied.
7. All grants for capital dollars require a local match of at least 10 percent of the total cost of the project for which grant funding is requested. The match must be a capital contribution and may include project related real property. If the applicant is a county, county regional railroad authority, or city, the match shall not include funds provided by Metropolitan Council, the State of Minnesota or the federal government. If the applicant is the Metropolitan Council, the match shall not include funds provided by the federal government or local government.
8. In accordance with Joint Powers Agreement Article VII.2.H, each county shall be awarded annual grants of at least one percent of the estimated total sales tax proceeds for the calendar years 2009, 2010 and 2011. This type of grant shall be awarded only if a county does not receive a grant for transitway capital or operating costs in the amount of at least one percent of the estimated annual total sales tax proceeds. For the years of 2010 through 2013, Washington County shall be eligible for grants of at least three percent of estimated total annual sales tax proceeds. All grants awarded pursuant to this eligibility criterion are subject to the 10 percent local matching requirement set forth in criterion seven above. Additionally, such grants will receive priority funding, will be reviewed by the GEARS Committee, and must be consistent with the current Metropolitan Council Transportation Policy Plan. Notwithstanding the above listed eligibility criteria, a grant application submitted by a county pursuant to this paragraph

must be for a transit purpose specified in Minnesota Statute §297A.992, subd. 6, and may include express bus service within the definition of transitways.

9. For member counties whose proportion of the annual sales tax revenue is less than or equal to three percent, grant awards for the years 2009, 2010 and 2011 shall be the greater of one percent of the total estimated annual sales tax proceeds or the minimum guarantee amount of the amount of sales tax revenue collected in that county, as set forth in Minn. Statute §297A.992, subd. 6.
10. Grant funding will be available for the following types of projects:
  - a. Capital costs, including preliminary engineering, final design, right-of-way acquisition, rolling stock, equipment and construction of transitways.
  - b. Operating subsidies for transitways.
11. No grant will be awarded for studies, including alternative analyses. Projects undertaking preliminary engineering or final design will be eligible for a grant, provided an alternatives analysis has been completed for the transitway corridor.
12. For projects that cross jurisdictions, resolutions of project support from each county or county regional railroad authority is required to accompany the grant application.
13. The following transitways will be eligible for a grant for operations:
  - a. Cedar Avenue Bus Rapid Transit
  - b. Hiawatha Light Rail Transit
  - c. Northstar Commuter Rail
  - d. I-35W South Bus Rapid Transit

A grant award for operating costs may be up to and no more than 50 percent of the operating subsidy. Only new and expanded BRT transitway operations will be eligible for a 50 percent operating grant.

14. The following transitways will be eligible for a capital grant:
  - a. Central Corridor Light Rail Transit
  - b. Cedar Avenue Bus Rapid Transit
  - c. Southwest Corridor Light Rail Transit
  - d. Northstar Corridor Commuter Rail: Ramsey Station
15. Any grant seeking a contribution by the Board in excess of 30 percent will be contingent on a risk assessment and a determination by the Board of the appropriate allocation of risk.

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# **EXHIBIT B:**

## **TRANSITWAY BRIEFS**



## Project at a glance

**Current Status:** Final Design

**Preferred mode:** Light Rail Transit

**New Starts or Non-New Starts:**  
New Starts

**Cities served:**  
Minneapolis, St. Paul

**Length of transitway:** 10.9 miles

**Number of stations served:** 23  
(5 shared with Hiawatha Light Rail Transit)

**Anticipated annual ridership:**  
13,550,000 (2030)

**Total estimated cost:**  
\$956,900,000

## Timeline/Phases

**Spring 2011:** Full Funding Grant Agreement

**2010-2014:** Construction

**2014:** Open for Revenue Service

## Central Corridor Light Rail Transit

Metropolitan Council

The Central Corridor Light Rail Transit is an 11 mile alignment between downtown St. Paul and downtown Minneapolis. The Central Corridor Light Rail Transit line will link five major centers of economic activity in the Twin Cities region which contain almost 280,000 jobs: downtown Minneapolis, the University of Minnesota, the Midway area, the state Capitol complex and downtown St. Paul. By 2030, employment in this area is expected to grow to 374,000. It will connect the existing Hiawatha line and the Northstar commuter rail line in Minneapolis. The 2030 Transportation Policy Plan calls for the Central Corridor Light Rail Transit to connect to other planned services such as the Southwest Light Rail Transit in Minneapolis and to rail and bus services planned for the Union Depot in St. Paul.

The Central Corridor Light Rail Transit line will include:

- 31 new light rail transit vehicles and an operations and maintenance facility;
- 18 new stations, plus five stations shared with the Hiawatha line in downtown Minneapolis. This number of stations has increased from 15 to 18 to include three infill stations which enhance light rail transit access for low income and minority neighborhoods; and
- Travel time of 40.5 minutes between the St. Paul's Union Depot and Target Field Station in Minneapolis. Trains will operate every 7½ minutes during peak travel periods. Weekday ridership is projected to be 40,940 by 2030. The project budget is \$956.9 million in year-of-expenditure dollars to reflect the current scope.

## Board actions to date

### Grants

- 2009 Capital Grant Agreement: \$26,011,818; Amended to \$13,362,366
- 2010 Capital Grant Agreement: \$66,026,475
- 2011 Capital Grant Agreement: \$106,681,526

### Funding commitments

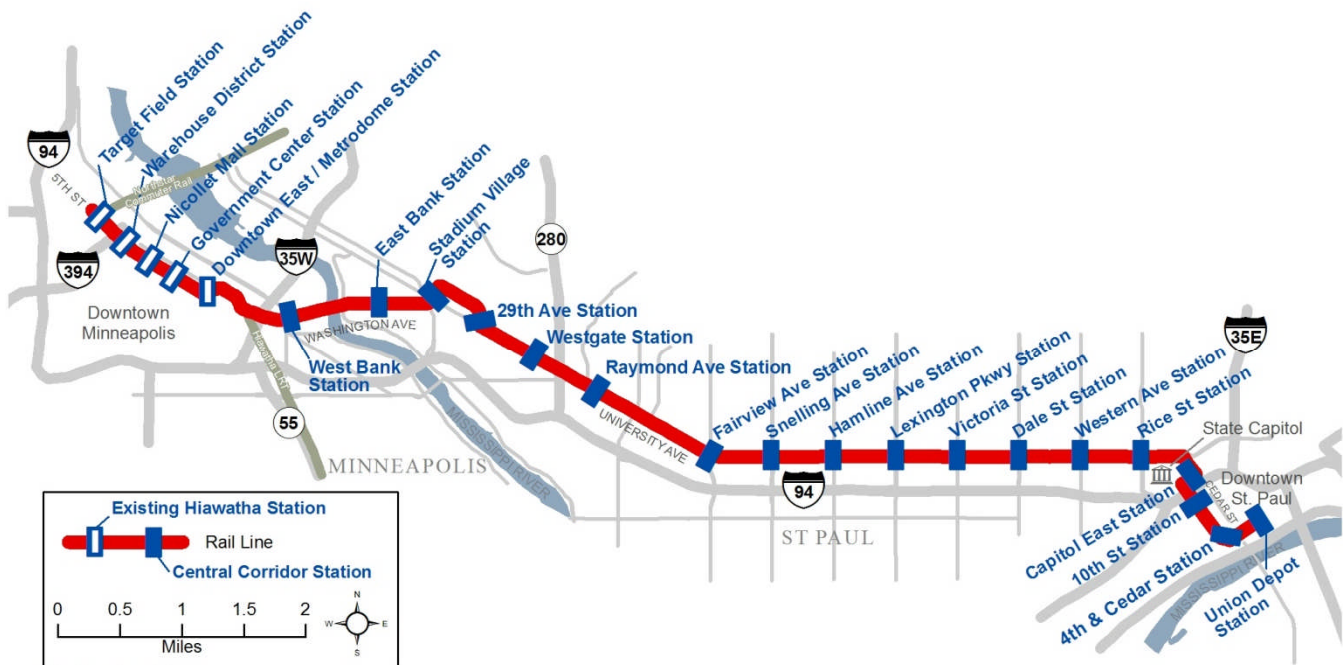
Board Resolution #17-CTIB-2008, adopted August 20, 2008, commits the Board to funding the remaining 30% of the capital cost of the Central Corridor Light Rail Transit Project, not to exceed \$300 million, and also commits the Board to an amount equal to 50% of the operating subsidy for the Central Corridor Light Rail Transit project.

*More on reverse side.*



The Full Funding Grant Agreement (FFGA) is expected to be issued by the Federal Transit Administration in March 2011. The Board has authorized \$61 million of existing grant awards for construction prior to receipt of the FFGA under Letter of No Prejudice Authority. Once the FFGA is executed, 50% of the advance construction expenses will be paid by federal grant monies.

## Map of corridor





## Southwest Light Rail Transit

Metropolitan Council in close collaboration with Hennepin County Regional Railroad Authority

### Project at a glance

**Current Status:** Locally Preferred Alternative Selection / Alternatives Analysis Completed on May 26, 2010; Draft Environmental Impact Statement and Request to enter Preliminary Engineering under review by FTA

**Preferred mode:**  
Light Rail Transit

**New Starts or Non-New Starts:** New Starts

**Cities served:** Eden Prairie, Hopkins, Minneapolis, Minnetonka, St. Louis Park, Edina

**Length of transitway:**  
15 miles

**Number of stations served:**  
17

**Anticipated annual ridership:**  
9,817,460 (2030)

**Total estimated cost:**  
\$1,250,000,000

### Timeline/Phases

**2011-2012:** Preliminary Engineering  
**2013:** Final Design  
**2014-2016:** Construction  
**2017:** Revenue Operations

The Southwest Transitway is an approximately 15-mile light rail transit (LRT) project proposed for the Twin Cities metropolitan region operating from downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area, Methodist Hospital, the Eden Prairie Center Mall, and the Minneapolis Chain of Lakes (see figure below). The line will be part of an integrated system of transitways converging at the Minneapolis Transportation Interchange where connections using the Target Field Station can be made to the Hiawatha and Central LRT lines, the Northstar Commuter Rail line, the proposed Bottineau Transitway, and future commuter rail and intercity passenger rail lines.

The Southwest LRT (SWLRT) project will operate primarily at-grade with structures providing grade-separation of LRT crossings and roadways at specified locations. It would be constructed with dual tracks. A total of 17 new stations would be constructed, all at-grade with a center platform configuration. The SWLRT line is proposed to be interlined/through-routed with the Central Corridor LRT line utilizing shared tracks on 5<sup>th</sup> Street in downtown Minneapolis, and thereby providing a one-seat ride to the University of Minnesota, State Capitol area and downtown St. Paul. A total of 26 additional light rail vehicles would be required to operate the SWLRT line. The SWLRT line would require the construction of an Operations and Maintenance Facility.

### Board actions to date

#### Grants

- 2010 Capital Grant Agreement: \$7,000,000
- 2011 Capital Grant Agreement: \$12,200,000

#### Funding commitments

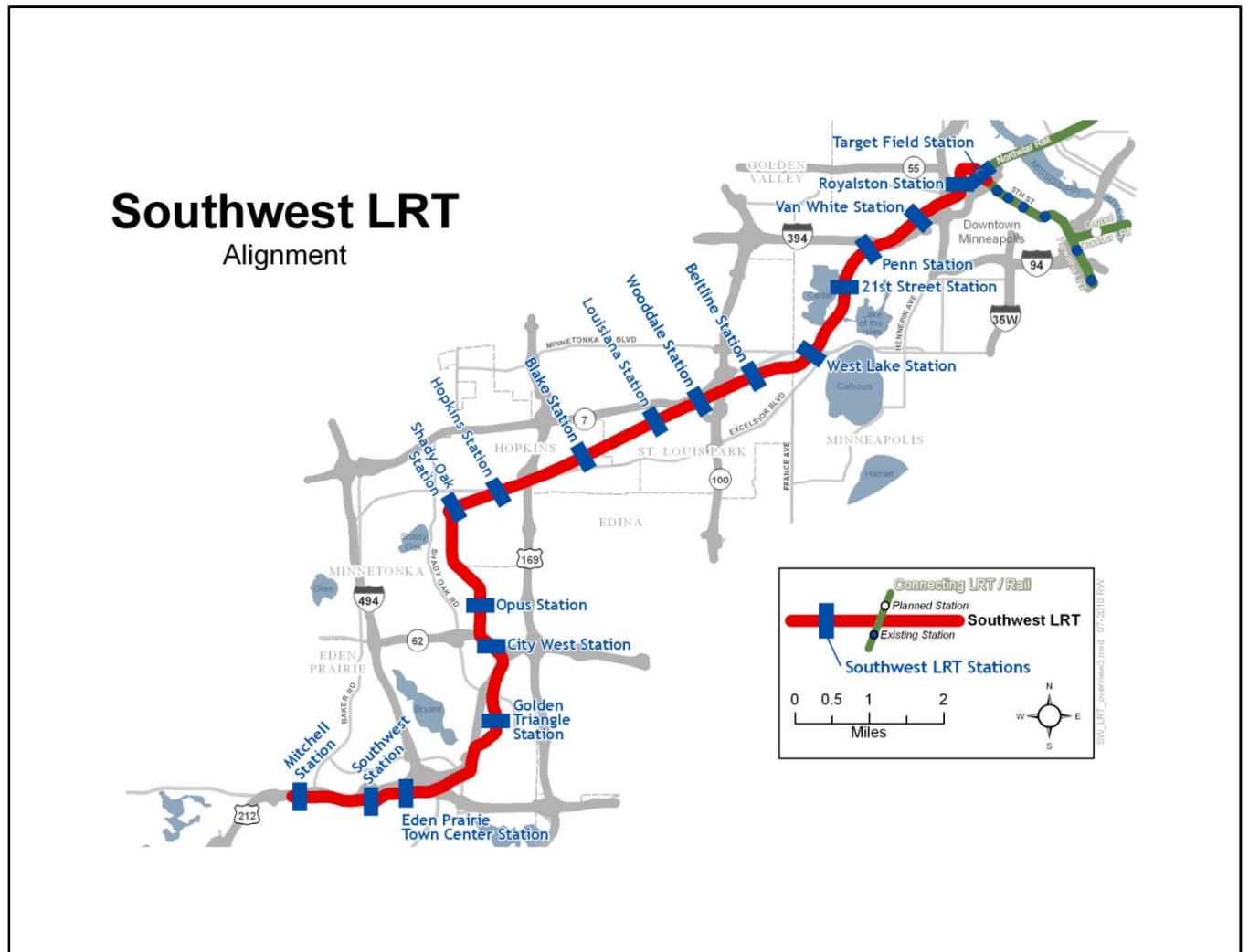
None to date.

#### Letters of No Prejudice (LONP) approval

None to date.

*Map of corridor on reverse side.*

## Map of corridor





## Cedar Avenue Bus Rapid Transit

Dakota County

The Cedar Avenue Transitway is a 16 mile Bus Rapid Transit corridor along Cedar Avenue/County Highway 23/Trunk Highway 77 connecting the communities of Lakeville, Apple Valley, and Eagan to Bloomington/Mall of America with service to downtown Minneapolis and the University of Minnesota, and with connecting service to downtown St. Paul. The Cedar Avenue Transitway will be Minnesota's first Bus Rapid Transit transitway and will provide connections to Minnesota's first light rail line (Hiawatha) and first commuter rail line (Northstar).

The phases of the Cedar Avenue Bus Rapid Transit project implementation are as follows:

**Stage I (2009-2012)** - Construction of bus shoulder running way in Apple Valley and Lakeville, 3 park-and-ride stations, 3 walk up stations, connections to Mall of America and 28th Avenue, buses, maintenance/storage and layover facility, vehicle and station technology, engineering and administration. Stage I capital cost: \$121.8 million.

**Stage II (2012 to 2020)** - Construction of 1 park-and-ride station, 1 walk up station, buses, maintenance and layover facilities, technology, and project development. Stage II capital cost: \$63.82 million.

**Stage III (2020 to 2030)** - Construction of 1 park-and-ride station, 2 walk up stations, expansion of 2 park-and-rides, 2 pedestrian overpasses, buses, maintenance and layover facilities, technology, and project development. Stage III capital cost: \$70.11 million.

### Board actions to date

#### Grants

- 2009 Capital Grant Agreement: \$6,950,000
- 2009 Operating Grant Agreement: \$22,500
- 2010 Capital Grant Agreement: \$3,217,900
- 2010 Operating Grant Agreement: \$164,881
- 2011 Capital Grant Agreement: \$12,921,922
- 2011 Operating Grant Agreement: \$312,351

#### Funding commitments

Board Resolution #17-CTIB-2008, adopted August 20, 2008, commits the Board to funding the remaining 30.9% of the capital cost of constructing bus shoulder lanes on the Cedar Avenue Bus Rapid Transit Project, not to exceed \$17,705,000, to be paid in three annual grants in 2010, 2011, and 2012. Board Resolution #18-CTIB-2008, adopted August 20, 2008, commits the Board to an amount equal to 50% of the operating subsidy for the Cedar Avenue Bus Rapid Transit.

### Project at a glance

**Current Status:** Construction

**Preferred mode:** Bus Rapid Transit

**New Starts or Non-New Starts:** Non-New Starts

**Cities served:** Apple Valley, Bloomington, Eagan, Lakeville, Minneapolis

**Length of transitway:** 16 miles

**Number of stations served:** 13

**2030 anticipated annual ridership:** 5,430,000

**Total estimated cost:** \$256,000,000

### Timeline/Stages

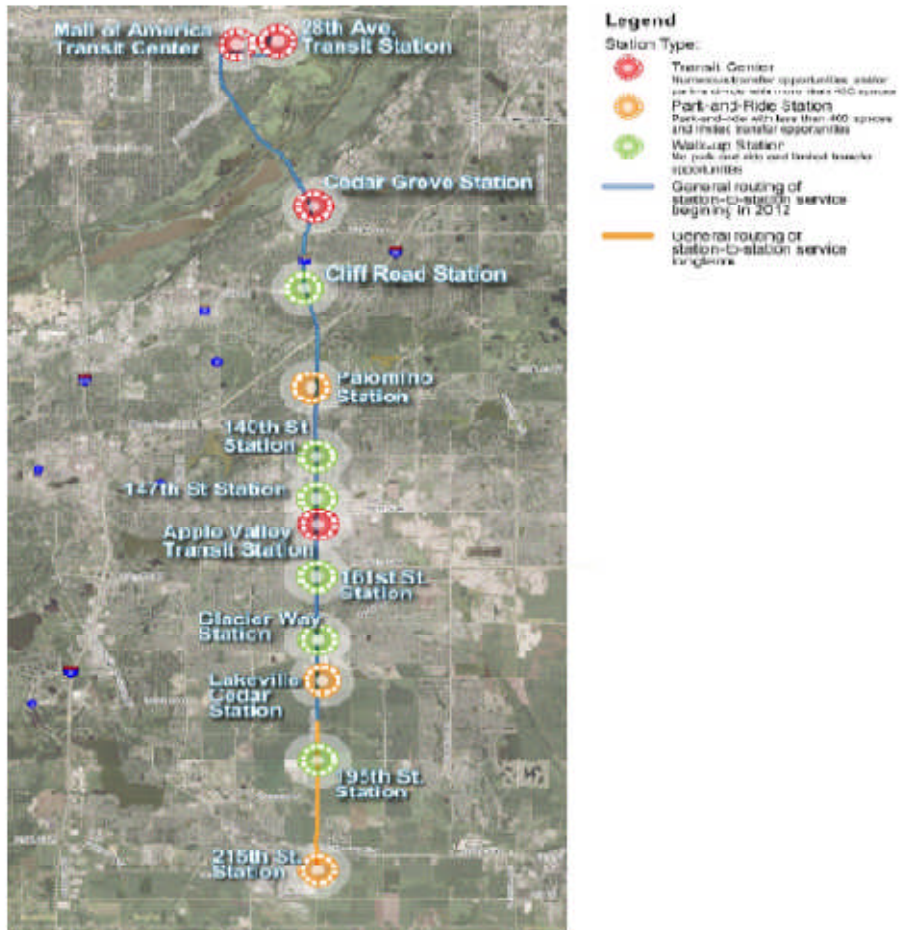
**2009-2012:** Stage I

**2012-2020:** Stage II

**2020-2030:** Stage III

**Letters of No Prejudice (LONP) approval**  
None to date.

## Map of corridor







## Northstar Corridor - Ramsey Station

Anoka County

### Project at a glance

**Current Status:** Final Design Completed.

**Preferred mode:** Commuter Rail

**New Starts or Non-New Starts:**  
Non-New Starts

**Cities served:** Ramsey

**Length of transitway:** 0.08 miles

**Number of stations served:** 1

**Anticipated annual ridership:**  
138,000

**Total estimated cost:**  
\$13,200,000

### Timeline/Phases

**November 16, 2009:** Phase I (Big Lake to Minneapolis) – Revenue Operations Began

**August 2008 – Mar 2009:**  
Ramsey Station Preliminary Engineering

**September 2009 – April 2010:**  
Ramsey Station Final Design

**2011-** Negotiation with BNSF Railway Company and purchase of easement

**2012 – 2013:** Ramsey Station Construction

The site of the proposed Northstar Ramsey Station is located within the City of Ramsey, along BNSF tracks between Civic Center Drive and TH 10, and midway between Ramsey Boulevard on the east and Armstrong Boulevard on the west.

The proposed Northstar Corridor Ramsey Station would be part of the Northstar Corridor Commuter Rail line, and is designed to be consistent with other Northstar stations in terms of structure, landscaping, signage, amenities (i.e. ticket vending, etc.), surveillance, and communications. There will be a platforms located each side of the tracks which are designed to meet a minimum length of 425 feet, with room for extension to 765 feet to accommodate additional rail cars in the future. Pedestrian movement between the platforms is achieved via elevators and a walkway over the existing rail tracks. Access to the station platforms from the adjacent structured parking (Ramsey Municipal Parking Ramp) will be provided via at-grade designated crosswalks on Civic Center Drive. The Ramsey Municipal Parking Ramp was constructed by the City of Ramsey at this location in anticipation of a Northstar commuter rail station located directly adjacent to it.

CTIB funding in 2011 is being requested in order to negotiate the agreements necessary for acquisition of easements from BNSF Railway Company for construction and operation of the Ramsey Station, and to acquire the easements from BNSF. The timing and amounts of the easement payments will need to be negotiated with BNSF Railway Company in 2011. A CTIB funding commitment for completion of the Ramsey Station will be requested for 2012 and 2013 when the local funding has been committed.

On August 31, 2010, the City Council for the City of Ramsey adopted a resolution committing up to \$3.1 in city funds for the Ramsey Station project, assuming receipt of funding from other Federal, State, and regional sources. The Anoka County Regional Railroad Authority has also committed \$100,000 to the project. The City of Ramsey is seeking funding from the Metropolitan Council for 2011 and state and federal funding for 2012 and 2013.

### Board actions to date

#### Grants

- 2011 Capital Grant Agreement: \$1,000,000

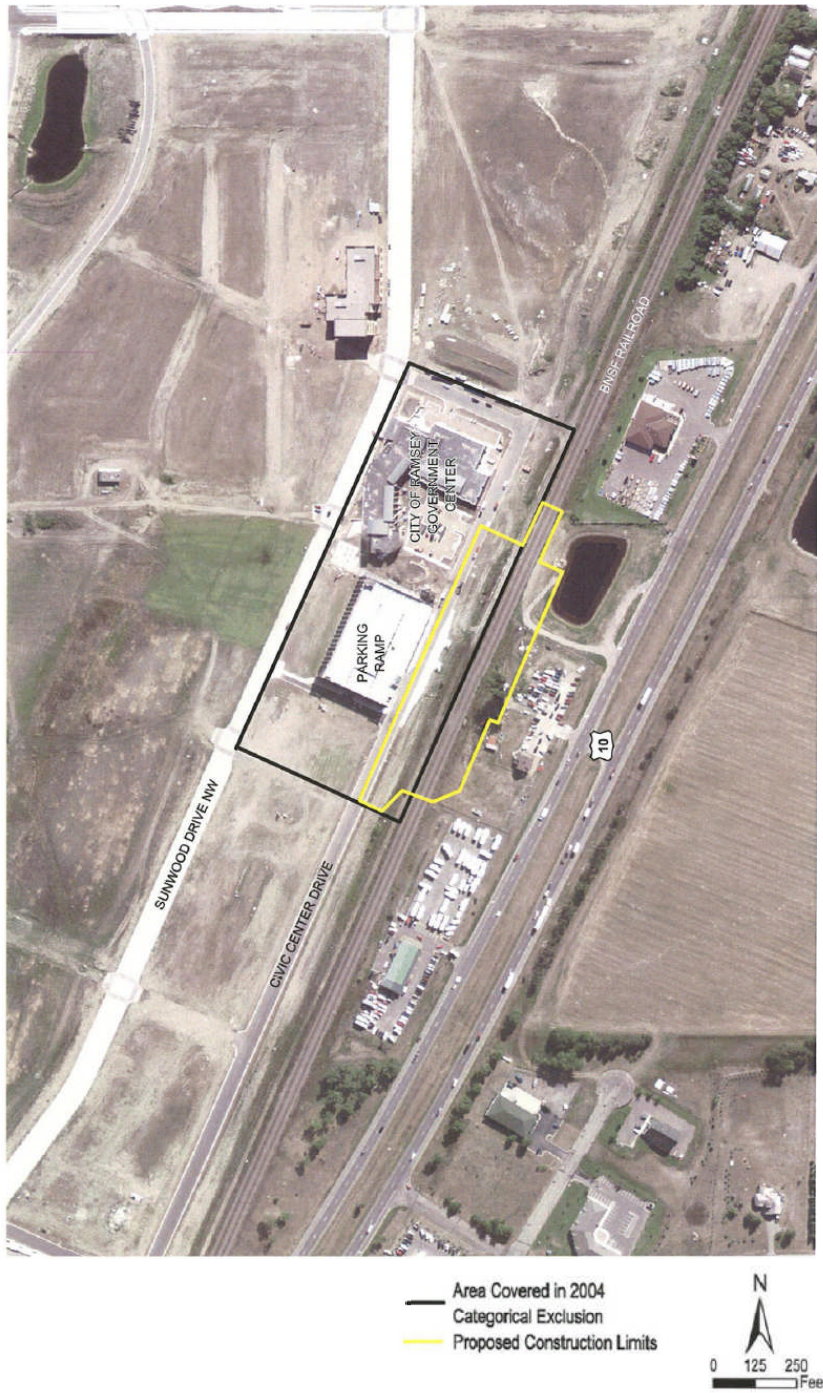
#### Funding commitments

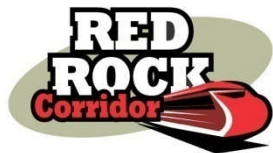
- None to date.

#### Letters of No Prejudice (LONP) approval

- None to date.

## Map of Station





## Red Rock Corridor

Washington County

### Project at a glance

**Current Status:** Extended  
Alternatives Analysis

**Preferred mode:** Commuter Rail

**New Starts or Non-New Starts:**  
New Starts

**Cities served:** Cottage Grove,  
Denmark Township, Hastings,  
Minneapolis, Newport, St. Paul, St.  
Paul Park

**Length of transitway:** 30 miles

**Number of stations served:** 8

**Anticipated annual ridership:**  
425,000 weekday riders

**Total estimated cost:**  
\$660,000,000 to \$700,000,000

### Timeline/Phases

**2009-2011:** Station Site Planning  
and Environmental Analysis

**2012-2013:** Advanced Alternatives  
Analysis and Environmental  
Impact Statement

**2014-2015:** Preliminary  
Engineering

**2016:** Final Design

**2017-2019:** Right of Way and  
Construction (Phase 1- Hastings to  
St. Paul Segment)

**2020-2022:** Right of Way and  
Construction (Phase 2 – St. Paul  
to Minneapolis Segment)

The Red Rock Corridor is a 30 mile planned commuter rail line utilizing the BNSF Railway Company and Canadian Pacific mainlines, roughly parallel to Highway 61 and Interstate 94, running from Hastings to the Union Depot in downtown St. Paul and to the Minneapolis Transitway Interchange in downtown Minneapolis. The Red Rock Corridor includes the counties of Dakota, Hennepin, Ramsey and Washington, and the cities of Cottage Grove, Denmark Township, Hastings, Newport, St. Paul, Minneapolis, and St. Paul Park. The corridor is shared with the Amtrak's Empire Builder service and the proposed Midwest Regional Rail high speed rail line to Chicago. An investment in the Red Rock Corridor is a 3-for-1 public investment in freight service, commuter rail and high speed rail.

The Alternatives Analysis completed in 2007, identified commuter rail as the long term transit investment for the corridor. Expanding bus service, increasing bus frequency and providing additional park-and-ride facilities are the adopted strategies towards building transit ridership in the corridor prior to the construction of commuter rail. The Commuter Bus Feasibility Study completed by the Red Rock Corridor Commission in 2009 outlines a preferred service development plan that is both cost-effective and generates a high level of ridership. A station area and site master planning project for the southeast stations of the Red Rock Corridor is currently underway. The work conducted for this study will be utilized in the development of station areas that can serve express bus service in the interim and transition to commuter rail in the long-term. The Departments of Transportation for Minnesota and Wisconsin are jointly conducting a study to determine the preferred alignment for high speed rail.

### Board actions to date

#### Grants

- 2010 Capital Grant Agreement for Newport Transit Station: \$2,550,000
- 2011 Capital Grant Agreement for Newport Transit Station: \$225,000
- 2011 Capital Grant Agreement for Red Rock Corridor Station Area Planning Project: \$107,000

#### Funding commitments

None to date.

#### Letters of No Prejudice (LONP) approval

None to date.

*Map of corridor on reverse side.*



## Map of corridor

