

Counties Transit Improvement Board Annual Legislative Report 2011

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COUNTIES ***Transit*** Improvement BOARD

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EXECUTIVE SUMMARY

The Counties Transit Improvement Board (“CTIB”) respectfully submits its Annual Legislative Report summarizing significant accomplishments during 2011. As required by Minn. Statutes Section 297A.992, Subd. 11, this report will address the revenues received from the quarter-cent sales tax and \$20 motor vehicle excise tax and the grants awarded by CTIB in 2011.

Organizational Structure

Sections 1 through 4 of the report describe CTIB’s organizational structure and explain how CTIB’s financial management practices foster strong partnerships with key agencies. CTIB advances transitway projects by leveraging local, regional, and state funds to maximize federal funds, as required by CTIB’s authorizing legislation and joint powers agreement. CTIB funding commitments have helped regional transitway projects secure further commitments for \$543 million in matching federal funds and \$145.5 million in matching local government funds for construction and project development.

Since 2008, CTIB’s partnerships have generated a total investment of **\$1.24 billion** from federal, local, regional and state funding sources.

Section 1- Introduction briefly describes the Counties Transit Improvement Board, its long-term vision for regional transitway development, and its impact on the regional transitway system through grants for capital projects and ongoing operations.

Section 2- Authority: Legislation and Joint Powers Agreement reviews the authorizing legislation that led to the creation of the Counties Transit Improvement Board and the related quarter-cent sales tax and \$20 motor vehicle excise tax that is dedicated to funding major transit improvements.

Section 3 – Organizational Structure: Board and Committees describes the membership composition and elected officers of the Counties Transit Improvement Board and its major committee, the Grant Evaluation and Ranking System (GEARS) Committee.

Section 4 – Transit Investment Framework: Vision and Policies outlines the Transit Investment Framework adopted by CTIB to establish principles and policies governing the award of grants from sales tax proceeds, financial principles regarding bonding, compliance procedures for tax-exempt obligations, and procedures for preparing an annual financial review and capacity estimate report.

Award of Grants from Sales Tax Proceeds

Sections 5 through 9 describe the revenue raised from the regional transit sales tax, as well as the grants awarded from the sales tax proceeds. CTIB grant awards since 2008 will provide \$467 million to nine transitway corridors throughout the metropolitan region through 2012:

\$467 Million

2008 - 2012

- **\$363.3 million** in capital grants awarded to the following projects: Cedar Avenue Bus Rapid Transit, Central Corridor Light Rail Transit, I-35W South Bus Rapid Transit, Northstar Commuter Rail, and Southwest Corridor Light Rail Transit.
- **\$8.9 million** in special guaranteed grants to projects in Washington County: Newport Transit Center, Red Rock Corridor, Gateway Corridor, Rush Line Corridor, and other priority projects.
- **\$94.9 million** in operating grants awarded to Cedar Avenue Bus Rapid Transit, Hiawatha Light Rail Transit, I-35W South Bus Rapid Transit, Northstar Commuter Rail corridors and the Metropolitan Council.

Section 5 - Revenues summarizes revenues received from the quarter-cent sales tax and \$20 motor vehicle excise tax over the period 2008 – 2011, describes the issuance of a general obligation bond in 2010, and addresses the utilization of sales tax proceeds for ordinary administrative expenses.

Section 6 – Funding Commitments describes the funding commitments made by CTIB to provide funding for operating costs and for the local match for federally funded projects. In addition, this section also describes Washington County’s eligibility for grants of at least 3 percent of the estimated total annual sales tax for the years 2011 – 2013.

Section 7 – History of Grant Awards, 2008 - 2011 summarizes the history of CTIB grant awards from 2008 to 2011. Since its creation in 2008, CTIB has awarded \$467 million in grants to regional transitways for capital projects and operations.

Section 8 – Results from 2011 Grant Projects details results from six capital grant projects funded by CTIB in 2011, as well as results from the four operational transitways awarded operating grants for 2011.

Section 9 – Upcoming 2012 Grant Projects describes the grants awarded in November 2011 for projects being implemented in 2012.

Finally, Section 10 - Conclusion finishes the report with a personal message from Board Chair Peter McLaughlin and contact information for the Counties Transit Improvement Board.

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1.0 INTRODUCTION

A thriving and economically competitive metropolitan region needs transit. The Counties Transit Improvement Board (CTIB) promotes this by accelerating transit development in Anoka, Dakota, Hennepin, Ramsey and Washington counties through the proceeds of a one-quarter percent sales tax devoted to regional transit development. This revenue provides a reliable, long-term source of transit funding for capital development and operations that reduces reliance on property tax dollars.

The Counties Transit Improvement Board is a collaborative board whose members come together to tackle transit needs with a regional perspective. Investing in the growth of a regional transit system provides transportation choices that get people where they need to go—for employment, education, entertainment, and medical visits.

Legislative Directives to CTIB

In 2008, the Minnesota Legislature enacted ground-breaking legislation that authorized metropolitan area counties to impose a quarter-cent sales tax and a \$20 motor vehicle excise tax for the purpose of funding transportation improvements (“Transit Sales Tax”).

The legislative direction to the 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 governments 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).

Transitways are defined as light rail transit, bus rapid transit and commuter rail.

Transit Investment Stimulates Economic Development

The legislation authorizing the Transit Sales Tax and subsequent resolutions to impose the tax by five county boards were enacted with the strong support of the business community. Businesses recognized that increasing the economic competitiveness of the Twin Cities region and the State of Minnesota requires increased capacity to move people and goods efficiently and safely.

Additionally, regional transitway projects currently under development, such as the Central Corridor Light Rail Transit line, will generate more than 7,500 construction, design, and operations jobs over the life of the projects. Further job growth is

7,500
Construction
Design and
Operations Jobs

stimulated by new development near transit stations.

Broad agreement on the goals for distribution of the Transit Sales Tax was reached: bring additional federal transit funding to the region, reduce the state's capital contribution to transitways, remove operating costs for transitways from local property taxpayers, and provide tangible benefits for commuters by focusing the tax proceeds on construction.

Annual Legislative Report: Results from 2011

As described in this 2011 Annual Legislative Report, CTIB is fulfilling its legislative directives and meeting the identified goals. In 2011, CTIB disbursed \$150 million in grants (awarded in 2010) to projects in each of the five CTIB counties. These grants have resulted in tangible improvements to the transit system across the five-county area. The Office of the Legislative Auditor affirmed the role of CTIB in a 2011 report on transit governance by commenting that CTIB has “increased the region’s capacity to develop large-scale transit projects.”¹ Building off of the success of 2011 grants, CTIB awarded an additional \$149.9 million in grants for 2012 projects.

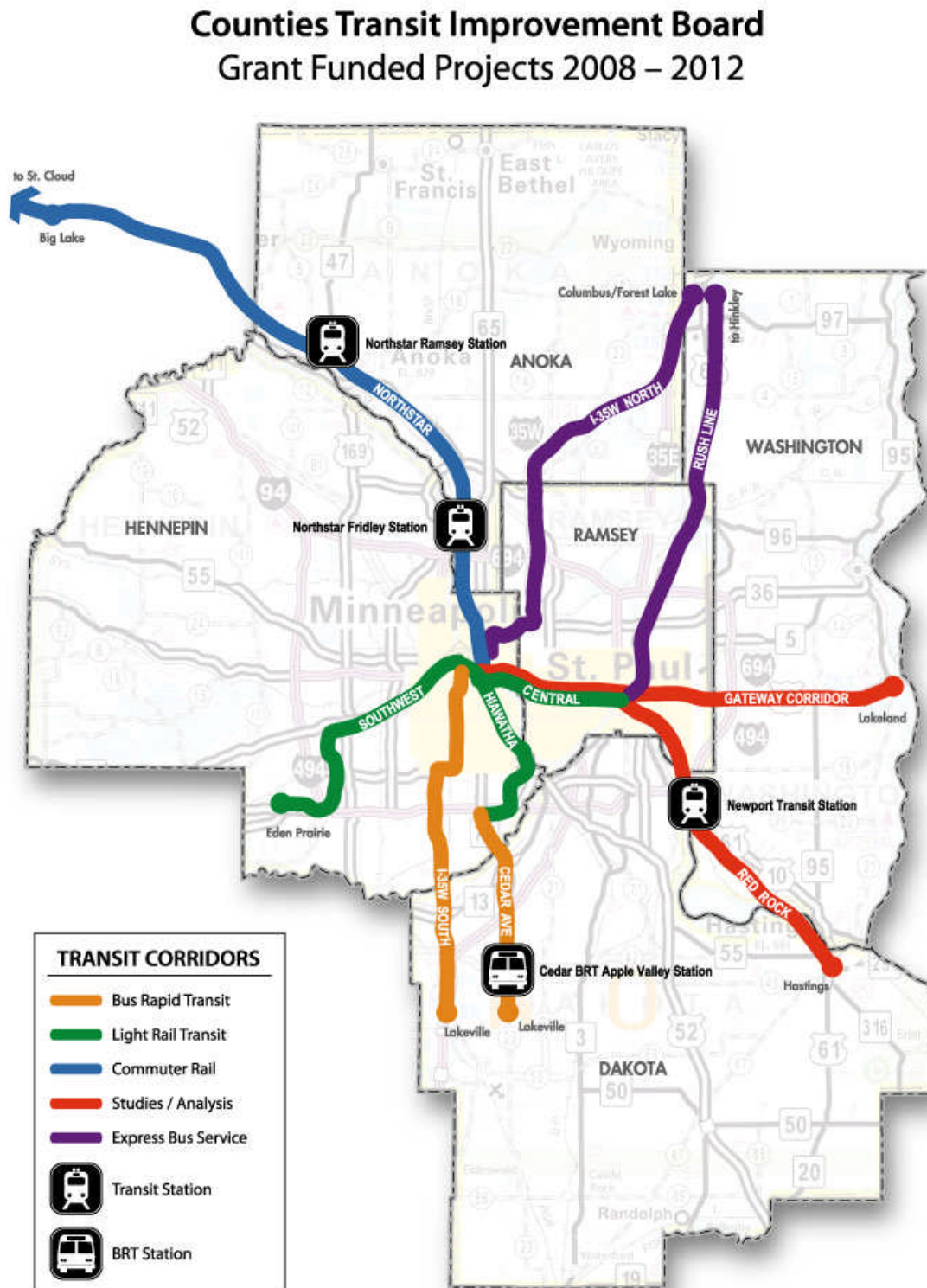
**CTIB has
“increased the
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scale transit
projects.”**

Office of the
Legislative Auditor

¹ MN Office of the Legislative Auditor (2011): Governance of Transit in the Twin Cities, page 81.

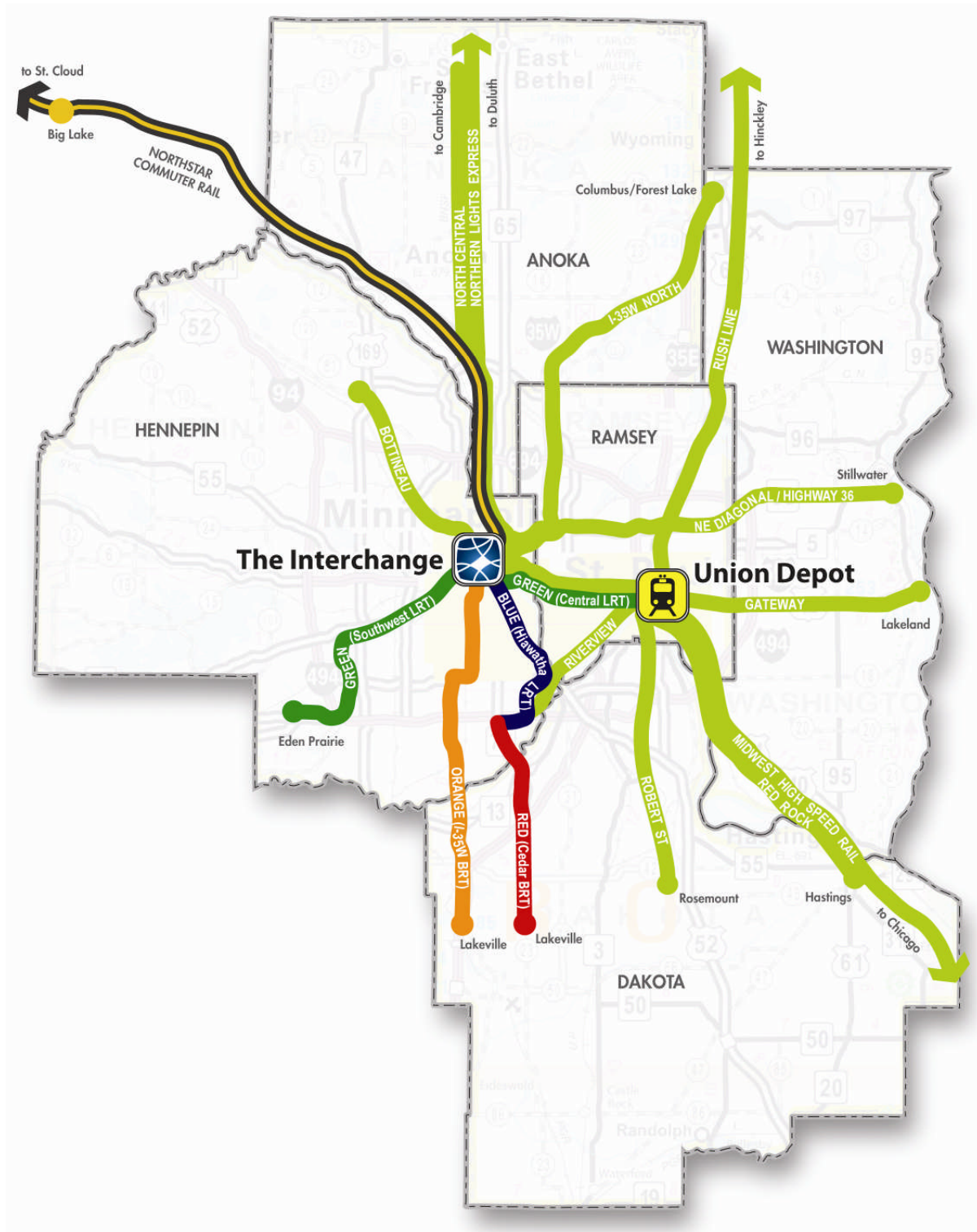
THE MAPS BELOW SHOW THE CORRIDORS FUNDED BY CTIB IN THE YEARS 2008-2011 (MAP 1), AS WELL AS CTIB'S LONG-TERM REGIONAL TRANSITWAY VISION (MAP 2).

MAP 1



MAP 2

Counties Transit Improvement Board's Regional Transitway Vision



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. CTIB 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 at the invitation of CTIB have joined as ex-officio, non-voting members. The Chair of the Metropolitan Council serves on CTIB as a voting member.

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

- impose the 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; and
- 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.

CTIB's joint powers agreement also set forth the process for joining and withdrawing from CTIB, the weighted voting requirements, CTIB'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 appointed two Commissioner representatives and one Commissioner alternate to the Counties Transit Improvement Board. On January 19, 2011, CTIB held its organizational meeting and elected its 2011 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 CTIB to assist in developing strategies for leveraging transit funding, to provide support at the Legislature on transit initiatives, and to assist CTIB in reaching the transit vision set forth in the Transit Investment Framework. In 2011, the ex-officio GEARS representative to CTIB was Mayor Jim Hovland from the City of Edina.

The 2011 members of CTIB 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 Matt Look Commissioner Robyn West	Commissioner Rhonda Sivarajah	10
Dakota County	Commissioner Paul Krause Commissioner Nancy Schouweiler	Commissioner Thomas A. Egan	13
Hennepin County	Commissioner Peter McLaughlin Commissioner Mark Stenglein	Commissioner Gail Dorfman	47
Ramsey County	Commissioner Jim McDonough Commissioner Victoria Reinhardt	Commissioners Rafael Ortega Jan Parker	16
Washington County	Commissioner Dennis Hegberg Commissioner Gary Kriesel	Commissioner Lisa Weik	7
Metropolitan Council	Chair Susan Haigh	Council Member Steve Elkins	5
Carver County (Ex-officio)	Commissioner Randy Maluchnik		0
Scott County (Ex-officio)	Commissioner Jon Ulrich	Commissioner Tom Wolf	0
GEARS Committee (Ex-officio)	Mayor Jim Hovland, City of Edina		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 CTIB, the GEARS Committee is responsible for evaluating grant applications and providing CTIB with a selected list of transportation projects that includes a priority ranking.

The 2011 GEARS Committee elected Dakota County Commissioner Thomas Egan as Chair and Edina Mayor Jim Hovland 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, as required by CTIB's authorizing legislation. The 2011 GEARS Committee members are listed in Table 2.

TABLE 2: 2011 GEARS COMMITTEE MEMBERS

GEARS Member Allocated by Member Organization	County Representatives	Alternate	City Representatives
Anoka County	Commissioner Matt Look	Commissioner Robyn West	Council Member Dick Swanson City of Blaine
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 Council Member Robert Lilligren City of Minneapolis
Ramsey County	Commissioner Toni Carter	Commissioner Janice Rettman	Council Member Ady Wickstrom City of Shoreview Council Member Russ Stark City of St. Paul
Washington County	Commissioner Bill Pulkrabek	Commissioner Autumn Lehrke	Mayor Dean Johnston City of Lake Elmo
Metropolitan Council	Steven Elkins	Lona Schreiber	

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 again on June 15, 2011, to clarify compliance procedures for tax-exempt obligations.

The Framework sets forth CTIB's vision for the Metropolitan Transportation Area (MTA) as a network of connected transitways which contributes to a vibrant and economically competitive region by increasing mobility, mitigating congestion, enhancing economic development and improving environmental sustainability. 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 CTIB's advocacy efforts.

For purposes of the Framework and grant eligibility, CTIB defines 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 CTIB's Joint Powers Agreement prohibit CTIB from supplanting the operating and capital assistance provided by the State and the Metropolitan Council. The statute also requires all grants to be consistent with the Metropolitan Council's Transportation Policy Plan.

Finally, the Framework calls for the preparation of an Annual Financial Review and Capacity Estimate Report to provide background financial information and to assist CTIB in reviewing its financial commitments to date, its ongoing ability to meet those commitments and to estimate CTIB's capacity to provide additional future financial assistance to transitway projects. The 2011 Annual Financial Review and Capacity Estimate Report was adopted by CTIB on June 15, 2011, and amended on August 17, 2011, to reflect the transportation bill passed during the 2011 Special Session.

Based on the findings in the Amended Annual Financial Review and Capacity Estimate Report, CTIB determined that, for payable 2012 grants, it would provide funding in the amount of \$125 million for grants to meet its operating and capital funding commitments, an additional \$7.8 million as required by the State Legislature to raise CTIB's operating subsidy to 75 percent of net operating costs for the 2012-2013 biennium, and up to \$22 million for discretionary capital grants to accelerate transitway development.

5.0 TRANSIT SALES TAX REVENUES RECEIVED

Minn. Statutes Section 297A.992 requires that the Counties Transit Improvement Board's Annual Report to the Legislature specifically addresses the transit tax revenue received by CTIB since the enactment of the tax. Table 3 summarizes the transit tax receipts in 2008 through 2011.

TABLE 3: TRANSIT TAX RECEIPTS, 2008 - 2011

	Total Receipts	Department of Revenue Final Costs Deducted	Net Transferred to Board
2008 (September – December Only)	\$29,109,595	(\$411,131)	\$28,689,464
2009	\$89,755,317	(\$1,042,099)	\$88,713,218
2010	\$92,339,888	(\$1,011,534)	\$91,328,355
2011	\$98,269,153	(\$1,022,687)	\$97,246,466

5.1 BONDS

In December 2010, the Counties Transit Improvement Board issued a \$102,810,000 note to fund 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 CTIB's funding commitments through 2012. Projected grant needs are formally reviewed twice annually, once in the spring to inform CTIB's Annual Financial Review and Capacity Estimate, and again in the fall as part of the annual grant solicitation.

CTIB'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. CTIB'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 CTIB will be supported by CTIB'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 CTIB, 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. CTIB will pay its operating grants from sales tax remaining after the monthly parity obligation has been satisfied.

The note was issued at fixed interest rates, 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 CTIB's borrowing rate.

5.2 GRANT AND BOARD ADMINISTRATION

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 for ordinary administration expenses incurred in carrying out the provisions of this section.

CTIB's Bylaws state that on or before July 1 of each year, CTIB shall adopt a preliminary annual administrative budget. The 2011 Administrative Budget included sales tax revenues in the maximum amount of \$644,000. The administrative portion of the budget was used for 2011 grant and Board administration, financial advisory and management services, the 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, CTIB 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 summarizes CTIB's funding commitments.

6.1 COMMITMENT TO FUND OPERATING COSTS

On August 20, 2008, CTIB 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, CTIB assumed the responsibility of the County Regional Railroad Authorities to provide the 50 percent local share. Prior to the formation of CTIB, these costs had been paid with property tax dollars. CTIB has provided approximately \$64.1 million in property tax relief through grants awarded 2008 – 2011. The Central Corridor LRT will begin operations in 2014, and the early commitment to fund operating costs by CTIB was instrumental in gaining FTA approval of the Project.

Legislation passed during the 2011 Special Session temporarily increased CTIB's share of operating subsidies to 75 percent for the 2012-2013 biennium. In 2011, this additional legislatively-mandated operating subsidy cost \$3,373,529. On July 1, 2013, CTIB's share of transitway operating subsidies will return to 50 percent as originally agreed to in CTIB's authorizing legislation and Joint Powers Agreement.

6.2 COMMITMENT TO FUND CAPITAL COSTS

In addition to commitments to fund operating costs, CTIB also commits funding for capital projects. Early commitments to fund new transitway development helps accelerate projects by providing a stable source of funding that allows projects to stay on schedule and avoid costly delays. Although grants are awarded annually, CTIB's funding commitments allow projects to proceed with the certainty that the Counties Transit Improvement Board funding will be available when needed.

Since 2008, CTIB has made capital funding commitments to three projects:

- **Central Corridor LRT:** CTIB committed funding for 10 percent of the three in-fill stations in St. Paul and 30 percent of the remaining capital costs of the transitway, up to a maximum of \$300 million. At the close of 2011, CTIB awarded the fourth and final grant to the Central Corridor LRT Project in the amount of \$97.9 million; this grant will be

payable in 2012. With this most recent grant award, CTIB has awarded a total of \$283,950,000 in funding for the Project.

- **Cedar Avenue BRT:** CTIB committed funding for 30.9 percent of construction costs of the Phase 1 bus shoulder lanes, up to a maximum of \$17.7 million. In November 2011, CTIB awarded the third and final grant installment under the initial funding commitment to the Cedar Avenue BRT project, with disbursement occurring in 2012.
- **I-35W BRT:** Responding to prudent delays in full implementation, CTIB has committed funding in the amount of \$1,773,000 for use on a future capital grant.

Funding commitments help secure federal funding for projects. The federal New Starts funding process generally requires a local commitment of 50 percent of the total capital costs in order to be competitive against other applications across the country. Since federal funding is not eligible for early project phases, local partners are responsible for making projects ready for construction by funding all early environmental reviews and route analyses. When CTIB commits to paying 30 percent of total capital costs, CTIB is in effect committing to paying for 60 percent of the local match requirement. Because CTIB has a reliable, dedicated source of funding for its commitments, the federal government's confidence in the region's ability to meet the local funding requirement increases.

Board funding commitments pay for early construction and help minimize delays. CTIB's grants have helped to provide a significant portion of funding to cash-flow projects in the first three years of construction while projects wait for federal funding commitments. This funding schedule allows projects to stay on schedule and minimizes the logistical and financial impacts from the timing of federal funding. Focusing CTIB's funding on construction (and not studies) results in more jobs, again fulfilling the promises of CTIB.

Funding commitments reduces the State's contribution to projects. In the case of the Central Corridor LRT Project, CTIB's 30 percent contribution towards capital costs reduced the state's contribution to 10 percent. The state's share of construction for Central Corridor LRT is a smaller percentage of costs than the state's share for the region's two other 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.

6.3 COMMITMENT TO FUND WASHINGTON COUNTY CAPITAL COSTS

In 2009, CTIB agreed that Washington County would be eligible for grants of at least 3 percent of the estimated total annual sales tax for the years 2011-2013. Such grants receive priority funding and may be used for studies and planning. The intent of CTIB was to provide the funds to accelerate the early stages of transitway development in Washington County, because projects in the county were not as advanced as in the other four participating counties. The total amount of funding guaranteed to Washington County projects from the 2008-2011 grant solicitation cycles is \$8.86 million.

7.0 HISTORY OF GRANT AWARDS, 2008 - 2011

The following table provides a summary of Counties Transit Improvement Board grants awarded from 2008 through 2011. CTIB awards its annual grants in November and enters into grant agreements in December of each year. Funds awards are disbursed in the following calendar year. The table below summarizes CTIB's grant awards. These grants total \$467 million and directly support a strong transit network that contributes to the region's economic vitality and competitiveness.

TABLE 4: SUMMARY OF GRANTS AWARDED

Transitway		Grants Awarded				
		2008	2009	2010	2011	Total
Capital Grants	Cedar Avenue BRT	\$6.95	\$3.22	\$12.92	\$8.79	\$31.88
	Central Corridor LRT	\$13.36	\$66.03	\$106.68	\$97.88	\$283.95
	I-35W South BRT	-	\$1.77	-	-	\$1.77
	Northstar Fridley Station	\$9.92	-	-	-	\$9.92
	Northstar Ramsey Station	-	-	\$1.00	\$2.00	\$3.00
	Southwest LRT	-	\$7.00	\$12.20	\$13.56	\$32.76
	Total Capital	\$30.23	\$78.02	\$132.77	\$122.24	\$363.26
Operating Grants	Cedar Avenue Bus Rapid Transit	\$0.02	\$0.17	\$0.39	\$0.72	\$1.30
	Hiawatha Light Rail Transit	\$7.48	\$7.30	\$9.14	\$12.73	\$36.65
	I-35W South Bus Rapid Transit	\$0.06	\$0.11	\$0.19	\$0.17	\$0.53
	Northstar Commuter Rail	\$3.79	\$5.73	\$7.14	\$8.96	\$25.63
	Metropolitan Council	\$30.78	-	-	-	\$30.78
	Total Operating	\$42.14	\$13.29	\$16.87~	\$22.59	\$94.89
Washington County Guaranteed Grants		\$0.95	\$2.55	\$2.66*	\$2.70^	\$8.86
Total Grants		\$73.32	\$93.86	\$152.30	\$147.53	\$467.01

Note: Dollars presented in millions. *At Washington County's request, CTIB deferred \$2.3 million in 2010 funds until the 2011 grant solicitation cycle for use in 2012. ^At Washington County's request, CTIB deferred \$2.3 million in 2011 funds until the 2012 grant solicitation cycle for use in 2013. ~The original 2010 award for operating grants was \$13.49 million, but an additional \$3.4 million in operating grants were authorized by CTIB in August 2011 to account for legislation passed during the Special Session to increase CTIB's net operating subsidy to 75 percent for the period July 1 to December 31, 2011.

8.0 RESULTS FROM 2011 GRANT PROJECTS

8.1 2011 GRANT RESULTS

In November 2010, the Counties Transit Improvement Board awarded, by unanimous vote, nine grants for projects in 2011. Four capital grants totaling \$132.8 million were directed to the Central Corridor LRT Project, the Southwest Corridor LRT Project, the Cedar Avenue BRT Project, and the Northstar Commuter Rail: Ramsey Station.

Washington County was awarded \$332,000 for two projects along the Red Rock Corridor, including work related to the Newport Transit Center, and \$2,239,000 was deferred until 2011 for the county's priority projects.

Finally, CTIB awarded \$13.5 million to provide a 50 percent net operating subsidy to the region's four operating transitways: Hiawatha LRT, Northstar Commuter Rail, I-35W BRT, and Cedar Avenue BRT. As a result of legislation passed during the 2011 Special Session, an additional \$3.4 million was awarded by CTIB to increase the net operating subsidy to 75 percent for the period July 1 – December 31, 2011. The total operating subsidy funded by CTIB in 2011 was \$16.9 million. The impacts of these grant awards are detailed on the following pages.



Figure 1: Transportation Secretary Ray LaHood visited the Union Depot Station on September 19, 2011, to underscore the importance of investing federal dollars in transit projects. The station is being built in front of the renovated Union Depot in downtown St. Paul.

CENTRAL CORRIDOR LIGHT RAIL TRANSIT

2011 CAPITAL GRANT AMOUNT: \$107 MILLION

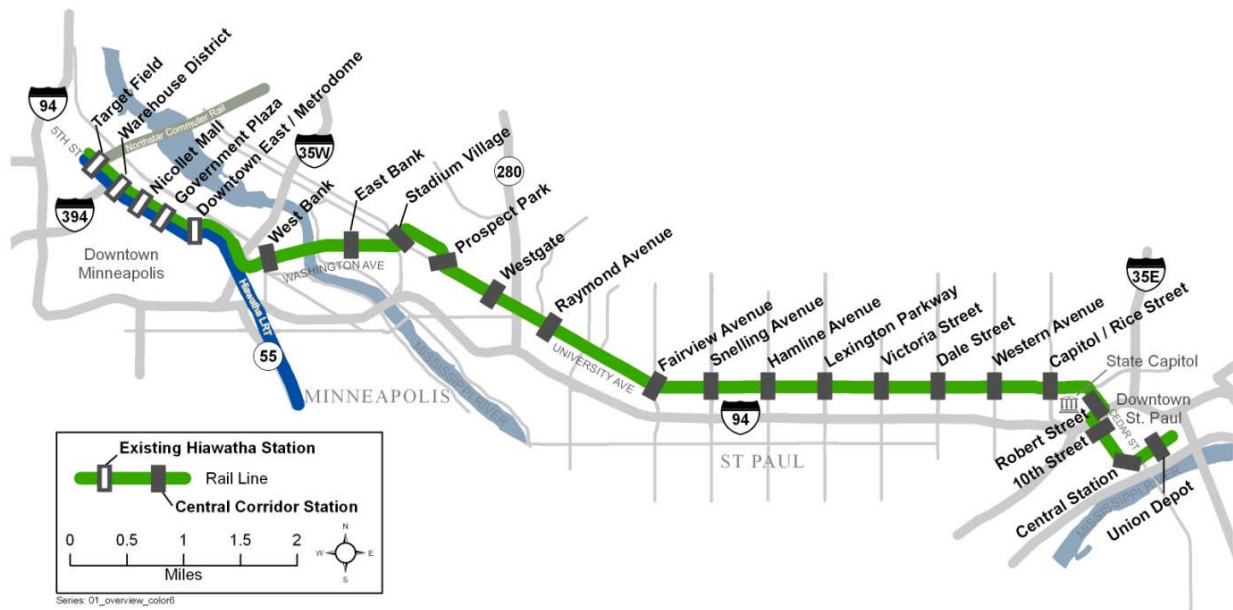


Figure 2: Central Corridor LRT route from downtown St. Paul to downtown Minneapolis

Beginning in 2014, the Central Corridor LRT will provide a fast, safe, new transportation choice in one of the region's most heavily traveled corridors. The 11-mile Central Corridor links downtown St. Paul and downtown Minneapolis via Washington and University avenues.

LRT will mean improved access to five major centers of economic activity - the two downtowns, the University of Minnesota, the Midway district, the state Capitol complex and many neighborhoods in between. Together, they contain almost 280,000 jobs - a number that is expected to grow to 374,000 by 2030.

The Federal Transit Administration awarded in April 2011 the Full Funding Grant Agreement for the Central Corridor LRT project, committing \$479 million federal funding of the \$957 million total project budget to the Metropolitan Council.

Key accomplishments in 2011 include:

- completed 40 percent construction of the line;
- demolished the Bremer Bank Building and reconnected the skyway over 5th Street in downtown St. Paul;
- installed the foundations and frames of eight of the 18 new stations;
- initiated the design and assembly of the 47 new light rail vehicles;
- started conversion of the former Gillette warehouse to the Operations and Maintenance Facility; and
- completed construction of LRT bridge over I-35W.

The Central Corridor LRT project is creating jobs and generating economic development:

- Central Corridor LRT will create an estimated 150 design, engineering and management jobs and 3,100 construction jobs (more than 2,300 jobs through 2011), resulting in \$252 million in payroll. Operations and maintenance of the Central Corridor LRT line will create an estimated 175 permanent jobs.
- Central Corridor LRT construction experience shows workers come from all over the state to build the line. Central Corridor's 2011 construction crew included residents from 85 percent of the state's Senate districts and all eight Congressional districts.
- Nearly 40 commercial/retail and housing developments creating more than 5,100 housing units have been recently completed, are underway or are being planned along the Central Corridor light rail line.



Figure 3: Crews build the guideway on University Avenue just east of Highway 280.

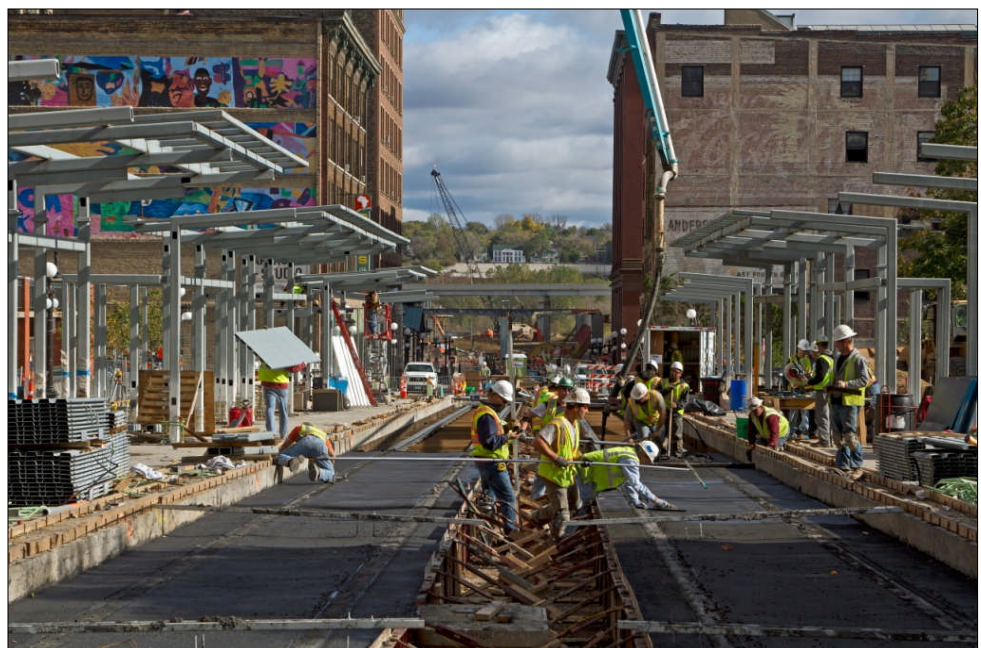
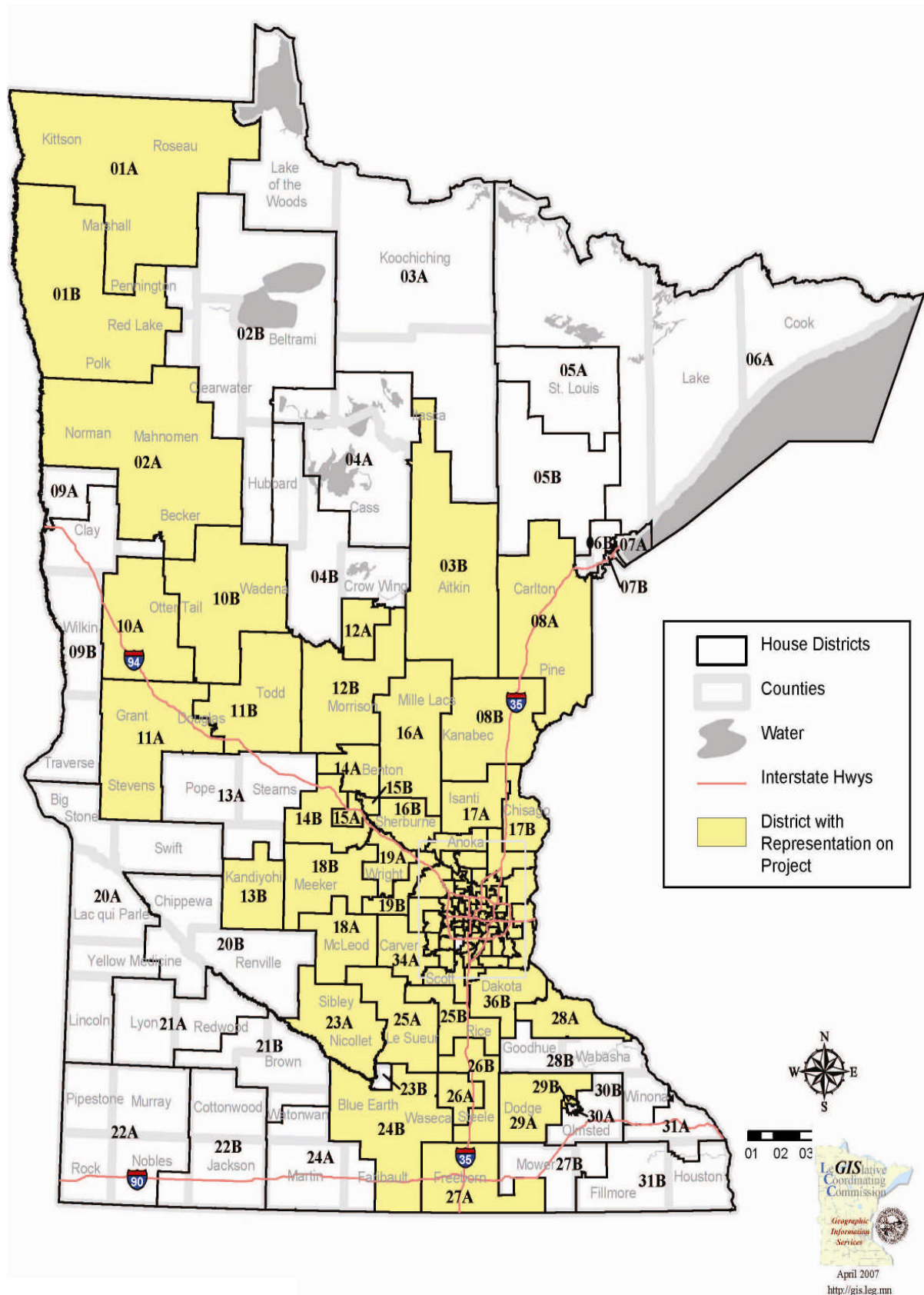


Figure 4:
Embedding rail
at the Union
Depot Station.

Photo courtesy of
Steve Glischinski,
TRAINS Magazine.

MAP 3: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROVIDING JOBS ACROSS MN
HOME ZIP CODE FOR CCLRT CONSTRUCTION WORKERS BY LEGISLATIVE DISTRICT IN 2011



Source: Metropolitan Council

SOUTHWEST LIGHT RAIL TRANSIT

2011 CAPITAL GRANT AMOUNT: \$12.2 MILLION

The Southwest Light Rail Transit line will serve one of the region's most heavily traveled corridors, linking downtown Minneapolis with the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, Eden Prairie, and passing close to Edina. The line will connect major activity centers in the region including downtown Minneapolis, Minneapolis Chain of Lakes, Methodist Hospital, the Opus/ Golden Triangle employment area, and the Eden Prairie Center Mall.

Southwest LRT will provide a new transportation option for the existing 210,000 employees that work in the corridor as well as 60,000 new jobs that are forecasted by 2030. Delivery of Southwest LRT will create an estimated 150 design, engineering and management jobs and 3,500 construction jobs resulting in \$330 million in payroll. Operation and maintenance of the Southwest LRT line will create an additional 175 permanent jobs for a total of 3,825 jobs created.

The Federal Transit Administration granted approval on September 2, 2011, for the Metropolitan Council to enter Preliminary Engineering for the Southwest Light Rail Transit line.

Project partners made significant progress in 2011 including:

- continued coordination with the Federal Transit Administration (FTA) on review of the Draft Environmental Impact Statement;
- held meetings with project stakeholders such as chambers of commerce, partner agency staff and local elected officials;
- held monthly Southwest LRT Management Committee meetings and initiated the process to create other advisory committees including the Community Advisory Committee, Business Advisory Council and the Communication Steering Committee;
- recruited project management team members including deputy project director; director of design and engineering; assistant director of administration, communication and public involvement; assistant director for project controls, budget, grants, right of way and permits; and executive assistant, and developed a staffing plan for 2012;
- hired real estate broker to assist in locating a suitable site for the Southwest Project Office and a space planner to assist in developing a phased layout (project office anticipated Spring 2012); and
- issued a request for proposals for engineering services, received proposals, and initiated the evaluation process (contract award anticipated spring 2012).

The Counties Transit Improvement Board's funding of the Southwest LRT Corridor project was contingent on Federal Transit Administration approval of the project to enter Preliminary Engineering. Because of the delay in federal approval until September, the Counties Transit Improvement Board provided \$1.2 million in funding for the last quarter of the year with the remainder to be carried forward for use in 2012.

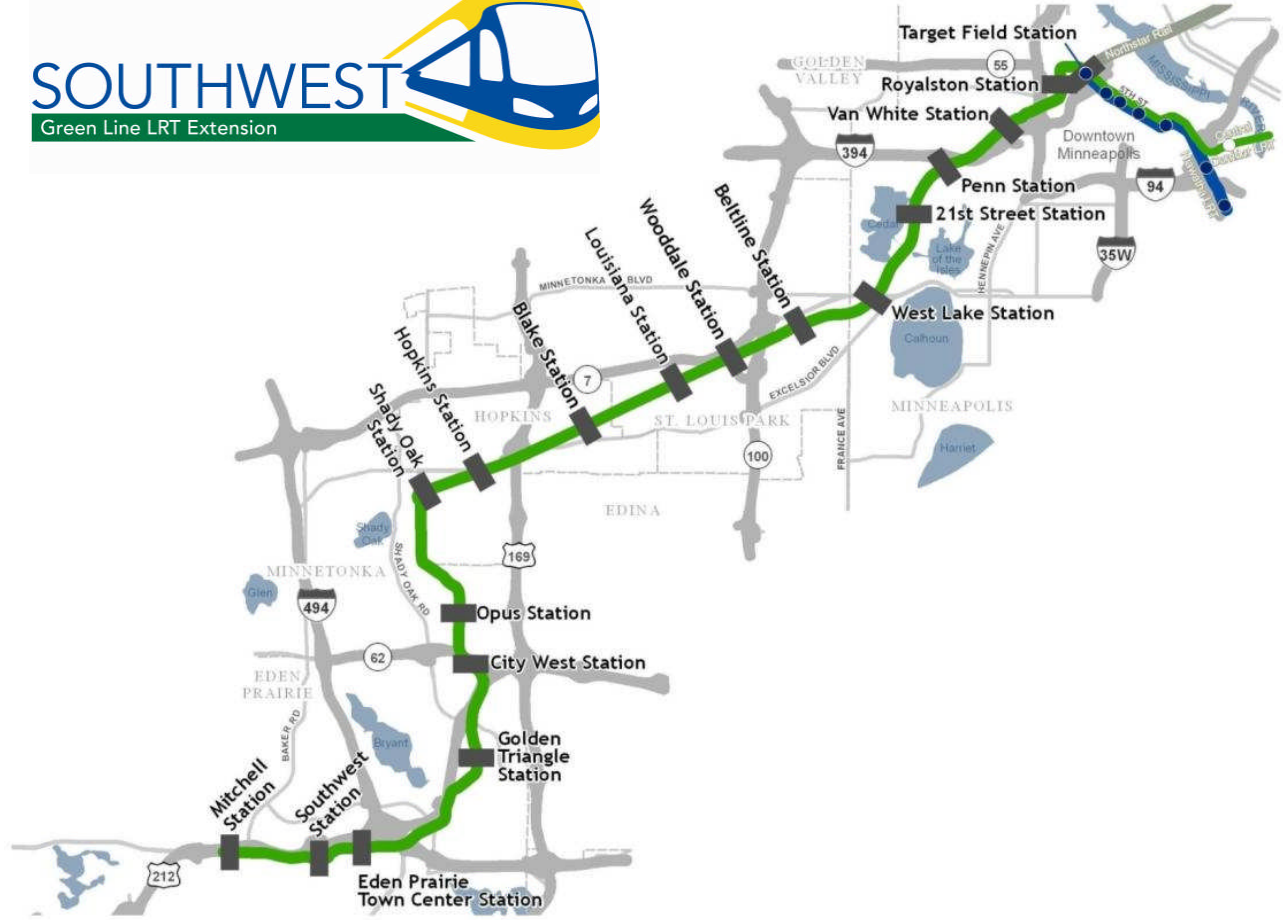


Figure 5: The Southwest Light Rail Transit line will serve one of the region's most heavily traveled corridors, linking downtown Minneapolis with the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, Eden Prairie, and passing close to Edina.

CEDAR AVENUE BUS RAPID TRANSIT

2011 CAPITAL GRANT AMOUNT: \$17.7 MILLION



Figure 6: Intersection of Cedar Avenue and 160th Street with longest mast arm in the state (75 feet).

CTIB's 2011 Capital Grant and \$17.7 million funding commitment allowed for continued right-of-way acquisition and the start of 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. With the addition of the 2012 CTIB capital grant awarded in November 2011, funding for Phase 1 capital work is fully secured.

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 89 percent 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 began in April 2011 and is scheduled to end in late 2012, with clean-up in 2013. Bus shoulder construction remained on-schedule in 2011, and is approximately 45 percent complete.

The construction schedule of Phase 1 is anticipated to allow for station-to-station service to begin operations in late 2012.

NORTHSTAR COMMUTER RAIL: RAMSEY STATION

2011 CAPITAL GRANT AMOUNT: \$1 MILLION

CTIB's 2011 Capital Grant of \$1,000,000 was for the Northstar Commuter Rail's newest station in the City of Ramsey. The CTIB grant supported negotiation and acquisition of easements from BNSF Railway Company for the station.

In November 2011, the Ramsey Station Project secured the full \$13.2 million needed to construct the station with a \$2 million grant award from CTIB for 2012 project work. Ramsey Station supporters celebrated this milestone with a Kick-Off Event at Ramsey City Hall on November 16, 2011. The event was marked with the first Northstar train stop in the city.

The new station has helped spark new development around the station area. The new Veterans Administration Clinic opened in November 2011, and other new developments have sprouted up, such as The COR, the Allina Medical Clinic, and the Falls Café. At the COR's full build out, 1,500 residential units will be available, including homes for seniors and young professionals. Nearly 4,000 jobs will be created. Approximately \$3.5 million in local tax revenue will be generated each year in The COR.

The new Ramsey Station is expected to average 200 rides per weekday, adding 51,000 weekday rides per year to the commuter rail system. Most of those rides will be people commuting to work on the train instead of in their cars on the congested highways in the Northstar Corridor. Station construction is expected to be completed by the end of 2012.



Figure 7: Commissioner Matt Look speaking at the 2011 Kick-Off Event for Ramsey Station.



Figure 8: First Northstar train stop in Ramsey November 2011

WASHINGTON COUNTY GUARANTEED GRANT: NEWPORT TRANSIT CENTER

2011 CAPITAL GRANT AMOUNT: \$225,000

The 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. In 2010, land was acquired for the transit station by the Washington County Regional Railroad Authority (WCRRRA) with the help of a previous grant from CTIB.

In 2011, CTIB provided \$225,000 to Washington County to perform environmental assessment, preliminary and final engineering, design and site preparation work for the Newport Transit Station. Design work will begin in early 2012 and construction will run through 2013. Once open, the transit facility will initially be served by Metro Transit express bus service to downtown St. Paul. The Newport transit station will allow continued development of the Red Rock Corridor in implementing expanded bus service in the short term while working towards the long-term vision of commuter rail.



Figure 9: Long-term vision for Newport Transit Station area.

WASHINGTON COUNTY GUARANTEED GRANT: RED ROCK CORRIDOR PROJECT

2011 CAPITAL GRANT AMOUNT: \$107,000

CTIB granted \$107,000 to match \$950,000 in federal funds and \$131,000 in local funds for the completion of the Station Area and Site Master Planning and Environmental Analysis study (SAP) for the Southeast Stations of the Red Rock Corridor. These stations include Lower Afton Road (St. Paul) in Ramsey County, Newport and Cottage Grove in Washington County, and Hastings in Dakota County. The study included an analysis of the anticipated growth within the corridor, as well as a market analysis that has identified opportunities for transit-oriented development. A Final Report was prepared and approved by the Red Rock Corridor Commission that incorporates feedback received through an extensive public engagement process.

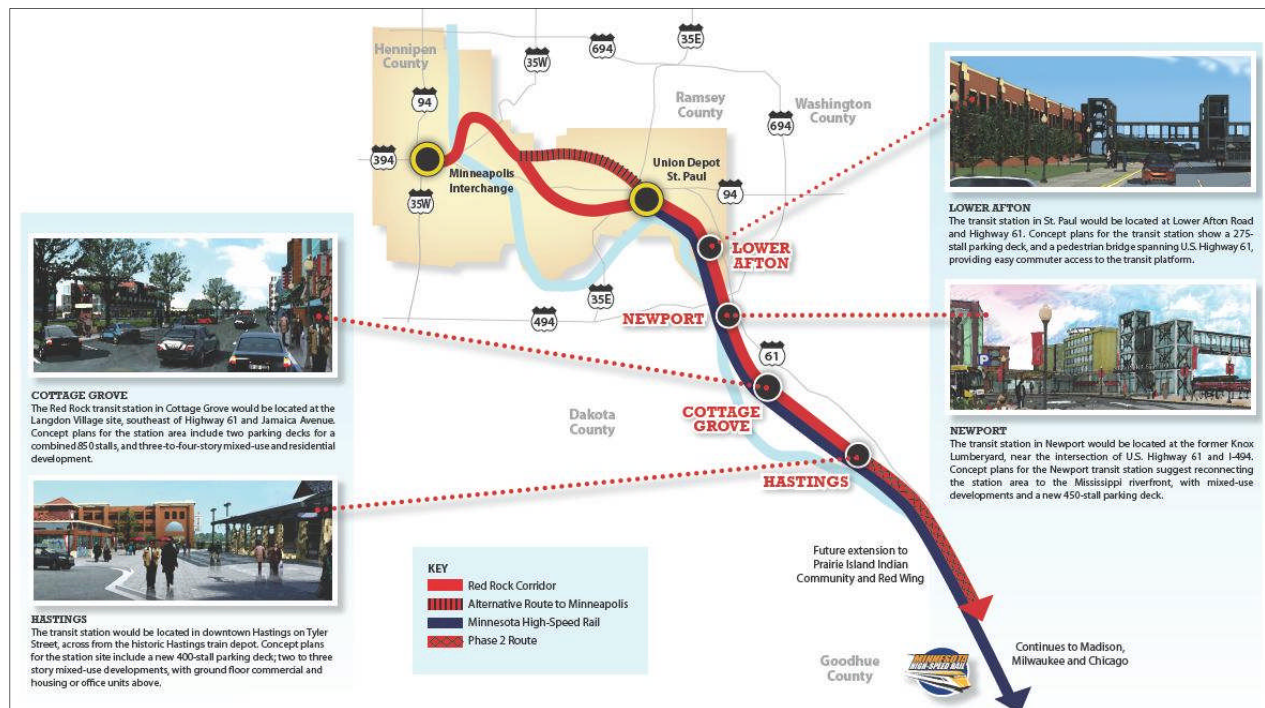


Figure 10: Map of Red Rock Corridor with selected highlights.

OPERATING GRANT: HIAWATHA LIGHT RAIL TRANSIT

2011 CAPITAL GRANT AMOUNT: \$9,142,810

[ORIGINAL GRANT AMOUNT OF \$7,314,248 PLUS AMENDED AMOUNT OF \$1,828,562]

Legislation passed during the 2011 Special Session temporarily increased CTIB's share of operating subsidies to 75 percent for the 2012-2013 biennium. For the period July 1 – December 31, 2011, this additional legislatively mandated operating subsidy cost \$3.4 million, of which \$1.8 million was for the Hiawatha Light Rail Transit. On July 1, 2013, CTIB's share of transitway operating subsidies will return to 50 percent per the original agreement.

The Hiawatha Light Rail Transit line completed its seventh year of service in 2011. The average weekday ridership in 2011 exceeded projected ridership for 2020, with a yearly total of more than 10.4 million rides.

In 2011, the Hiawatha Light Rail Transit recovered approximately 40 percent of its operating costs from fares, compared to a national peer system average of 30 percent. Ridership on the Hiawatha Light Rail Transit line represents approximately 12.9 percent of all Metro Transit rides.



Figure 11: Hiawatha Light Rail Transit vehicle.

The new Target Field 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 in 2011. From April 2011 through September 2011, 9 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 2010. In 2011, the Metropolitan Council presented CTIB with a \$107,256 operating grant refund for 2010 Operations.



Figure 12: Fans arriving at a Minnesota Twins Game.

OPERATING GRANT: NORTHSTAR COMMUTER RAIL

2011 CAPITAL GRANT AMOUNT: \$7,143,629

[ORIGINAL GRANT AMOUNT OF \$5,714,903 PLUS AMENDED AMOUNT OF \$1,428,726]



Figure 13: Northstar Commuter Rail vehicle

Legislation passed during the 2011 Special Session temporarily increased CTIB's share of operating subsidies to 75 percent for the 2012-2013 biennium. For the period July 1 – December 31, 2011, this additional legislatively mandated operating subsidy cost \$3.4 million, of which \$1.4 million was for the Northstar Commuter Rail. On July 1, 2013, CTIB's share of transitway operating subsidies will return to 50 percent per the original agreement.

Northstar Commuter Rail completed its second year of service in 2011. 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 2011, the Northstar Commuter Rail line provided more than 703,000 rides. Ridership on the weekends and for special events, including Twins baseball games, has been very strong and is anticipated to grow in 2012.

Cost-saving measures taken by the Metropolitan Council resulted in reduced operating costs in 2010. In 2011, the Metropolitan Council presented CTIB with a \$389,892 operating grant refund for 2010 Operations.

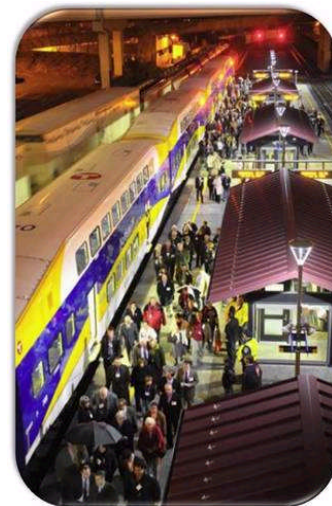


Figure 14: Northstar riders off-boarding at night.

OPERATING GRANT: CEDAR AVENUE BUS RAPID TRANSIT

2011 CAPITAL GRANT AMOUNT: \$390,438.76

[ORIGINAL GRANT AMOUNT OF \$312,351 PLUS AMENDED AMOUNT OF \$78,087.76]

Legislation passed during the 2011 Special Session temporarily increased CTIB's share of operating subsidies to 75 percent for the 2012-2013 biennium. For the period July 1 – December 31, 2011, this additional legislatively mandated operating subsidy cost \$3.4 million, of which \$78,000 was for the Cedar Avenue Bus Rapid Transit. On July 1, 2013, CTIB's share of transitway operating subsidies will return to 50 percent per the original agreement.

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 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.

In March 2011, the one additional trip from the Apple Valley Transit Station to Minneapolis was cancelled due to lack of ridership demand.

In 2011, the new services provided nearly 48,000 rides. These new rides are in addition to the nearly 485,000 rides from other bus services that utilize the new Apple Valley Transit Station pictured below.



Figure 15: Apple Valley Transit Station.

OPERATING GRANT: I-35W SOUTH BUS RAPID TRANSIT

2011 CAPITAL GRANT AMOUNT: \$190,765

[ORIGINAL GRANT AMOUNT OF \$152,612 PLUS AMENDED AMOUNT OF \$38,153]

Legislation passed during the 2011 Special Session temporarily increased CTIB's share of operating subsidies to 75 percent for the 2012-2013 biennium. For the period July 1 – December 31, 2011, this additional legislatively mandated operating subsidy cost \$3.4 million, of which \$38,000 was for the I-35W South Bus Rapid Transit. On July 1, 2013, CTIB's share of transitway operating subsidies will return to 50 percent per the original agreement.

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 2011, the line had nearly 185,000 riders.

Because of increased ridership, six additional trips were added to the service in 2011, three in the morning and three in the evening. This increased the total numbers of from 14 to 20 trips daily.



Figure 16: Kenrick Park-and-Ride in Lakeville.

High ridership on the I-35W South

Bus Rapid Transit service and other cost-saving measures taken by the Metropolitan Council resulted in reduced operating costs in 2010. The Metropolitan Council presented CTIB with a \$38,741 operating grant refund for 2010 operations.

9.0 UPCOMING 2012 GRANT PROJECTS

In June 2011, the Counties Transit Improvement Board passed a resolution as required by Minn. Statutes Section 297A.992, subd. 5, to authorize the 2011 Grant Solicitation Process for Grants Payable in 2012, to establish the amount of funding available for 2012 grants, to adopt any supplemental grant eligibility criteria, and to establish the schedule for the grant process for the evaluation and award of grants. On August 17, 2011, CTIB passed a resolution amending the 2011 Grant Solicitation Process for Grants Payable in 2012 to reflect changes required by legislation passed during the 2011 Special Session. The Amended Payable 2012 Grant Eligibility Criteria, as adopted on August 17, 2011, are attached as Exhibit A.

Applications were submitted on September 9, 2011, reviewed by staff for completeness, and then re-submitted for final review on September 23, 2011. All of the grants were deemed consistent with the Metropolitan Council's 2030 Transportation Policy Plan, by resolution of the Metropolitan Council on October 26, 2011. The GEARS Committee completed its review and made funding recommendations to CTIB on November 7, 2011.

On November 16, 2011, CTIB accepted the recommendations from the GEARS Committee and awarded, by unanimous vote, twelve capital and operating grants for projects along eight transitway corridors in 2012.

Grants awarded for 2012 provide funding to fulfill CTIB's funding 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.²

CTIB is also committed in 2012 to fund 75 percent of the net operating subsidies for Hiawatha Light Rail Transit, Northstar Commuter Rail, Cedar Avenue Bus Rapid Transit and I-35W South Bus Rapid Transit.

TRANSITWAY BRIEFS

A Transitway Brief summarizing each of the projects receiving 2012 Capital Grants awarded on November 16, 2011, can be found in Exhibit B. Transitway Briefs are included for: Central Corridor Light Rail Transit Project, Cedar Avenue Bus Rapid Transit Project, Gateway Corridor Project, Northstar Corridor Ramsey Station Project, Rush Line Corridor Project, and Southwest Corridor Light Rail Transit Project.

² Note: In 2009, CTIB agreed that Washington County would be eligible for grants of at least 3 percent 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 CTIB 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.

PAYABLE 2012 CAPITAL GRANTS – \$122.2 MILLION

The 2012 capital grants reflect CTIB's efforts to strategically target its investments to regional priorities.

Central Corridor Light Rail Transit – 2012 Grant Amount \$97,879,633

Central Corridor Light Rail Transit Project received an award of \$97.9 million in 2012 grant funds to support right-of-way acquisition, light rail vehicle design and fabrication, fare box collection system design, and construction. This is the final grant award, fulfilling 100 percent of CTIB's commitment to fund 30 percent of the total capital costs of the project.

Southwest Light Rail Transit – 2012 Grant Amount \$13,562,000

Southwest Light Rail Transit Project received an award of \$13.56 million in 2012 grant funds for portions of the preliminary engineering and final environmental impact statement phases. In addition, CTIB approved the carry-forward of unexpended funds from previous grant awards in the amount of \$18 million. In September 2011, the FTA granted the Project permission to enter the preliminary engineering phase of the project, a significant step forward. The Project is anticipated to begin construction in 2014.

Cedar Avenue Bus Rapid Transit – 2012 Grant Amount \$8,794,658

Cedar Avenue Bus Rapid Transit Project received an award of \$8.79 million in grant funds for construction of bus shoulder lanes and the completion of Stage I of the project. This is the third and final grant for Stage 1, which fulfills 100 percent of CTIB's funding commitment.

Northstar Commuter Rail Ramsey Station – 2012 Grant Amount \$2,000,000

Northstar Commuter Rail Ramsey Station received an award of \$2 million in 2012 grant funds for the construction of Ramsey Station. All local match sources required to complete construction have now been identified and secured. Construction is scheduled to be completed by the end of 2012.

WASHINGTON COUNTY 3 PERCENT GUARANTEED GRANTS – \$5.03 MILLION

Washington County Guarantee Grant – Rush Line Corridor – 2012 Grant Amount \$630,000

Washington County received an award of \$630,000 in 2012 grant funds to purchase one-half mile of BNSF railroad right-of-way along Highway 61 in the City of Hugo. Acquisition of this property would be an extension of the property currently owned by the Washington County Regional Railroad Authority that has been identified for future Rush Line transitway development.

Washington County Guarantee Grant – Gateway Corridor Project – 2012 Grant Amount \$2,125,000

Washington County received an award of \$2,125,000 in 2012 grant funds to fund the Draft Environmental Impact Statement for the Gateway Corridor. The Alternatives Analysis for the corridor will complete in the spring of 2012. This grant will help fund the next step in Gateway

Corridor development, the DEIS. The purpose of the DEIS is to conduct a full and open evaluation of environmental issues and alternatives and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts, as well as options to enhance the quality of the environment.

Washington County Guarantee Grant – Deferral of Funds to 2013 – \$2,279,200

CTIB agreed to defer \$2.3 million in guaranteed grant funds to Washington County for priority projects in 2013, including the Red Rock, Rush Line and Highway 36 corridors.

PAYABLE 2012 OPERATING GRANTS – \$22.6 MILLION

Hiawatha Light Rail Transit – 2012 Grant Amount \$12,734,091

Hiawatha Light Rail Transit received an award of \$12.7 million in 2012 grant funds to provide 75 percent share of the 2012 Hiawatha Light Rail Transit operating costs.

Northstar Commuter Rail – 2012 Grant Amount \$8,964,925

Northstar Commuter Rail received an award of \$8.96 million in 2012 grant funds to provide 75 percent share of the 2012 Northstar Commuter Rail operating costs.

I-35W South Bus Rapid Transit – 2012 Grant Amount \$169,455

I-35W South Bus Rapid Transit received an award of approximately \$169,500 in 2012 grant funds to provide service between Lakeville and downtown Minneapolis. The start of station-to-station service was anticipated for 2012 but has been delayed.

Cedar Avenue Bus Rapid Transit – 2011 Grant Amount \$722,956

Cedar Avenue Bus Rapid Transit received two grant awards totaling approximately \$723,000. The first grant award is for \$453,047 to provide express service between Lakeville and Minneapolis and the University of Minnesota, as well as to provide support for facilities operations. The second grant award of \$269,909 will support weekday station-to-station service between Lakeville and Bloomington. Station-to-station service is expected to commence in November 2012.

10.0 CONCLUSION

The Counties Transit Improvement Board is proud of its investments. From 2008 to 2011, CTIB has awarded \$467 million in grants to support transitway development and operations. 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 21st Century Transit System.

The Counties Transit Improvement Board looks forward to 2012. In the coming year, CTIB 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 and economic development needs of the Twin Cities' region.

To learn more, please visit the Counties Transit Improvement Board website, 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
612-348-7884
peter.mclaughlin@co.hennepin.mn.us

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EXHIBIT A:
PAYABLE 2012 GRANT
ELIGIBILITY CRITERIA

PAYABLE 2012 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.

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EXHIBIT B:

TRANSITWAY BRIEFS

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Cedar Avenue Bus Rapid Transit

Dakota County

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

Annual number of rides:

5,430,000 (2030)

Total estimated cost:

\$256,000,000

Timeline/Stages

2009-2012: Stage I

2012-2020: Stage II

2020-2030: Stage III

Cedar Avenue supports jobs in the corridor

- Cedar Avenue bus rapid transit services provide employees a reliable connection to jobs in the South Metro at both large and small employers.
- Through transit, employers expand their hiring pool by using transit services to access a larger talent pool.
- By using transit, commuters can lower their household transportation costs especially if their employers provide a transit incentive program like reduced transit passes.

A good investment

- Currently, traffic volumes exceed 100,000 vehicles a day at the Minnesota River Bridge with peak-hour congestion extending seven miles to the south to County Highway 42 in Apple Valley. Existing daily traffic volumes at County Road 42 and Cedar Avenue in Apple Valley (70,000 vehicles per day) make it the busiest at-grade intersection in Dakota County and one of the busiest at-grade intersections in the state.
- In 2006, there were five congested intersections in Apple Valley and Lakeville along Cedar Avenue. By 2030, the number of congested intersections is forecasted to increase to 12.
- The average travel speeds along the Apple Valley and Lakeville portions of the corridor range between 19 and 35 mph in 2006. By 2030, average travel speeds will decrease to 12 to 24 mph if no improvements are made in the corridor.

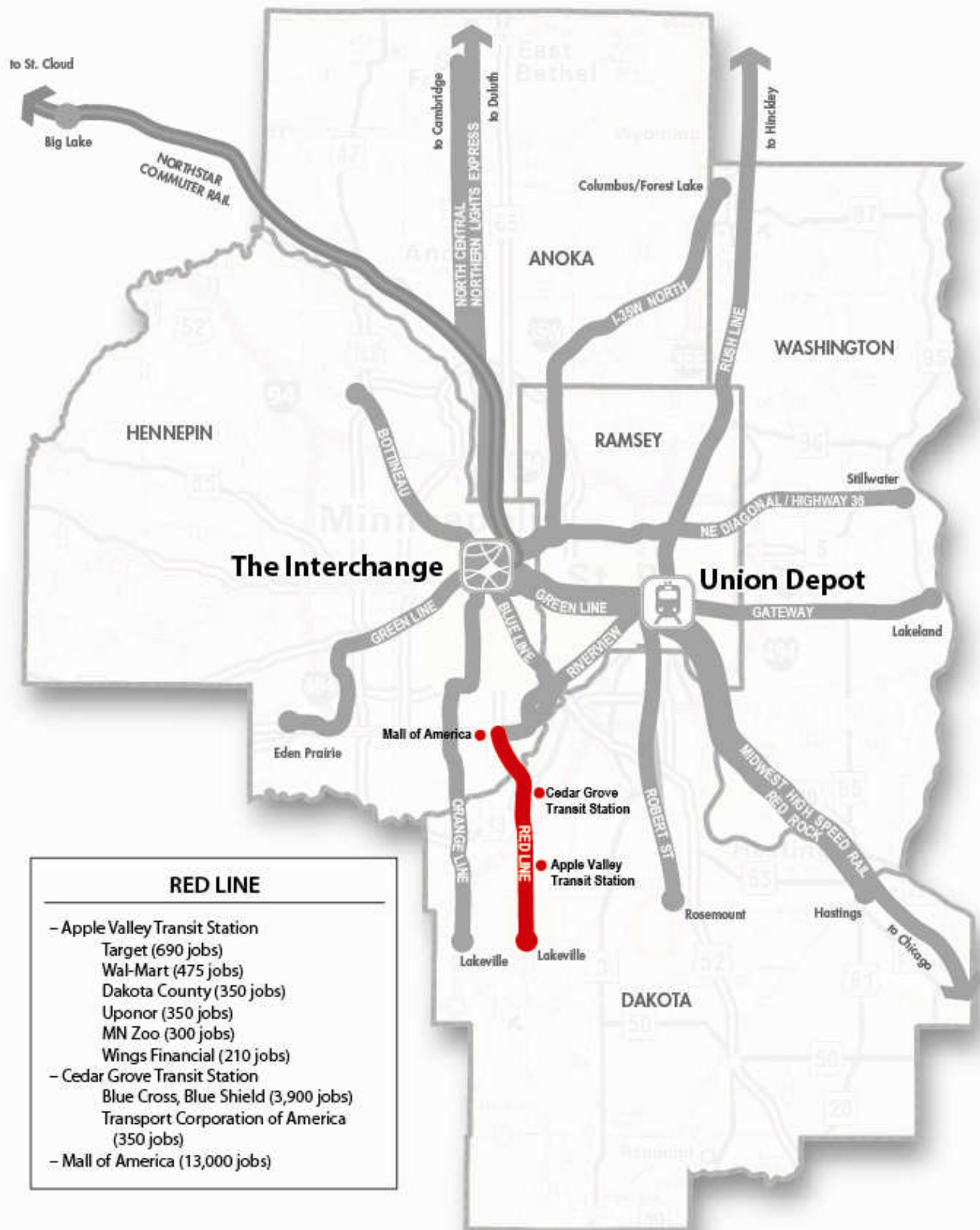
"The Apple Valley Chamber, representing the overall business community, is excited for the new transit options in our community. After more than four years of local businesses working together with the county, city and state, we are proud to see our joint efforts succeed. We will have a true community asset for customers, employees, students and all citizens. Our community is better connected to the future and to every metro city due to this project. We are very proud that community leaders were able to combine their leadership vision with local business voices in order to help Apple Valley earn recognition as the "Best Place to Live" in the US. (CNN/Money July 2010).

-- Edward Kearney, President
Apple Valley Chamber of Commerce

Map of corridor on reverse side.

Counties Transit Improvement Board

Centers of Activity / Employment





Central Corridor Light Rail Transit

Metropolitan Council

Central Corridor supports jobs in the corridor

- The Central Corridor Light Rail Transit project will create 3,400 design, construction and operations jobs.

A good investment

- The Central Corridor Light Rail Transit line will include:
 - 47 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; and
 - Travel time of 40.5 minutes between the Union Depot in St. Paul and Target Field Station in Minneapolis.
- Increased mobility for Twin Cities residents and visitors.
- Better access to jobs, shopping, education, sports and entertainment venues.
- Businesses in the Central Corridor will benefit from increased visibility and the additional development that will follow transit improvements.
- Sustained growth for the Midway business district, one of the fastest-growing commercial and residential areas in the Twin Cities, and one of the most congested.

"It's going to be a little rough for about the first five, six months of construction, but in the long run, it's going to work out for everybody."

Mike Hatzistamoulos

Owner, Best Steak House at University and Victoria.

"The project is a phenomenal opportunity for the community and the State of Minnesota. The question was asked earlier how we can afford this project. The answer is we can't afford not to do this project."

Dave Carlson

Senior Vice President, American Bank

"Business people may disagree on many factors regarding the Central Corridor, but there's one thing we can agree on: Light Rail Transit is already bringing millions of dollars in new development to the Midway."

Sandy Jacobs

Partner, Update Company

Project at a glance

Current status: Construction

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)

Annual number of rides:
13,550,000 (2030)

Total estimated cost:
\$956,900,000

Timeline/Phases

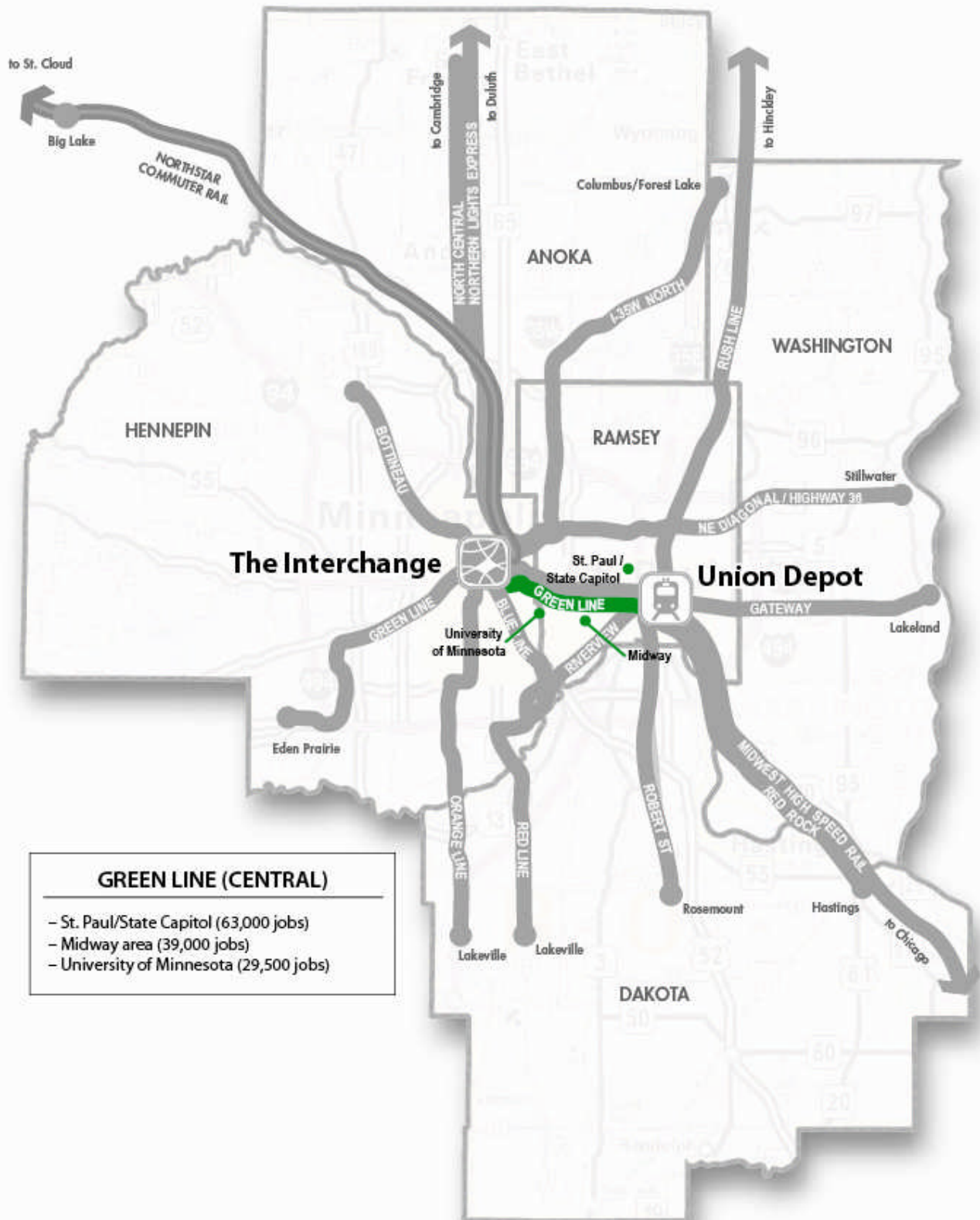
Spring 2011:
Full Funding Grant Agreement

2010-2014: Construction

2014: Begin Passenger Service

Counties Transit Improvement Board

Centers of Activity / Employment





Gateway Corridor

Washington County

Project at a glance

Current status:

Alternatives Analysis

Preferred mode:

To Be Determined

New Starts or Non-New Starts:

New Starts

Cities served: Afton, Eau Claire, Hudson, Lake Elmo, Lakeland, Landfall, Maplewood, Menomonie, Minneapolis, Oakdale, St. Paul, West Lakeland Township, Woodbury

Length of transitway:

To Be Determined

Number of stations served:

To Be Determined

Annual number of rides:

To Be Determined

Total estimated transitway project cost:

\$432,000,000 to \$1,119,000,000

Timeline/Phases

2010-2011: Alternatives Analysis

2012 -2013: Environmental Impact Statement

2014- 2015: Preliminary Engineering

2016: Final Design

2017-2020: Construction

Overview

- The Gateway Corridor follows Interstate 94 from the Union Depot in Saint Paul to the St. Croix River with connections to Minneapolis and into western Wisconsin. In 2009, the Gateway Corridor Commission was created to study and plan alternative transportation options along the Corridor. The Commission is comprised of the Rail Authorities of Ramsey and Washington Counties, the communities between St. Paul and the St. Croix River and representatives from Wisconsin and the business community.

Alternatives Analysis

- In the fall of 2010, the Gateway Corridor Commission began an Alternatives Analysis Study to identify best transit option for the Gateway Corridor, which includes an analysis of estimated ridership, potential routes and estimated costs for construction and operation. The Gateway Corridor's Alternatives Analysis Study is expected to be completed by spring 2012. The cost estimates generated to date are based on comparisons to similar transit projects in the region.

Gateway Corridor supports jobs in the corridor

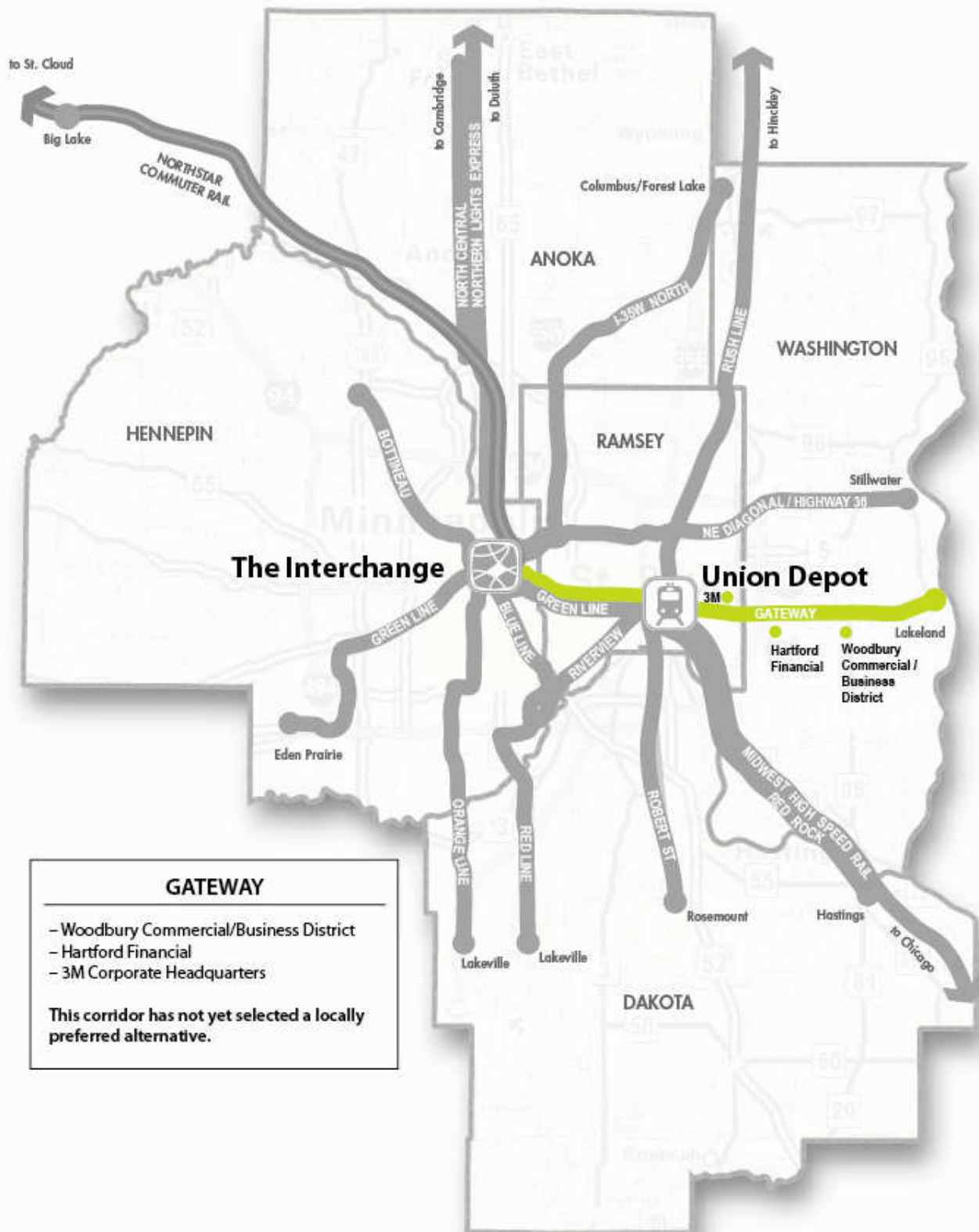
- The corridor provides an important link to some of the Twin Cities' largest employers, including 3M, Imation, The Hartford Financial and the Andersen Corporation.

A good investment

- Almost 300,000 people live along the corridor, and nearly 90,000 vehicles cross the St. Croix River Bridge into the Gateway Corridor each day. By the time one reaches downtown St. Paul, the number of vehicles increases to 150,000.
- These current traffic levels on I-94 exceed the interstate's capacity.
- By 2030, the corridor's population is expected to grow by nearly 30 percent and more than 30,000 jobs are expected to be added to the corridor – adding more commuters to an already congested corridor.
- The Gateway Corridor also adds regional balance to the Twin Cities hub-and-spoke transit system – allowing commuters from the east metro to travel to downtown St. Paul and Minneapolis, with connections to other destinations in the metropolitan area.

Counties Transit Improvement Board

Centers of Activity / Employment



I-35W Bus Rapid Transit

Metropolitan Council

Project at a glance

Current status:

Final Design and Construction

Preferred mode:

Bus Rapid Transit

New Starts or Non-New Starts:

Current improvements are Non-New Starts, future improvements may utilize Small Starts funding

Cities served:

Bloomington, Burnsville, Lakeville, Minneapolis, Richfield

Length of transitway: 22 miles

Number of stations served: 8

(Not including downtown Minneapolis)

Annual number of rides:

8,000,000

Total estimated cost:

\$180,000,000

Timeline/Phases

September 2009:

Lakeville Bus Rapid Transit Express Service Expansion

December 2010:

First online station and Pre-Bus Rapid Transit Service Restructuring

2016:

Full Bus Rapid Transit Phase I

Future:

Additional stations, expanded station-to-station and express services

I-35W Bus Rapid Transit supports jobs in corridor

- I-35W Bus Rapid Transit Corridor connects two of the most significant employment corridors in the region – nearly 150,000 people work in downtown Minneapolis and 100,000 jobs along the I-494 corridor.

A good investment

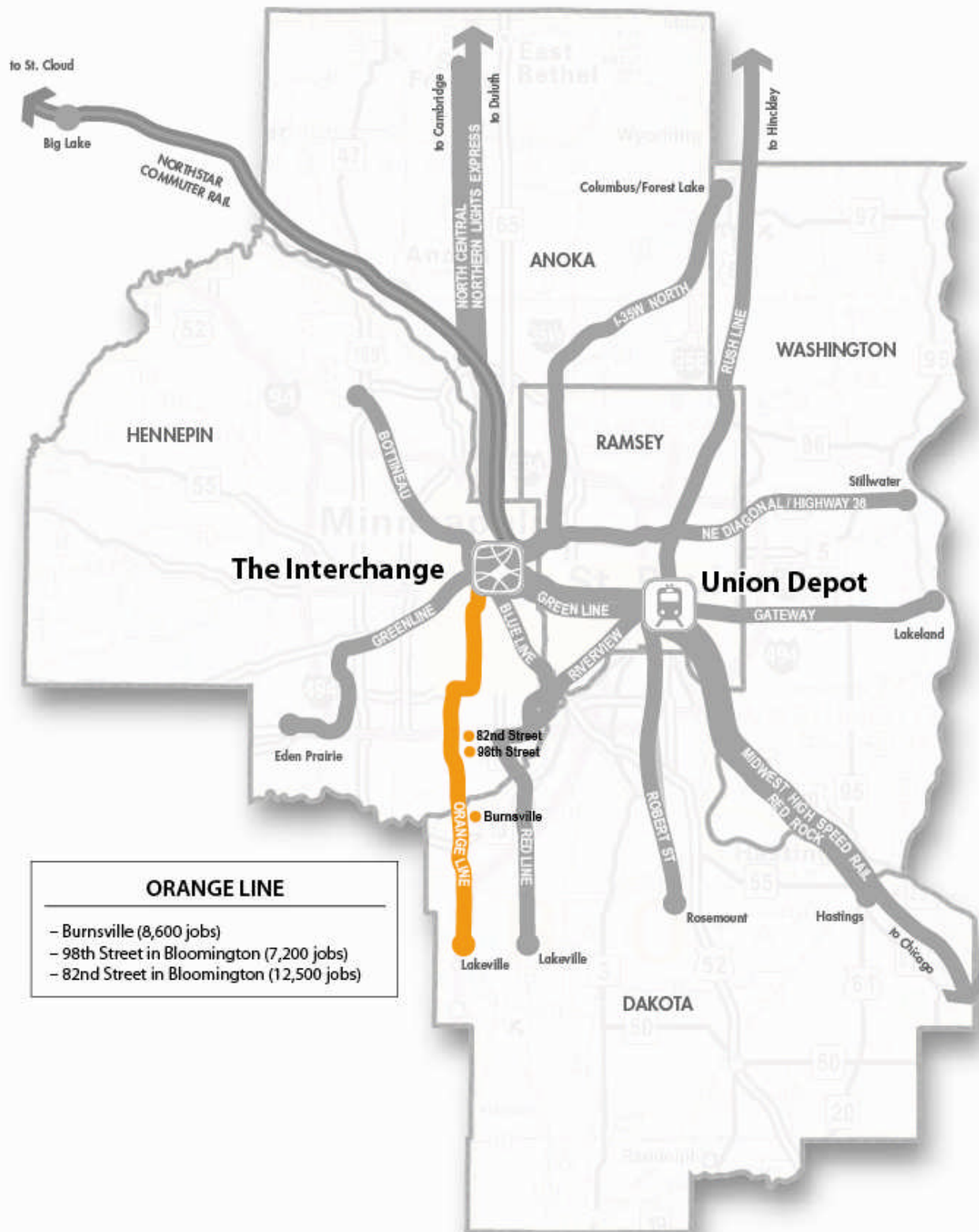
- I-35W corridor is the region's busiest commuter highway:
 - Average daily traffic volume of more than 190,000 vehicles, with high demand during peak travel hours; and
 - 12,000 express bus riders use the corridor each weekday.
 - Service restructuring for the new I-35W & 46th Street online station has increased ridership nearly 15 percent on restructured routes.
- BRT provides a frequent, flexible, predictable transit experience:
 - Station-to-station Bus Rapid Transit in the corridor improves all-day and reverse commute access for transit users;
 - Station-to-station Bus Rapid Transit in the corridor improves transit connections between communities along the corridor. Local bus routes will be reconfigured to serve online stations along I-35W
 - Improvements to the I-35W corridor through the Urban Partnership Agreement project provide a congestion-free managed lane as an advantage for transit in the corridor; and
 - Station amenities will include real-time service information and additional passenger features.

"The prospect of Bus Rapid Transit has the potential to increase ridership and reduce congestion on I-494, I-35W, Highway 77, Highway 169 and Highway 212 by providing access to a regionally important central destination."

Scott County Association for Leadership and Efficiency (SCALE)

Map of corridor on reverse side.

Counties Transit Improvement Board Centers of Activity / Employment





Northstar Corridor

Anoka, Hennepin and Sherburne Counties

Project at a glance

Current status:

Opened November 2009

Mode: Commuter Rail

Cities served: Anoka, Big Lake, Coon Rapids, Elk River, Fridley, Minneapolis

Length of transitway: 40 miles

Number of stations served: 6

2010 ridership: 16 million passenger miles; 710,400 rides

2011 performance:

exceeded 96% on time and operated within budget

2011 ridership: 704,400 rides; weekday average commuter ridership increased on average by 9%, from 1,875 October 2010 to 2,025 in December 2011; however lower special event ridership and a BNSF track shut down contributed to a lower annual total compared to 2010.

Service:

12 train trips per weekday and 6 trips per weekend day.

Future Phases

- Ramsey Station (Opens 2012)
- Phase 1 Additional Service
- Extension to St. Cloud

Duane Arens, director, Community and Economic Development, Connexus Energy –

"As someone responsible for economic development for a major employer in the Northstar Corridor, I'm excited about having commuter rail because it gives businesses in the area a competitive edge today and long into the future. It also will help manage congestion, which is only expected to get worse. Much of your electrical service relies on our ability to move trucks and equipment along Highway 10."

Northstar supports jobs in downtown Minneapolis

- Approximately 140,000 people work in downtown Minneapolis; the city has available less than half a parking space per employee.
- Work person trips to downtown from Northstar station communities are expected to grow 73% between 2000 and 2025.
- Transit carries 40% of all work trips to downtown during rush hour.
- Northstar connects to the Hiawatha Light Rail Transit Project, buses, skyways, and bike paths at the Interchange, providing links to higher education, medical facilities and more.

Northstar supports jobs in the corridor

- To construct the project required 325,000 worker hours, 78 subcontractors and 69 suppliers.
- More than 60,000 jobs exist within ½ mile of boarding points in Anoka, Coon Rapids, Fridley and Minneapolis.
- St. Cloud offers a mix of employment, education and more, including a state college with 17,000 students and 1,450 faculty and staff.
- The new Ramsey Station investment of approximately \$13 million is leveraging \$80 million in residential, retail and other investments in The COR.

Northstar provides reliable service and saves time

- In 2011, Northstar's on-time performance exceeded 96% - even during the worst road conditions.
- Downtown commuters who switched from the bus to the train at the Elk River station saved 133 hours in 50 weeks!
- Northstar adds the equivalent of 1 ½ lanes of highway at peak travel times.

Property tax relief

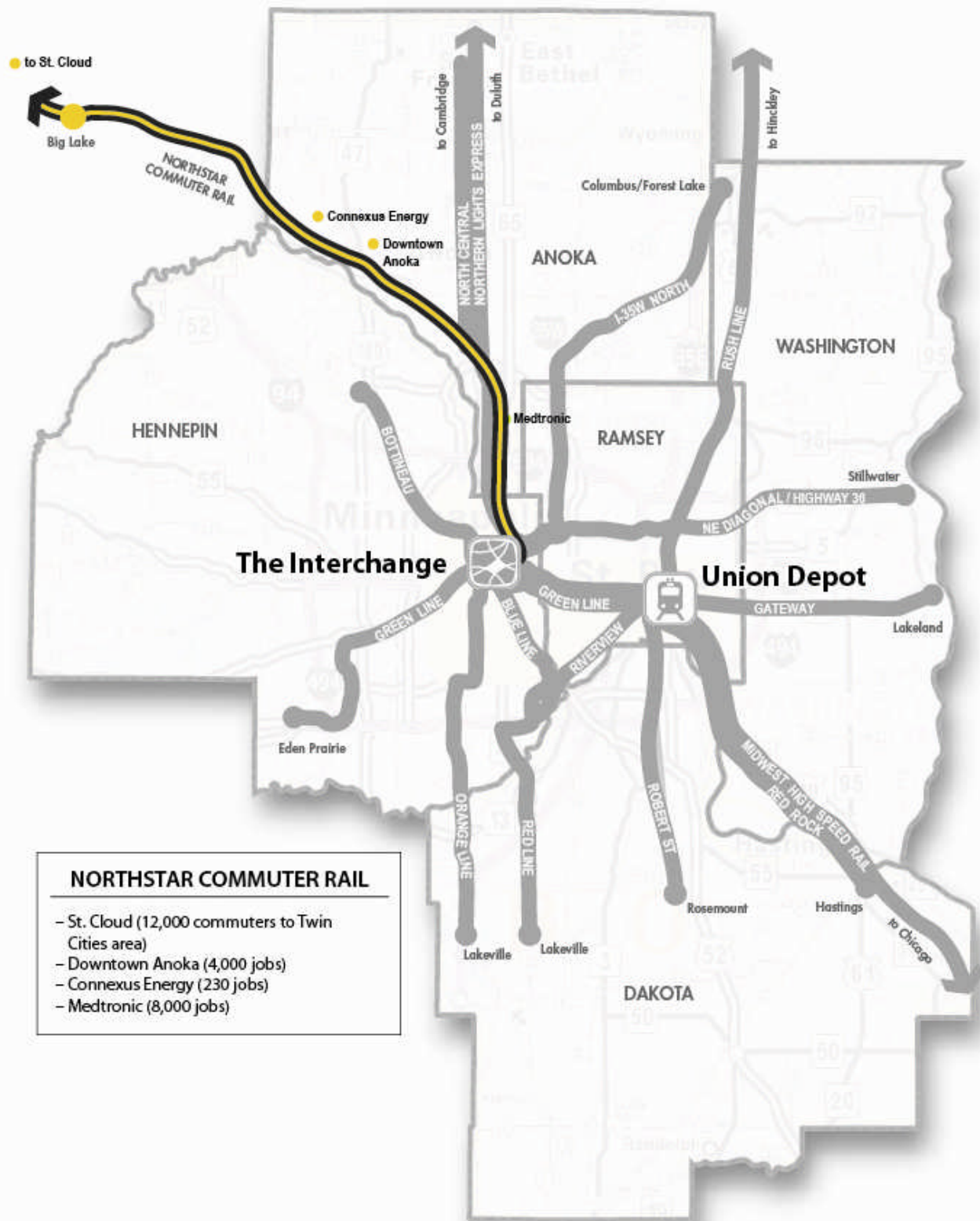
The Board has provided operating grants totaling more than \$16 million, 2009-11. The Board covers 50% of annual operating costs for Northstar. Without CTIB, property taxes in Anoka and Hennepin Counties would have been responsible for that amount.

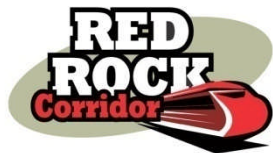
"Highway congestion makes it difficult for St. Cloud companies to conduct business in the Twin Cities metro area. We need the ability to move employees and students into St. Cloud, and freer highways will allow our companies to market their goods and services elsewhere. Finishing Northstar to St. Cloud will provide efficient and reliable transportation that will help the entire region."

Teresa Bohnen, President
St. Cloud Area Chamber of Commerce

Map of corridor on reverse side.

Counties Transit Improvement Board Centers of Activity / Employment





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, and St. Paul Park

Length of transitway: 30 miles

Number of stations served: 8

Annual number of rides:

425,000 weekday riders

Total estimated cost:

\$675,000,000 to \$720,000,000

Timeline/Phases

2009-2011: Station Area and Site Master Planning

2012-2014: Advanced Alternatives Analysis and Environmental Impact Statement

2015-2016: Preliminary Engineering

2017: Final Design

2018-2020: Right-of-Way and Construction (Phase 1 - Hastings to St. Paul Segment)

2021-2023: Right-of-Way and Construction (Phase 2 - St. Paul to Minneapolis Segment)

Overview

- The Red Rock Corridor is a 30-mile transitway that runs from Hastings, Minn., through downtown St. Paul to Minneapolis. The corridor includes Trunk Highway (TH) 61 and Interstate 94 and both the Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF) rail lines with connections to the Union Depot in St. Paul and the Interchange in Minneapolis. 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.

Station Area Planning

- A station area planning study for the southeast stations of the Red Rock Corridor was completed in 2011. The work conducted for this study will be used in the development of station areas that can serve express bus service in the interim and transition to commuter rail in the long term.

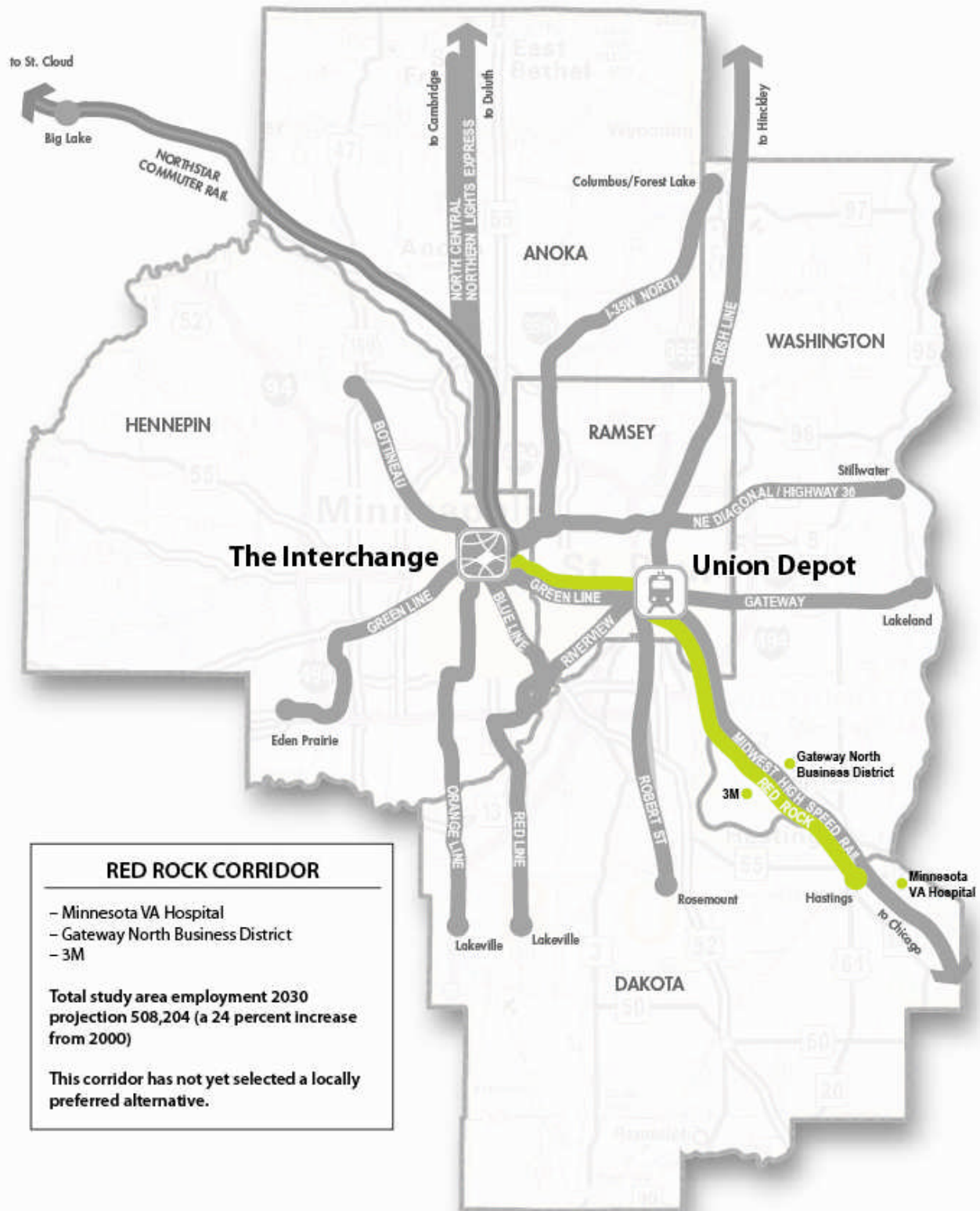
Newport Transit Station

- In 2010, the Washington County Regional Railroad Authority (WCRRRA) purchased the former Knox Lumber site near the intersection of U.S. Highway 61 and Interstate 494 for Newport's future Red Rock Corridor transit station. Preliminary design and engineering of the transit station will begin in 2012 and construction in 2012/2013. Once open, the transit facility will initially be served by express bus service to downtown St. Paul.

A good investment

- The Corridor has seen recent population growth at a rate more than twice the state's average. In the next 20 years, the southeast sector of the metropolitan area is projected to add more than 100,000 new residents.
- The Corridor is the most viable transit option for the southeast metro, with connections to other transportation routes, including high-speed rail to Chicago and the Central Corridor Light Rail Transit Project.
- For daily commuters to downtown St. Paul and Minneapolis, the Red Rock Corridor will guarantee minimal transfers, allowing for a faster and more efficient ride.

Counties Transit Improvement Board Centers of Activity / Employment





Rush Line Corridor

Ramsey County Regional Railroad Authority

Rush Line Corridor supports jobs in the corridor

- Total study area employment 190,000 (2000), 261,000 (projected 2030) an increase of 71,000 jobs.
- Corridor provides transit alternatives to major employment centers including Maplewood Mall, Beacon Bluff Business Center, St. John's Hospital, Buerkle Business Park, and Grand Casino Hinckley.

A good investment

- The 80 mile Rush Line Corridor begins at the Union Depot in St. Paul and generally follows Highway 61 and Interstate 35/35E north through Ramsey, Anoka, Washington, Chisago, and Pine Counties to Hinckley.

Alternatives Analysis

Completed in November 2009, the Rush Line Corridor Alternatives Analysis (available at www.rushline.org) analyzed multiple transit alternatives for the Corridor including commuter rail, bus rapid transit, and light rail transit. The results of the analysis show that the two highest scoring alternatives are:

- Bus rapid transit(BRT) on I-35E/35 from the Union Depot in downtown St. Paul to the Forest Lake area (a distance of 26 miles)
- Light rail transit (LRT) on the Ramsey County Regional Railroad Authority right-of-way from the Union Depot in downtown St. Paul to Hwy 96 in White Bear Lake (a distance of 11 miles).

Following input from the public, the task force concluded that both alternatives should continue to be analyzed as part of an Advanced Alternatives Analysis (Advanced AA) to more accurately determine the impacts, benefits, costs, and ridership for each alternative. Following completion of environmental work a single alternative will be chosen.

In 2012, Washington County will purchase one-half mile of BNSF railroad right-of-way along Highway 61 in the City of Hugo to support future Rush Line transitway development.

The Rush Line Corridor will continue to promote transit service in Chisago and Pine Counties to encourage a proactive approach to development that allows for extensions of the Corridor to the north as demands warrants.

Project at a glance

Current status:

Advanced Alternatives Analysis

Preferred mode: Light Rail Transit and Bus Rapid Transit are proposed for additional analysis

New Starts or Non-New Starts:
New Starts

Cities served: Centerville, Forest Lake, Gem Lake, Hugo, Lino Lakes, Little Canada, Maplewood, St. Paul, Vadnais Heights, White Bear Lake, White Bear Township. Cities along the Corridor north of initial terminus: Harris, Hinckley, North Branch, Pine City, Rock Creek, Rush City, Stacy, and Wyoming.

Length of corridor: 80 miles, with 11 to 26 miles of fixed guideway

Number of stations served:
10 to 11

Annual number of rides:
1,560,000 to 2,640,000

Total estimated cost:
\$300,000,000 to \$600,000,000

Timeline/Phases

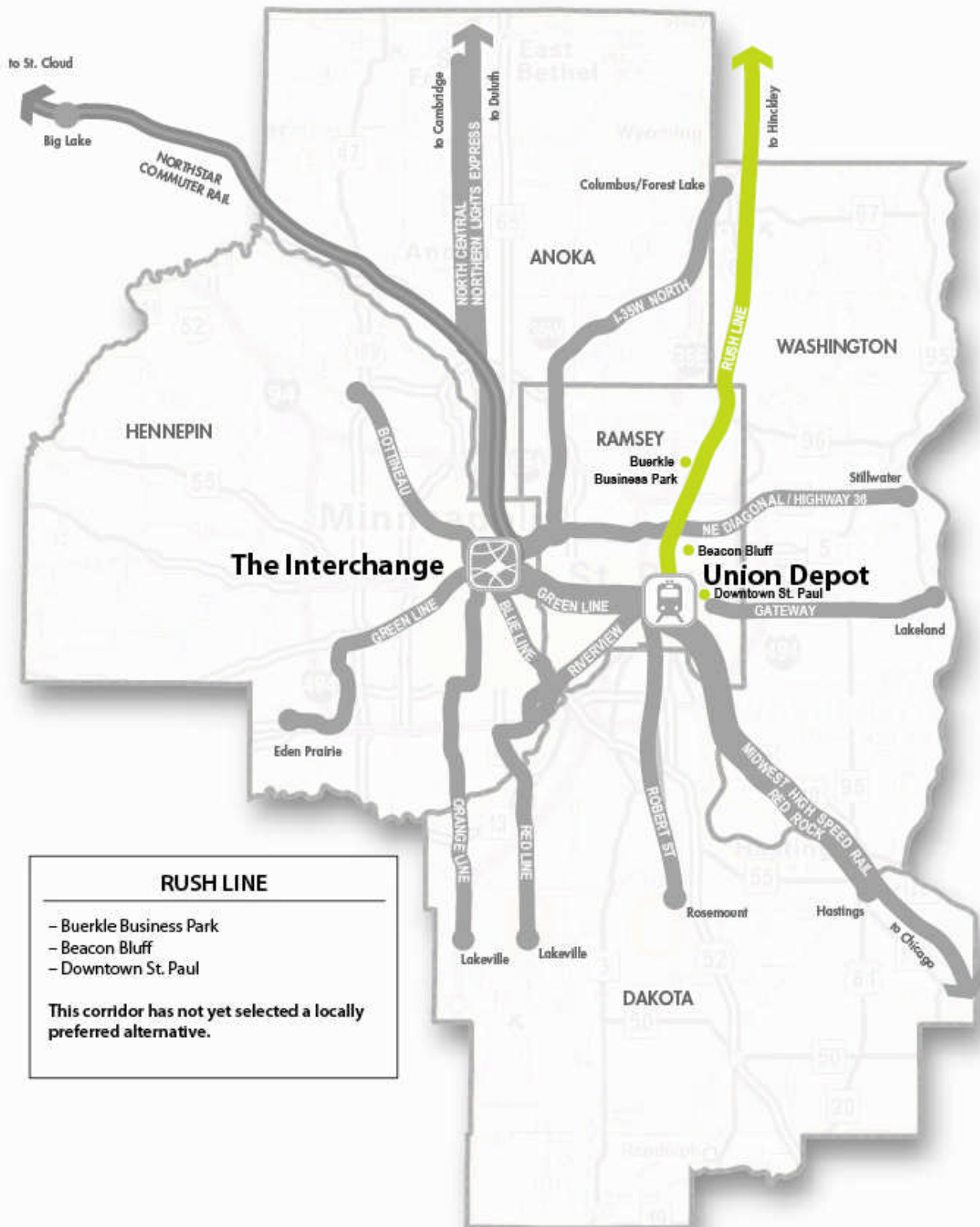
2012-2014:
Advanced Alternatives Analysis

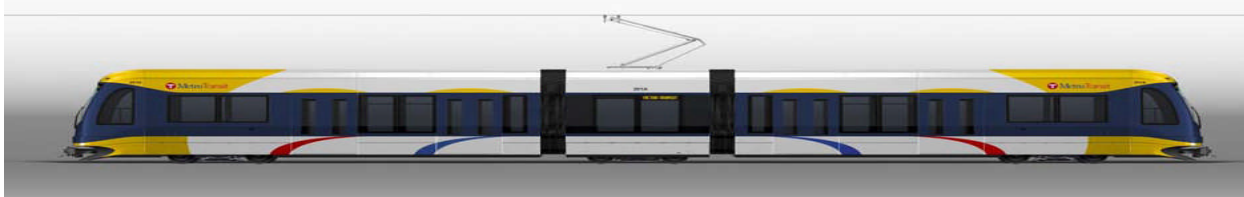
2015-2016:
Preliminary Engineering

2017: Final Design

2018-2021: Construction

Counties Transit Improvement Board Centers of Activity / Employment





Project at a glance

Current status:

Preliminary Engineering

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

Annual number of rides:

9,817,460 (2030)

Total estimated cost:

\$1,250,000,000

Timeline/Phases

2011-2013:

Preliminary Engineering

2013-2014:

Final Design

2014-2017:

Construction

2018:

Begin Passenger Service

Southwest Light Rail Transit

Metropolitan Council and Hennepin County Regional Railroad Authority

Southwest Light Rail Transit supports jobs in the corridor

- The Southwest Light Rail Transit line will connect to the Hiawatha and Central Corridor Light Rail Transit lines, the Northstar Commuter Rail line, and high-frequency bus routes in downtown Minneapolis, providing connections to the Minneapolis-St. Paul Airport, Mall of America, University of Minnesota, State Capital and downtown St. Paul.
- The line will provide a new transportation option for the existing 210,000 employees who work in the corridor as well as 60,000 new jobs that are forecasted by 2030.
- UnitedHealth Group, the largest Fortune 500 company in Minnesota, is planning to add a third campus location along the corridor. UnitedHealth's 6,000 employees will be part of the 60,000 new jobs that are forecasted by 2030.

A good investment

- Ridership on the line is expected to be close to 30,000 trips per day (2030).
- Local chambers of commerce representing southwest metro area businesses formed a business coalition called the Southwest Transitway Alliance to promote the development of a Southwest LRT line. Led by the TwinWest Chamber of Commerce and the Minneapolis Regional Chamber of Commerce, this coalition provides a unified business voice for the project.
- The line will connect major activity centers in the region including downtown Minneapolis, Minneapolis Chain of Lakes, Methodist Hospital, the Opus/Golden Triangle employment area (the region's sixth largest job center), and the Eden Prairie Center Mall.
- Delivery of Southwest LRT will create an estimated 150 design, engineering and management jobs; 3,500 construction jobs and 175 permanent operations and maintenance jobs.

"With more congestion and traffic, businesses would like to be able to help employees get to and from their jobs, and to help move products more quickly through the metro area. The public mind set has changed tremendously in the last few years--it's grown in support for a Southwest Light Rail Transit line."

-Dan Duffy, Duffy Architects

Counties Transit Improvement Board Centers of Activity / Employment

