

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-08

DATE: February 9, 2012
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Sunset Date Extension for City of Anoka SP#103-080-02: Structured Parking Facility for the Northstar Commuter Rail Transit Village

MOTION: That the TAB deny a one year sunset date extension from March 31, 2012 to March 31, 2013 for City of Anoka SP#103-080-02: Structured Parking Facility for the Northstar Commuter Rail Transit Village.

BACKGROUND AND PURPOSE OF ACTION: This project would construct a 400-space parking structure adjacent to the Anoka Northstar Commuter Rail Station. It was awarded CMAQ funding in the 2005 regional solicitation. The city of Anoka requested the sunset date extension due to the lack of development in the Transit Village. Provision of the local match is dependent upon development providing matching funds through Tax Increment Financing. The Funding & Programming Committee agreed to recommend granting an extension of the sunset date with some dissenting opinions. The Technical Advisory Committee voted to deny the sunset date extension request primarily because the lack of a local match is not an extenuating circumstance in the adopted sunset date policy, the sponsor has not been working on project development and the TAC felt the sponsor could not reasonably expect to get the project ready for authorization with the sunset date extension. Background material is attached.

RELATIONSHIP TO REGIONAL POLICY: Projects awarded federal transportation funds through the regional solicitation process have a sunset date of March 31 of the year following the original program year. The sunset date is the date when the federal funds are no longer available to the project sponsor. The sunset date is a regional policy intended to be an incentive for project sponsors to get their project ready for authorization in a timely manner. Adopted policy allows project sponsors to extend the sunset date due to unforeseen circumstances, provided the sponsor has been working on project development.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 19, 2012
Technical Advisory Committee	Review & Recommend	February 1, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

REQUEST FOR SUNSET DATE EXTENSION

PROJECT:

State Project 103-080-02
Structured Parking Facility for the Northstar Commuter Rail Transit Village

LOCATION:

Northeast Quadrant of Fourth Avenue (CSAH 131) and Pierce Street (CSAH 30)
Anoka, Minnesota
North ½ of Section 6, Township 31, Range 24

PROPOSED IMPROVEMENTS:

Construction of a new 400-space structured parking facility adjacent to the Northstar Commuter Rail
Station in Anoka

Request for Approval:



City of Anoka - City Engineer

1/13/2012
Date

1.) PROJECT BACKGROUND

Project Name

City of Anoka -- Commuter Rail Transit Village Parking Facility

Location Map

See Figures 1 and 2 (Attachment A)

Sponsoring Agency

City of Anoka

Other Participating Agencies

Mn/DOT, Metropolitan Council, Metro Transit, Anoka County

Project Description

The City of Anoka Parking Facility Project consists of a 400-space, structured parking facility immediately adjacent to the Anoka Northstar Commuter Rail Station. The parking facility will be located immediately east of 4th Avenue and immediately south of the BNSF railroad tracks in Anoka's Commuter Rail Transit Village (CRTV) area. The parking facility will serve as a multi-modal transit hub, providing bus, vehicle, bicycle and pedestrian access to the station platform. Sidewalks and trail connections, which will provide pedestrian access to the station platform, will also be linked to the facility. The parking facility will be designed for future expansion, allowing for increased commuter rail ridership and the potential for nearby private development.

Funding Category

CMAQ

Federal Funds Allocated

The 2012-2015 State Transportation Improvement Program has \$5,885,000 in Federal funding for this project programmed for 2012.

Local Share and Source

The anticipated local share will be derived from several sources. The estimated cost of the components and the proposed funding sources are as follows:

Estimated Cost

<u>Improvement</u>	<u>Estimated Cost</u>
Structured Parking Facility	\$ 8,800,000
Pedestrian Overpass	\$ 1,650,000
<u>Site Improvements</u>	<u>\$ 850,000</u>
Subtotal	\$ 11,300,000
<u>Administrative and Engineering Costs</u>	<u>\$ 2,700,000</u>
Total Estimated Project Cost	\$ 14,000,000

Proposed Funding

The City has obtained \$5.885 million in Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding for the project. The City is assembling a financing package for the remaining \$8.115 million of the total \$14 million project cost.

CMAQ Grant	\$ 5,885,000
Tax Increment Financing	<u>\$ 8,115,000</u>
Total	\$14,000,000

Fiscal Year Programmed

This project programmed for 2012. The sunset date is currently set for March 31, 2012.

2.) PROJECT PROGRESS

Progress Schedule

A project schedule has been developed for the Anoka Commuter Rail Transit Village Parking Facility (see Attachment B). Based on this schedule, schematic design work will start in early February 2012. Coordination has been initiated with the BNSF Railroad for the proposed pedestrian overpass included as a part of the parking facility.

Right-Of-Way Acquisition

All project construction is within existing City-owned right-of-way. As such, no additional right-of-way is required. An agreement will be needed with BNSF for the construction of the pedestrian overpass across BNSF right-of-way.

Plans

Schematic design and design development activities will occur in winter/spring of 2012. Final design is planned to begin in June 2012 with final plans complete in October 2012.

Permits

Permit acquisition activities have not been initiated at this time. These activities will occur in conjunction with the project design.

Identify Funds and Other Sources Spent to Date

The City has contracted with a consultant for the design and project administration of this project and has conducted several planning studies in support of this project. Local City funds have been used to finance activities completed to date.

3.) JUSTIFICATION FOR EXTENSION REQUEST

Reason for Requested Extension of the Sunset Date

What is unique about this project that requires an extension of the sunset date?

There are three general reasons why this project is a good candidate for a sunset date extension:

1.) *Economy /delayed development in the Commuter Rail Transit Village area*

Solicitation of Federal funds for this project was made at a time before the current economic downturn. Estimates were made that the demand for Transit Oriented Development (TOD) would increase with the creation of the Anoka Rail Station. This demand would, in turn, facilitate the need for higher density development near and adjacent to the Northstar Rail Station. However, this has not yet been the case.

In light of the current economic climate, development has been slowed but not halted in the Commuter Rail Transit Village (CRTV) area. The City is currently acquiring and assembling property, and entertaining development proposals. The City has acquired one of two bulk oil facilities located next to the north station parking lot. Environmental cleanup of this identified contamination site and decommissioning and demolition of the oil plant has been completed. Several other non-conforming uses remain to be acquired and assembled for redevelopment immediately adjacent to the north parking lot. Cleaning up of these non-conforming uses has emerged as a precondition to attracting private development to the station site and immediate area.

A 15.8 acre tract of land one block north of the station is being developed as a senior care community by the Volunteers of America (VOA). The project is called Homestead at Anoka. VOA has broken ground on their facility and they are currently doing foundation and site preparation work. The facility is anticipated to be completed in early 2013. The first phase will consist of 120 memory care nursing units and 59 assisted/congregate living units. Project costs for the first phase are approximately \$22 million.

Given the progress the City of Anoka is making on Transit Oriented Development, the City of Anoka believes that a one year extension of the sunset date for the CRTV Parking Facility will facilitate a more time coordinated project. The project will better match the development activities adjacent to the rail station. It would also coincide better with the overall demand for parking in this area.

2.) *Tax Increment Financing – slower development in the existing TIF district*

Originally, the City had planned on using tax increment funds from the existing Enterprise Park TIF district established in the late 1980's to help fund the Commuter Rail Transit Village Parking Facility. This district was set up prior to current tax increment laws and allows generated tax increment funds to be used citywide. Declines in property values and revenues in the Enterprise Park district, as well as slower than anticipated development in the new Historic Rum River TIF District project on the north side of the Central Business District have reduced and restricted use of expected funds. Due to the slower than anticipated development in the new Historic Rum River TIF District, funds from the Enterprise Park TIF district originally earmarked from the Commuter Rail Transit Village Parking Ramp are now needed to support other current debt issued in the Historic Rum River District. Had development occurred at its originally projected rate in the Historic Rum River District, tapping into the funds from the Enterprise Park district would not have been required and the money would have been available from the Commuter Rail Transit Village Parking Ramp.

The City is in the process of establishing a new Tax Increment District which includes the Commuter Rail Transit Village Parking Facility. New development in the CRTV area will help support the annual payment of debt, which is needed for the parking facility.

3.) *Parking demands are currently being met*

Two surface parking lots currently exist at the site, one on either side of the tracks. The total combined parking of these lots is 377 spaces including 12 handicapped stalls. Historic data on parking space utilization at the site has shown an increase in usage over time (164.3 spaces in January 2010 to 188.6 in April of 2010). The Anoka County Regional Rail Authority has also documented an increase in the total Northstar weekday daily ridership from 37,534 in January 2010 to 49,249 in April 2010. See Attachment C – Anoka Union June 4, 2010 article entitled “Taking the Train: - Northstar Ridership on the Rise”

While there is not an immediate need for additional parking at this time, the parking demand and ridership data clearly show an upward trend. A sunset date extension will allow the City of Anoka and the Anoka County Regional Rail Authority to obtain an additional year of parking and ridership data and to insure that the construction of the structured parking facility is properly timed to best meet the needs of the Northstar patrons.

What are the financial impacts if this project does not meet its sunset date?

Since there is a large local match on this project, the City may elect to not proceed with this project until TIF funds have been secured and full justification is made. The City would then submit a CMAQ application at the next solicitation. Due to the lag time associated with this scenario, this may result in the parking facility being built long after the proper demand is met. It will also be more disruptive to the Northstar Commuter Rail patrons and will increase the overall cost of construction to provide alternative parking during the construction project.

The City has determined that it is feasible to establish a new redevelopment TIF District in the Commuter Rail Transit Village area. Based upon future development in the Village, this new district could provide the local match. However, the startup time for that development under current market conditions extends future revenue forward so more time is needed.

How does this project implement regional policies?

The project is consistent with the Metropolitan Council's 2030 Transportation Policy Plan and Regional Development Framework. See Attachment D for a listing of specific policies.

What are the implications if the project does not obtain the requested extension?

A sunset date extension will allow the City to more closely time the construction and completion of the structured Commuter Rail Transit Village Parking Facility with development activities around the facility

as well as ridership and parking demands. It is critical that an additional 12 months of data and development activities occur to better assure the success of this project.

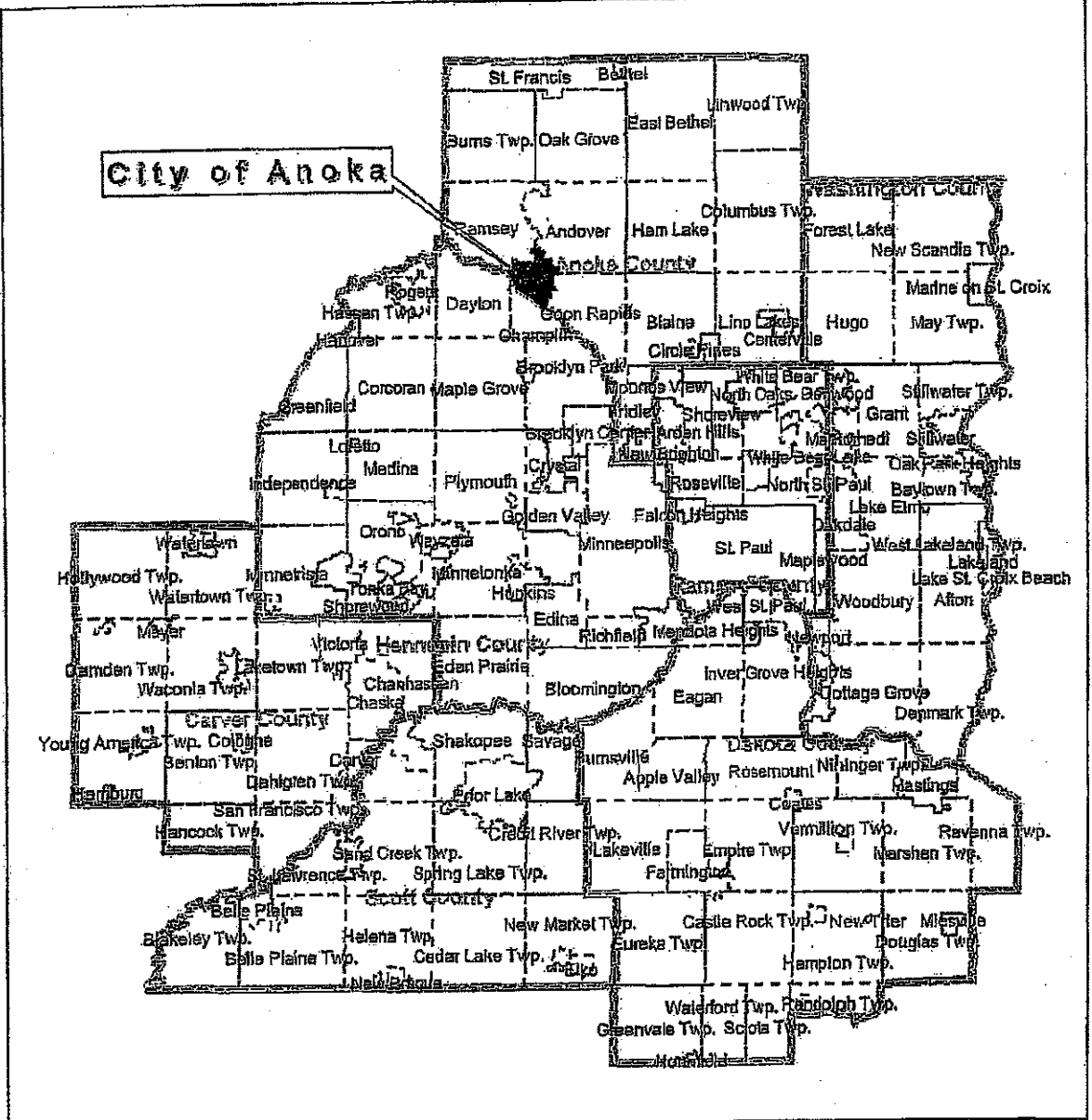
What action will the agency take to resolve the problems facing the project in the next 3 to 6 months?

The City, along with the Anoka County Regional Rail Authority, will continue to track ridership and parking demands. The City will also continue efforts to facilitate development around the rail station by acquiring and assembling key properties, and preparing the sites for development. The City will also continue working on development of a TIF district for the Commuter Rail Transit Village area.



ATTACHMENT A

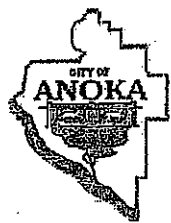
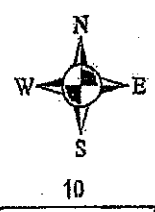
Figures and Maps

REGIONAL LOCATION MAP

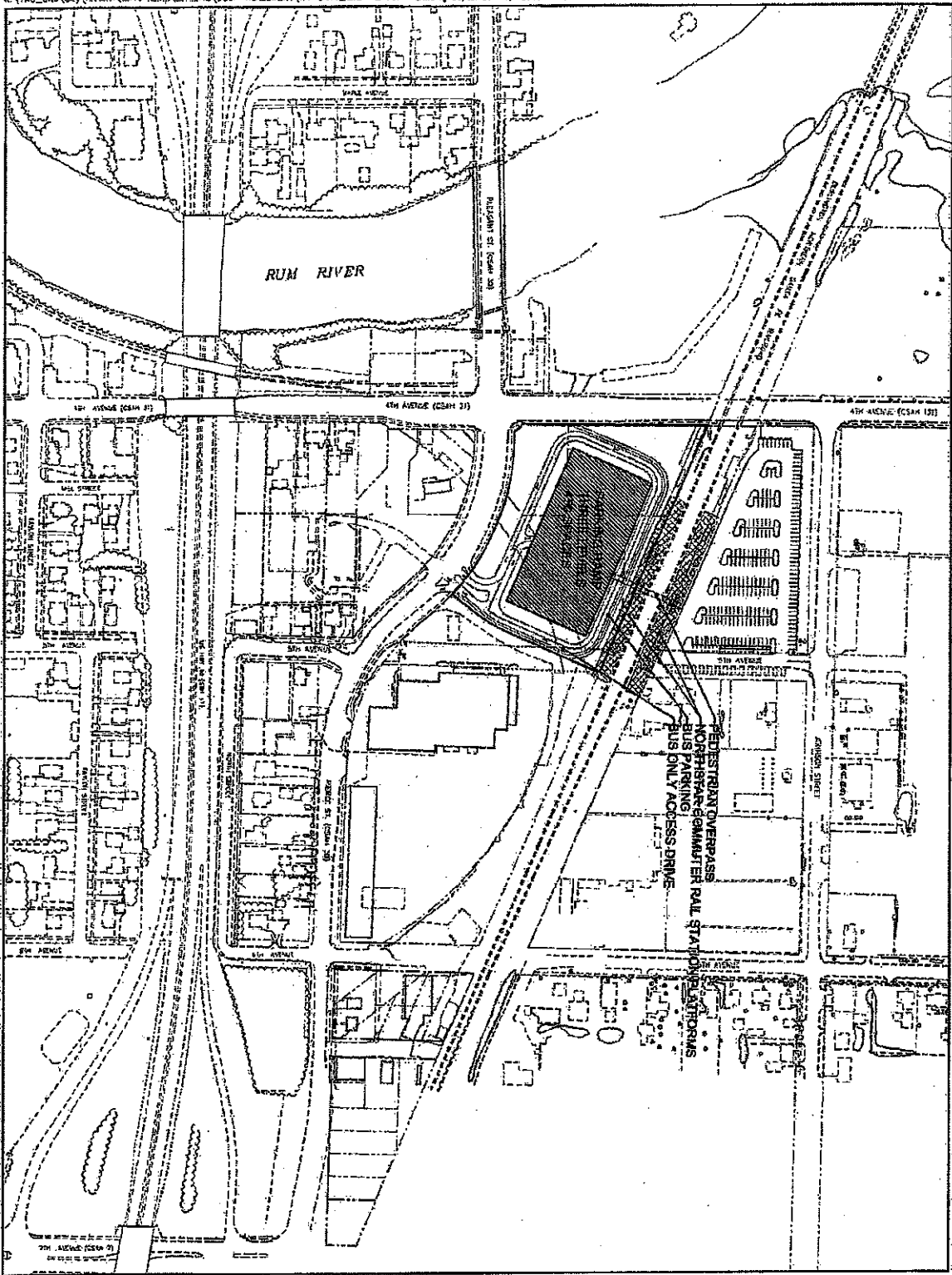


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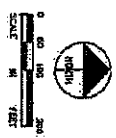
-  Cities and Townships
-  County Boundaries



Source: Metropolitan Council. 18 August 2005. www.datafinder.org

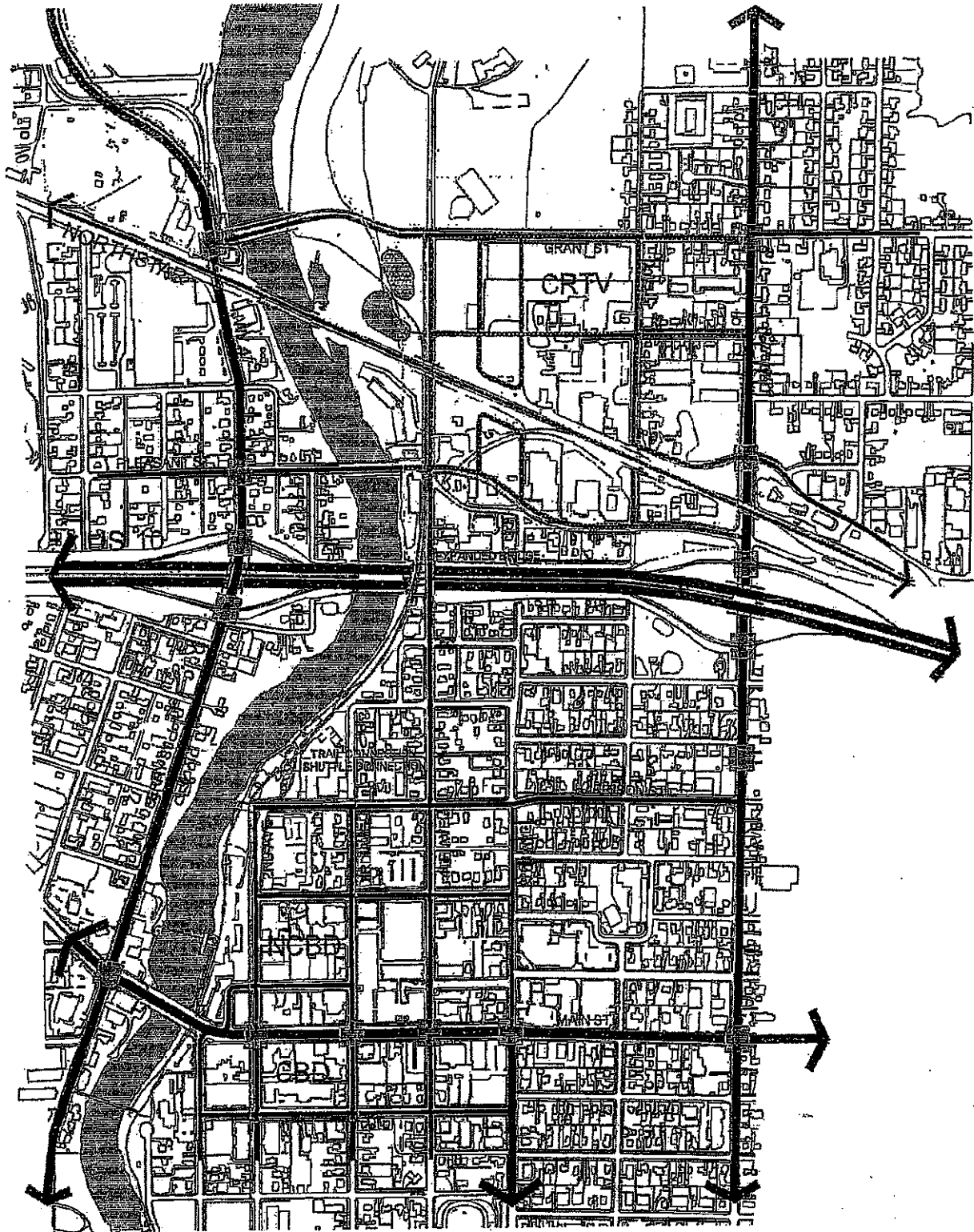


ANOKA
REAL CLASSIC
CITY OF ANOKA



 **Kemper-Horn**
and Associates, Inc.
175 West Broadway, Suite 500
Anoka, MN 55422
Tel: 763.433.4444

CITY OF ANOKA
MULTI-MODAL TRANSIT HUB
AT THE
ANOKA NORTHSTAR COMMUTER
RAIL STATION
EXHIBIT A



BKD ASSOCIATES
 1000 W. WASHINGTON ST.
 SUITE 200
 CHICAGO, IL 60606
 TEL: 312.467.1000
 WWW.BKD.COM

NCBD - CRTV CONNECTION PLAN

NCBD - COMMUNITY SPACE PLAN
 CITY OF ANOKA

0 200 400
 10 MAY 2005 - 16



ATTACHMENT B

Progress Schedule

City of Anoka CRTV Parking Facility Proposed Project Schedule January 12, 2012

ID	Task Name	Start	Finish	2012	2013	2014
1	1.0 PROJECT MANAGEMENT	Mon 1/30/12	Fri 10/26/12	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
2	0.1 Agency Coordination	Mon 1/30/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
3	0.2 Railroad Coordination	Mon 1/30/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
4	0.3 Public Involvement	Mon 1/30/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
5	0.4 Monthly Design Status Meetings	Mon 1/30/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
6	2.0 ENVIRONMENTAL REVIEW	Mon 4/23/12	Fri 8/24/12	████████████████████	████████████████████	████████████████████
7	0.1 Prepare Project Development Report (PDR) (Assumes Project Memorandum)	Mon 4/23/12	Fri 8/24/12	████████████████████	████████████████████	████████████████████
8	0.2 PDR Review and Approval	Mon 6/4/12	Fri 8/24/12	████████████████████	████████████████████	████████████████████
9	3.0 SCHEMATIC DESIGN	Mon 1/30/12	Fri 3/30/12	████████████████████	████████████████████	████████████████████
10	0.1 Prepare Schematic Design Drawings (up to 3 Options)	Mon 1/30/12	Fri 3/30/12	████████████████████	████████████████████	████████████████████
11	0.2 City Council Review	Mon 2/20/12	Mon 2/20/12	◆ 2/20	████████████████████	████████████████████
12	0.3 City Council Review	Mon 3/19/12	Mon 3/19/12	◆ 3/19	████████████████████	████████████████████
13	4.0 DESIGN DEVELOPMENT	Mon 4/23/12	Fri 6/1/12	████████████████████	████████████████████	████████████████████
14	0.1 Prepare Design Development Drawings (Selected Option)	Mon 4/23/12	Fri 6/1/12	████████████████████	████████████████████	████████████████████
15	0.2 City Council Review	Mon 5/7/12	Mon 5/7/12	◆ 5/7	████████████████████	████████████████████
16	5.0 FINAL DESIGN	Mon 6/4/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
17	0.1 Prepare Construction Documents	Mon 6/4/12	Fri 10/26/12	████████████████████	████████████████████	████████████████████
18	0.2 City Council Review	Mon 9/18/12	Mon 10/15/12	◆ 10/15	████████████████████	████████████████████
19	6.0 PLAN REVIEWS, APPROVALS, AND BIDDING	Mon 9/24/12	Fri 5/31/13	████████████████████	████████████████████	████████████████████
20	0.1 Plan Review and Approval	Mon 9/24/12	Fri 3/15/13	████████████████████	████████████████████	████████████████████
21	0.2 City Council Approve Plans & Specifications/Authorize Ad for Bids	Mon 3/19/13	Mon 3/19/13	◆ 3/19	████████████████████	████████████████████
22	0.3 Bidding and Award	Mon 3/19/13	Fri 5/31/13	████████████████████	████████████████████	████████████████████
23	7.0 CONSTRUCTION	Mon 6/25/13	Fri 11/4/14	████████████████████	████████████████████	████████████████████
24	0.1 Construction	Mon 6/25/13	Fri 11/4/14	████████████████████	████████████████████	████████████████████

ATTACHMENT C

Anoka Union article:

“Taking the Train: - Northstar ridership on the rise”

Taking the train: Northstar ridership on the rise

Wednesday, 02 June 2010

by Peter Bodley
Managing editor

Ridership on the Northstar Commuter Rail system continues to grow.

More people rode the rails in February than they did in January, in March more than they did in February and in April more than they did in March.

In fact, the greatest increase in ridership occurred from March to April, according to figures presented to the Anoka County Regional Rail Authority.

Part of that jump, but not all, can be attributed to the special trains that Metro Transit, which operates the Northstar system, has run for certain Minnesota Twins games, according to Tim Yantos, executive director of both the Anoka County Regional Rail Authority and the Northstar Corridor Development Authority.

Total rides on Northstar in January were 43,840, in February 44,705, in March 49,304 and in April 61,560.

Weekday rides have also shown growth each month from 37,534 in January to 40,368 in February to 42,780 in March and 49,249 in April.

Average weekday daily rides which dipped between February (2,018) and March (1,860) went up to 2,239 in April.

In April, Northstar operated 306 scheduled trains plus five extra trains, with only six being late, an on-time percentage of 98.1 percent.

"Ridership continues to increase," Yantos said. "We are happy about this."

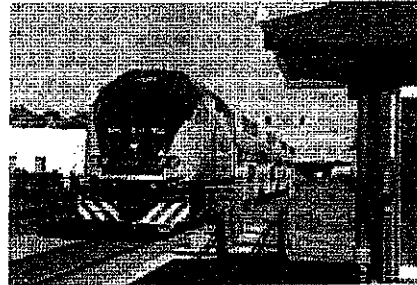
Indeed, Yantos is optimistic that Metro Transit's projection of 2,400 rides a day by the end of the year will be met, he said.

In addition, the regional rail authority received information on an unscientific, online survey conducted in early May.

That found that 64 percent of the 1,174 supporters, riders and members of the public that responded had used the service and of those that had not, 42 percent cited the schedule as the main reason and 28 percent said the station locations did not meet their needs.

Eighty-one of respondents said they would likely use special event trains and of the non-riders, special event trains were given as the most important factor that would increase their likelihood of riding.

Of those responders that do ride Northstar, the strongest agreements came on statements, "I feel safe while riding



The southbound 5:23 p.m. pulls out of the Anoka station, heading to stops in Coon Rapids and Fridley before delivering commuters to Target Field. Photo by Sue Austreng

Northstar Commuter Rail riders ride the rails for a variety of reasons. The May 27 5:23 p.m. northbound and southbound trains took commuters home from work and delivered Minnesota Twins fans to Target Field for that evening's baseball game.

John Lies of Ramsey, a consultant who works in a variety of downtown Minneapolis locations, disembarked from the Northstar after a full day's work downtown.

"I ride three, four times a week," Lies said. "With the cost of gas and the wear and tear on the car, it just makes sense for me to get to work on the train."

"In the wintertime, it really makes sense... avoid bad road conditions, weather... it just really makes sense."

For Twins fans Mike and Linda Deitz of Coon Rapids, climbing aboard the Northstar train was a quick, efficient and cost-effective way to get to the

Northstar" and "Northstar station and train amenities meet my needs."

According to the survey, agreement is also strong that Northstar is more convenient than driving and an affordable option.

And 79 percent of the current Northstar riders responding support government money to extend the rail service to St. Cloud.

Peter Bodley is at peter.bodley@ecm-inc.com

game.

"This way we don't have to worry about parking and trying to get through the all the traffic on the roads to get to the field," said Mike.

"And it's a very nice train. Smooth, clean... it's a nice way to get downtown," said Linda.

To learn more about Northstar Commuter Rail service, visit www.metrotransit.org.

Close Window

ATTACHMENT D

**Metropolitan Council's 2030 Transportation Policy Plan and
Regional Development Framework**

QUALIFYING CRITERIA:

1. Consistency with Regional Development Framework² and the Transportation Policy Plan³. As listed below, the Anoka CRTV and the proposed structured parking facility are consistent with the Metropolitan Council Regional Development Framework and the Transportation Policy Plan.

2030 Transportation Policy Plan

Policy 1, Strategy 1a, page 36: The CRTV Master plan was designed to intensify job centers and increase transportation links between job center and medium-to-high density housing.

Policy 1, Strategy 1b, page 37: The proposed structured parking will be a catalyst for development of the CRTV. The parking facility will allow additional residential development as well as provide effective transportation links for bus, vehicle, bike and pedestrian traffic.

Policy 1, Strategy 1c, page 37: The proposed parking facility and the Master Plan for the CRTV are designed to provide an environment that encourages many purposeful trips to be made by transit, foot, bicycle or car. Adjacent land to the commuter rail station is planned for a concentration of mixed use and medium-to-high density development.

Policy 1, Strategy 1d, page 37: The proposed parking facility will be designed to meet the needs of people of all functional ability and will include transportation services that are accessible for the ADA community.

Policy 3, Strategy 3a, page 38: Construction of the proposed parking facility will help alleviate congestion on TH 10. The City of Anoka is actively working on improvements for TH 10 and is developing plans based on the 2002 TH 10 IRC.

Policy 3, Strategy 3d, page 39: Funding of the proposed parking facility is consistent with the Council's investment goals.

Policy 4, Strategy 4a, page 40: The CRTV Master Plan was developed with the input of a Public Advisory Team consisting of 17 members from city boards and commissions, community organizations, affected units of government, and citizens at large. Several meetings were held in development of the plan. The public will continue to be involved in CRTV planning as the City develops detailed site plans for the mixed-use, office and industrial areas, amends the comprehensive plan and zoning ordinance to include the Master Plan, and adopts design guidelines for the area.

Policy 4, Strategy 4b, page 40: The City, through the City newsletter, public notice, mailings, and public meetings, reaches out to all residents of the community.

² Adopted January 14, 2004 by the Metropolitan Council.

³ Adopted December 15, 2004 by the Metropolitan Council.

Policy 5, Strategy 5a, page 41: The proposed parking facility is part of Anoka's Northstar Station and will serve as a hub for regular-route bus services, community circulators, reverse commutes, general public paratransit services, ridesharing and ADA services.

Policy 5, Strategy 5b, page 41: Construction of the proposed parking facility allows additional residential development, thus increasing population.

Policy 5, Strategy 5d, page 42: The proposed parking facility is part of the CRTV. The CRTV will provide an interconnected system of streets, bikeways and pedestrian walkways and is both transit and pedestrian oriented.

Policy 5, Strategy 5f, page 42: As part of the Northstar system, the proposed parking facility will improve access to employment centers and neighborhoods. The parking facility will also serve as a transit hub.

Policy 6, Strategy 6a, page 42: The proposed parking facility will serve as a transit hub, providing coordination for other transit modes.

Policy 6, Strategy 6c, page 43: The City will work with Anoka County to market the benefits of commuter rail.

Policy 6, Strategy 6d, page 43: The City will give the highest priority to design and construction of a safe and secure facility.

Policy 6, Strategy 6e, page 43: Construction of the proposed parking facility will incorporate appropriate amenities to enhance the commuter experience.

Policy 7, Strategy 6f, page 43: The proposed parking facility is supportive of the Northstar Commuter Train.

Policy 7, Strategy 7b, page 44: The proposed parking facility, as part of the Northstar system, will promote urban/suburban connections.

Policy 7, Strategy 7c, page 44: The proposed parking facility will serve as a multimodal transit hub.

Policy 7, Strategy 7d, page 44: The proposed parking facility will service as a multimodal transit hub, thereby enhancing transit services.

Policy 7, Strategy 7e, page 44: The proposed parking facility is an opportunity for joint development of transit-related facilities.

Policy 7, Strategy 7f, page 44: The proposed parking facility promotes efficient redevelopment opportunities by decreasing the station related parking footprint, thus allowing additional development on adjacent sites. The station is designed to include

weather-protective elements and provide transfer opportunities between different parts of the system. The CRTV Master Plan will be incorporated into the Comprehensive Plan.

Policy 9, Strategy 9c, page 45: The parking facility, functioning as a multimodal transit hub, will be accessible.

Policy 9, Strategy 9d, page 45: The station area, including the proposed parking facility, will be designed and constructed in a manner that provides adequate access to the station for persons with disabilities. The proposed parking facility includes a pedestrian overpass that shortens the walk to the station, eliminates the need to cross the rail at the at-grade crossing on 4th Avenue, and provides covered access to the station platform.

Policy 9, Strategy 9e, page 45: The proposed parking facility will provide improved access (from the original plan for surface parking) to the station for persons with disabilities.

Policy 10, page 45: The proposed parking facility, as part of the CRTV, is consistent with the *Regional Development Framework policies and strategy of promoting transit, bicycle and pedestrian friendly environments.*

Policy 11, Strategy 11a, page 46: The proposed parking facility was designed to integrate existing and planned land uses and the transportation system. As a result of this project, the existing somewhat dangerous intersection of Pleasant Street, Fourth Avenue (CSAH 31) and Pierce (CSAH 30) will be realigned, providing much desired safety improvements.

Policy 11, Strategy 11b, page 46: The proposed parking facility will serve as a multimodal transit hub, incorporating the needs of pedestrians, bicyclists, buses and vehicles.

Policy 11, Strategy 11c, page 47: The proposed parking facility is part of the Master Plan for the CRTV. The parking facility is located to lessen the impacts of parking in the CRTV area.

Policy 11, Strategy 11e, page 47: The proposed parking facility, as part of the Northstar station area, is consistent with the Northstar Commuter Rail Corridor Advanced Corridor Plan. (Page G-2 of TFP appendices.)

Policy 11, Strategy 11f, page 48: The proposed parking facility, as part of the Northstar station, connects to TH 10 by the Pleasant Street - Highway 47 connection. It is anticipated that Northstar ridership will help alleviate congestion on TH 10. In addition, the City of Anoka is conducting studies to implement improvements on TH 10 as identified in the TH 10 IRC.

Policy 12, Strategy 12c, page 49: The proposed parking facility, as part of the Northstar system, has been to address congestion and traffic needs in a cost-effective manner.

Policy 15, Strategy 15a, b, c, and f, pages 52 -54: The proposed parking facility will serve as a multimodal transit hub, supporting compact and mixed-use development and serving motorists, buses, bicyclists and pedestrians.

Policy 18, page 56: The proposed parking facility, as part of the Northstar station area, is consistent with the Northstar Commuter Rail Corridor Advanced Corridor Plan. (Page G-2 of TPP appendices.)

Policy 18, Strategy 18b, page 57, Strategy 18g, 18f and 18g, page 59: The proposed parking facility supports a higher density of residential land use which will generate more trips per acre, but may also allow more walk, bike, or transit trips to be made so the percentage of vehicle trips may be slower. The parking facility will support CRTV land uses, including affordable and lifecycle housing, medium and high-density residential development, supporting commercial uses and community activities. The CRTV will also enhance access to job concentrations.

Policy 18, Strategy 18h, page 60. The proposed parking facility, as part of the Northstar System, is consistent with the Northstar Commuter Rail Corridor Advanced Corridor Plan. (Page G-2 of TPP appendices.)

Regional Development Framework

Policy 1, page 17: The City of Anoka has a Metropolitan Council approved Community Plan, a local water supply plan, Phase I of a Wellhead Protection Plan, innovative storm water facilities, and an adopted ISTS management ordinance.

Policy 2, page 18: The City's adopted Community Plan, as well as the CRTV Master Plan, includes an interconnected local transportation system. The Community Plan includes access management guidelines.

Policy 3, page 18: The City's adopted Community Plan, as well as the CRTV Master Plan, and the North Central Business District Master Plan, provide for a variety of housing and life-cycle housing.

Policy 4, page 19: The City has adopted a stormwater management plan to guide development and redevelopment.

Developed Community Policies

Policy 1, page 20: The City is planning for higher density development in locations with convenient access to transportation corridors. The City has adopted ordinances for transit-oriented development and is currently working to further develop that ordinance.

Policy 2, page 20: The City is working with local, regional and state authorities to plan and invest in multi-modal transportation choices, as evidenced in the CRTV Master Plan and in plans to construct the parking facility.

Policy 3, page 21: Most of the planning and development in the City of Anoka relates to redevelopment. Such plans are designed to increase lifecycle housing and preserve existing affordable housing where appropriate.

Policy 4, page 21: The City has adopted a stormwater management plan that incorporates best management practices. In addition, the City adopted a land disturbance ordinance.

2. Solution to transportation problems as indicated in local plans.

The City of Anoka's Community (Comprehensive) Plan discusses the need to improve and augment transit services in the City. (Community Plan, Ch. 10, Page 28-31). Adopted in 2001, the plan recognizes the need to expand the Garfield Street park and ride lot, currently at capacity and planned to be incorporated into the proposed parking facility. (Community Plan, Ch. 10, Page 14 and 15; Ch. 10, page 28) The plan also discusses commuter rail – at that time, a very new and undeveloped idea. (Ch. 10, Page 14, 15, 30, and 31). Further, the transportation section of the Community Plan, Goals and Objectives (page 30-32) and Findings and Policies, Page 29-30), identifies many of the items identified in the 2030 Regional Development Framework and the 2030 Transportation System Plan.

The need for commuter rail is also very briefly discussed in the Anoka County Transportation Plan 2015, which was adopted in July 1998 (page 4-46). The Anoka County Plan also identifies the need for improved multimodal access to transit service (page 3-16), for additional park and ride capacity (page 3-17) and for coordinated transit service network (page 3-17).

3. Total cost exceeding \$150,000. The total cost of the proposed parking facility will exceed \$150,000. If constructed in 2007, the project cost is estimated to be \$8.3 million, calculated as follows: 450 spaces @ \$16,225 per space (2005 estimate of \$15,000 per space assuming 4% inflation per year) = \$7.3 million + \$1 million for the pedestrian overpass = \$8.3 million. If constructed 2009-2010, the estimated project cost is \$9.1 million, calculated as follows: 450 spaces @ \$18,000 per space (2005 estimate of \$15,000 per space assuming 4% inflation per year) = \$8.1 million + \$1 million for the pedestrian overpass = \$9.1 million. There is potential for a \$1 million contribution to local costs from NCDA funds committed for surface parking if the ramp is constructed prior to Northstar start. If awarded funding for 2009-10, the City of Anoka would be willing to advance implementation of this project.
4. Responsibility for Local Share. It is understood that the City of Anoka is responsible for the local (nonfederal) share of at least 20% of the total.
5. Maximum TAB funding award. It is understood that TAB will not originally program more than \$5,500,000 in CMAQ funds to a specific project. It is also understood that other federal funds may be combined with CMAQ funds.

