

Transportation Committee

Meeting date: September 14, 2009

Council Meeting: September 23, 2009

ADVISORY INFORMATION

Date:	September 4, 2009
Subject:	\$21 million 2009 Transit Capital Improvement State G.O. Bonds Allocation
District(s), Member(s):	All
Policy/Legal Reference:	2009 Capital Investment Bonding Bill (HF 855)
Staff Prepared/Presented:	Arlene McCarthy, MTS Director (651-602-1754) Amy Vennewitz, Deputy Director MTS (651-602-1058) Judd Schetnan, Director Legislative Affairs (651-602-1142)
Division/Department:	Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council allocate the \$21 million in 2009 Transit Capital Improvement Program state G.O. bonds per Attachment A.

Background

The 2009 Capital Investment Bonding Bill appropriated \$21 million in state G.O. bonds to a Transit Capital Improvement Program. The appropriation allocated \$8.5 million to the Central Corridor and \$313,000 for State Capitol area betterments engineering and design.

The remaining \$12,187,000 is to be allocated by the Council to other projects named in the appropriation. These projects and the specific activities eligible for each are summarized on Attachment A.

The appropriation required the Council to determine project priorities after consultation with the Counties Transit Improvement Board (CTIB), and other stakeholders as appropriate. It also required the Council to seek geographic balance in the allotment of the funds where possible and to maximize use of federal funds.

The recommended allocation was made after consultation with CTIB at its July and August meetings. In response to CTIB's input, \$400,000 was moved from the Rush Line Corridor to the Cedar Avenue BRT.

Rationale

Four projects are recommended to receive the remaining \$12,187,000: Cedar Avenue BRT, Rush Line Corridor, Southwest Corridor and the Union Depot. These projects are considered higher in priority in that they are in implementation (Cedar Avenue BRT), require funding to continue the federal New Starts process (Southwest Corridor), have an existing capacity need (Rush Line Corridor Maplewood Mall park-and-ride expansion) and require local match for federal funds (Union Depot). The recommended combined allocation of \$3.9 million to Rush Line Corridor and Union Depot provides geographical balance.

Funding

The funds are appropriated by the State of Minnesota.

Known Support / Opposition

CTIB took no formal action. Individual county commissioners requested funding or additional funding for specific projects. The Red Rock Corridor Commission requested funding for a Hastings park-and-ride. The Rush Line Corridor Task Force supports the allocation to Rush Line Corridor for the Maplewood Mall park-and-ride expansion. The Southwest Corridor Policy Advisory Committee and Representative Alice Hausman supported \$5 million for Southwest Corridor.

2009 HF 855 \$21 Million Transit Capital Improvement Program

2009-314 Attachment A

Transitway	Eligible Activities	Comments	Recommendation
Central Corridor	Preliminary engineering, final design, property acquisition, incl. improvements and betterments of a capital nature, relocation of public utilities owned by public entities, and construction	Mandated by appropriation.	\$8.5 million
State Capitol area	Preliminary engineering and final design for betterments	Mandated by appropriation.	\$313,000
Bottineau Boulevard	Environmental work	Alternatives Analysis underway.	\$0
Cedar Avenue BRT	Acquire real property and construct roadway improvements for shoulder running bus lanes on CSAH 23	CTIB funds for Apple Valley Transit Station (AVTS) to be returned due to UPA program final costs and fund reallocation estimated between \$1.3 million and \$2.5 million. State bonds are conditional upon adoption of satisfactory Implementation Plan Update and local commitment to project.	\$3.287 million*. Minimum \$5 million guaranteed between 2009 GO Bonds and CTIB funds returned from AVTS project. See condition.
I-94 Corridor	Environmental work, preliminary engineering, acquire property, and construct transportation and transit improvements, including busways, park-and-rides, or rail transit.	2009-2010 Corridor Alternatives Analysis not bond eligible. I-94 & Manning park-and-ride site remains to be identified and negotiated with developer and Woodbury.	\$0
Red Rock Corridor	Design, construct, and furnish park-and-ride lots	Additional park-and-ride capacity and service lower priority than other projects at this time. Washington County CTIB funds are available funding option.	\$0
Riverview Corridor	Environmental work and preliminary engineering	Ramsey County proposing new Alternatives Analysis which is not bond eligible.	\$0
Robert Street Corridor	Design and construct new passenger shelters and a bus layover facility, including rest rooms, break areas, and a passenger shelter	Dakota County proposing additional Feasibility Study which is not bond eligible. Low demand for park-and-ride or new transit facilities.	\$0
Rush Line Corridor	Acquire land for, design, and construct park-and-ride or park-and-pool lots	Maplewood Mall park-and-ride expansion is high priority. Provides geographic balance to bond distribution.	\$3.4 million*
Southwest Corridor	Prepare an environmental impact statement (EIS) and for preliminary engineering (PE).	Environmental and PE work scheduled to start in late 2009.	\$5 million
Union Depot	Acquire land & structures, renovate structures, and for design, engineering, and construction	Work ongoing. Common terminus to multiple east metro transitway corridors.	\$500,000

*Amounts may be adjusted slightly to ensure Cedar Avenue BRT receives minimum \$5 million in combined 2009 State GO bonds and funds returned to CTIB from the existing CTIB Apple Valley Transit Station construction grant.