

T Transportation Committee
For the Metropolitan Council meeting of October 26,
2011

ADVISORY INFORMATION

Date: October 11, 2011
Prepared:
Subject: CTIB 2012 Project Grant Applications Consistency with the 2030 TPP

Proposed Action:

That the Metropolitan Council finds the 11 project grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2012 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted November 2010.

Summary of Committee Discussion / Questions:

Ms. Vennewitz presented the proposed action and described the applications submitted for CY2012 CTIB funding. A question was asked regarding the number of applications submitted for funding. Ms. Vennewitz responded that only the 11 applications were submitted and all are recommended to be found consistent with the TPP. A question was also asked regarding the amount of revenue raised by the transit sales tax. Ms. Vennewitz responded that the tax generates approximately \$90 M annually. During CY2012 CTIB will also rely on bond proceeds to fund the project applications.

Motion was made, seconded and passed. This item will move to the full Council as a consent item.

T Transportation Committee

Item: 2011-280

Meeting date: October 10, 2011

Metropolitan Council Meeting: October 26, 2011

ADVISORY INFORMATION

Date:	October 6, 2011
Subject:	CTIB 2012 Project Grant Applications Consistency with the 2030 TPP
District(s), Member(s):	All
Policy/Legal Reference:	M.S. 297A.992; Regional Transportation Policy Plan
Staff Prepared/Presented:	Arlene McCarthy, Director 651-602-1754 Amy Vennewitz, Deputy Director 651-602-1058
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council finds the 11 project grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2012 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted November 2010.

Background

The 2008 state legislation which authorized the quarter cent sales tax for transitways capital and operating purposes specified that a grant award for a transit project located within the metropolitan area may be funded only after the Metropolitan Council reviews the project for consistency with the transit portion of the Transportation Policy Plan.

For the 2011 grant process, 11 project grant applications were submitted to the CTIB to receive funding during CY 2012. The attached table lists the project name, grant applicant, funding requested, and provides a short description of the project and a recommendation regarding the project's consistency with the 2030 TPP. It is recommended that all of the submitted applications be found consistent with the plan.

Rationale

Under state law, the projects cannot be funded until a determination has been made by the Council regarding the project's consistency with the transit portion of the Council's Transportation Policy Plan. The consistency finding will allow the CTIB to award grants to the project applicants for CY 2012.

Funding

None required.

Known Support / Opposition

No known opposition.

Business Item 2011-280 Attachment

Summary of CTIB CY 2012 Project Grant Applications

Project Name	Project Applicant	Funding Request	Project Description	Recommendation on Consistency with the 2030 TPP
Operating Projects				
1 Hiawatha LRT Operations	Metropolitan Council	\$12,734,091	This project requests 75% of the net cost to operate Hiawatha LRT.	Consistent: Hiawatha LRT is a completed transitway.
2 Northstar Commuter Rail Operations	Metropolitan Council	\$ 8,964,925	This project requests 75% of the net cost for the Twin Cities Metropolitan Area's share to operate Northstar Commuter Rail.	Consistent: Northstar is a completed transitway.
3 Cedar Avenue Lakeville, AVTS and Cedar Grove BRT Express Operations	Metropolitan Council	\$ 453,047	This project requests 75% of the net cost to operate BRT express service from the Lakeville Cedar park-and-ride and the Cedar Grove transit center on the Cedar Avenue BRT line. Also included are the operations and maintenance costs of the facilities and the Apple Valley Transit Center.	Consistent: The 2030 TPP identifies Cedar Avenue BRT as a transitway that is complete/in construction/final design/preliminary engineering. Elements of the project are presently under construction, with some BRT express service operating in the corridor.
4 Cedar Ave. BRT Station to Station Service	Metropolitan Council	\$ 269,909	This project requests 75% of the net cost to start up station-to-station service in November 2012 serving five stations in the Cedar Ave. BRT corridor. Also included are the facility operations and maintenance costs for the 140 th and 147 th Street Station stops.	Consistent: The 2030 TPP identifies Cedar Ave. BRT as a transitway that is complete/in construction/final design/preliminary engineering.
5 I-35W Lakeville BRT Express Operations	Metropolitan Council	\$ 168,455	This project requests 75% of the net cost to operate BRT express service from the Lakeville Kenrick Avenue park-and-ride on the I-35W BRT line.	Consistent: The 2030 TPP identifies I-35W BRT as a transitway that is complete/in construction/final design/preliminary engineering. Elements of the project are presently constructed, with some BRT express service operating in the corridor.
Capital Projects				
6 Central Corridor LRT	Metropolitan Council	\$97,879,633	This project requests capital funding to support right-of-way acquisition, light rail vehicle design and fabrication and construction of the Central Corridor LRT.	Consistent: The 2030 TPP identifies Central Corridor as a transitway that is complete/in construction/final design/preliminary engineering. In 2011, Central Corridor entered a full funding grant agreement from the FTA.
7 Northstar Commuter Rail Ramsey Station	Anoka County RRA	\$ 2,000,000	This project requests capital funding to construct the Ramsey Station and to acquire the easement from BNSF.	Consistent: The 2030 TPP identifies Northstar as a transitway that is complete/ in construction/final design/preliminary engineering.
8 Cedar Avenue BRT	Dakota County	\$ 8,794,658	This project requests capital funding for right-of-way acquisition and construction of dedicated bus shoulder lanes and construction of pedestrian improvements from 138 th to 181 st streets.	Consistent: The 2030 TPP identifies Cedar Avenue BRT as a transitway that is complete/in construction/final design/preliminary engineering. Elements of the project are presently under construction, with some BRT express service operating in the corridor.
9 Southwest LRT	Metropolitan Council	\$ 16,900,000	This project requests capital funding for a portion of the costs of preliminary engineering and preparation of the Final Environmental Impact Statement.	Consistent: The 2030 TPP identifies Southwest LRT as a transitway that is complete/in construction/final design/preliminary engineering. The corridor was recently approved by the FTA to enter PE.

10	Gateway Corridor DEIS	Washington County	\$ 2,125,000	This project requests capital funding to begin work on a Draft Environmental Impact Statement for the Gateway (I-94E) corridor upon completion of the currently on-going alternatives analysis.	Consistent: The 2030 TPP identifies the Gateway corridor as a transitway that should be studied and developed as LRT, Highway BRT, Busway or Commuter Rail.
11	Rush Line City of Hugo BNSF Acquisition	Washington County	\$ 630,000	This project requests capital funding to purchase 1½ mile of BNSF right-of-way within the city of Hugo to hold for potential future transit use within the Rush Line corridor.	Consistent: The 2030 TPP identifies the Rush Line corridor as a transitway that should be studied and developed as LRT, Highway BRT, Busway or Commuter Rail. Purchase of this existing right-of-way (ROW) appears to be an opportunity to connect with existing ROW held in ownership by Washington County for potential future transit usage. Construction or development of this property should not proceed until the corridor has completed the AA phase and a locally preferred alternative has been selected for the corridor.