

Transportation Committee

Business Item

Item: 2008-285

Meeting date: October 13, 2008

ADVISORY INFORMATION

Date:	October 8, 2008
Subject:	CTIB 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, 651-602-1754; Amy Vennewitz 651-602-1058
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council finds the 10 project grant applications (summarized on Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2009 funding to be consistent with the adopted 2030 Transportation Policy Plan.

Background

The 2008 state legislation which authorized the quarter cent sales tax for transitways capital and operating purposes specified the following:

A grant award for a transit project located within the metropolitan area, as defined in section 473.121, subdivision 2, may be funded only after the Metropolitan Council reviews the project for consistency with the transit portion of the Metropolitan Council policy plan and one of the following occurs:

- (1) the Metropolitan Council finds the project to be consistent;*
- (2) the Metropolitan Council initially finds the project to be inconsistent, but after a good faith effort to resolve the inconsistency through negotiations with the joint powers board, agrees that the grant award may be funded; or*
- (3) the Metropolitan Council finds the project to be inconsistent, and submits the consistency issue for final determination to a panel, which determines the project to be consistent. The panel is composed of a member appointed by the chair of the Metropolitan Council, a member appointed by the joint powers board, and a member agreed upon by both the chair and the joint powers board.*

For this first solicitation, ten project grant applications were submitted to the CTIB to receive funding during CY 2009. The attached table lists the project name, grant applicant and funding requested, 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 the 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 2009.

Funding

None required.

Known Support / Opposition

No known opposition.

CTIB Project Grant Applications

Project Name	Project Applicant	Funding		Recommendation on Consistency with the TPP
		Requested	Project Description	
Operating Projects:				
1 Hiawatha LRT Operations	Metropolitan Council	\$7,477,598	This project will provide 50% of the net cost to operate Hiawatha LRT.	Consistent: Hiawatha LRT is a completed transitway.
2 Northstar Commuter Rail Operations	Metropolitan Council	\$3,793,362	This project will provide 50% of the net cost for the metro share to operate Northstar Commuter Rail.	Consistent: Northstar is a Tier I transitway.
3 Cedar Avenue BRT Lakeville Express Bus Operations	Metropolitan Council	\$22,500	This project will provide 50% of the net cost to operate express bus service to a new Lakeville park and ride on the Cedar Avenue BRT.	Consistent: Cedar Avenue BRT is a Tier I transitway.
4 I-35W BRT Lakeville Express Bus Service	Metropolitan Council	\$62,500	This project will provide 50% of the net cost to operate express bus service to a new Lakeville park and ride on the I-35W BRT.	Consistent: I-35W BRT is a Tier I transitway.
5 Rush Line Commuter Coach Bus Service and Commuter Bus service from Forest Lake to Minneapolis	Washington County	Up to \$950,000	This project will provide funding to operate express bus service from a park and ride in Forest Lake to downtown St. Paul along the Rush Line corridor or service from Forest Lake to downtown Minneapolis.	Consistent: Rush Line corridor is a Tier II transitway and the Forest Lake to Minneapolis service on I-35W is an express commuter bus transitway.
6 Statutorily Required Grant	Metropolitan Council	\$30.783 M	The 2008 legislation required \$30.783 M to be granted to the Council for transit assistance in FY 2009.	Consistent: Maintains existing regional bus operations.
Capital Projects:				
7 Central Corridor LRT	Metropolitan Council	\$10.232 M (Jan-June) \$26.012 M (Jan-Dec)	This project provides capital funding to continue final design and engineering work on the Central Corridor LRT project during CY 2009.	Consistent: Central Corridor is a Tier I transitway.
8 Apple Valley Transit Station	Metropolitan Council	\$6.95 M	This project provides partial funding for the construction of the Apple Valley Transit Station along the Cedar Avenue BRT.	Consistent: Cedar Avenue BRT is a Tier I transitway.
9 Fridley Commuter Rail Station	Anoka County RRA	\$9.921 M	This project provides funding to construct a Northstar Commuter Rail Station in the City of Fridley.	Consistent: Northstar is a Tier I transitway.
10 Washington County Transitways	Washington County	Up to \$950,000	This project provides improvements to Washington County Transitways for expediting their development, implementation and to enhance current ridership. This project is written broadly to include an Alternatives Analysis on the I-94E corridor, ITS (Intelligent Transportation System) improvements on five potential transitway corridors in Washington Co. (Red Rock, I-94E, TH 35, Rush Line and I-35W N), and land acquisitions for station areas along the transitways.	Consistent with Caveat: The I-94E Alternatives Analysis is consistent with the plan. I-94E is shown in the current plan as a commuter bus transitway and in the draft TPP as a corridor requiring a mode/alignment study. The ITS improvements to the five corridors would be consistent with the plan provided the investments improve express bus service in the corridors. Since the current TPP calls for express bus service in all five of these corridors, land acquisition for stations that could serve as park and ride lots for express buses is consistent with the plan. Caveat: Station locations that are unique to any other type of transitway mode would first need to be determined through an AA/DEIS process and the locally preferred alternative must be amended into the TPP.