

T Transportation Committee
For the Metropolitan Council meeting of October 13,
2010

ADVISORY INFORMATION

Date September 28, 2010
Prepared:
Subject: CTIB 2011 Project Grant Applications Consistency with the 2030 TPP

Proposed Action:

That the Metropolitan Council finds the ten project grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2011 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted January 2009 and amended in June of 2010.

Summary of Committee Discussion / Questions:

MTS staff presented the item and there was no committee discussion or related questions.

Motion by Hilker, seconded by Aguilar and passed unanimously.

Hearing no objection, Chair Peterson stated that this item could proceed to the full Council as a consent item.

Transportation Committee

Item: 2010-343

Meeting date: September 27, 2010

Metropolitan Council Meeting date: October 13, 2010

ADVISORY INFORMATION

Date:	September 22, 2010
Subject:	CTIB 2011 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 Mary Karlsson, Senior Planner 651-602-1819
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council finds the ten project grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2011 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted January 2009 and amended in June of 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 2010 grant process, ten project grant applications were submitted to the CTIB to receive funding during CY 2011. 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.

It should be noted that while it is recommended that the Washington County application to complete station area planning for the Red Rock transitway be found consistent with the plan, the review finds that the county should not begin to make capital investments in commuter rail station development unless the station offers a good option to serve express bus commuters. The TPP currently states that no commuter rail corridor other than Northstar appears to generate enough ridership to justify the large capital investment in commuter rail. Development of more intensive land-use and/or high speed rail to Chicago may improve the cost effectiveness of commuter rail in the Red Rock corridor. The corridor should be re-evaluated for its commuter rail potential if these changes occur.

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 2011.

Funding

None required.

Known Support / Opposition

No known opposition.

Business Item 2010-343 Attachment

Summary of CTIB CY 2011 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	\$7,314,248	This project requests 50% of the net cost to operate Hiawatha LRT.	Consistent: Hiawatha LRT is a completed transitway.
2	Northstar Commuter Rail Operations	Metropolitan Council	\$5,714,903	This project requests 50% 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	\$312,351	This project requests 50% of the net cost to operate BRT express service from the Lakeville Cedar park-and-ride, the Apple Valley Transit Station (AVTS) and the new Cedar Grove transit center on the Cedar Avenue BRT line. Also included are the operations and maintenance costs of the facilities.	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	I-35W Lakeville BRT Express Operations	Metropolitan Council	\$152,612	This project requests 50% 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 under construction, with some BRT express service operating in the corridor.
Capital Projects					
5	Central Corridor LRT	Metropolitan Council	\$106,681,526	This project requests capital funding to support final design, 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. Central Corridor is awaiting a full funding grant agreement from the FTA.
6	Northstar Commuter Rail Ramsey Station	Anoka County RRA	\$1,000,000	This project requests capital funding to negotiate agreements for acquisition of easements from BNSF for 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. Commuter rail service began in 2009.
7	Cedar Avenue BRT Bus Shoulder Lanes	Dakota County	\$12,921,922	This project requests capital funding for right-of-way acquisition, construction of dedicated bus shoulder lanes, design and construction of walk-up stations, purchase of BRT vehicles, and design and construction of storage, maintenance and layover facilities.	Consistent: The 2030 TPP identifies Cedar Avenue BRT as a transitway that is complete/construction/final design/preliminary engineering. Elements of the project are presently under construction, with some BRT express service operating in the corridor.
8	Southwest LRT	Metropolitan Council	\$12,200,000	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 is awaiting FTA approval to enter PE.
9	Red Rock Newport Transit Center	Washington County	\$225,000	This project requests capital funding to complete environmental assessment, preliminary and final engineering and to begin site preparation work on the Newport Transit Center	Consistent: The Newport park and ride/station would be located within the Red Rock corridor, which is identified in the 2030 TPP as both an express bus corridor with transit advantages and a transitway under development as LRT/Busway/BRT/Commuter Rail. The Newport station will

					be served by bus service to St. Paul.
10	Red Rock Station Area Planning	Washington County	\$107,000	This project requests capital funding to match federal funds and complete station area planning, site master planning and environmental analysis for the southeastern stations of the Red Rock corridor.	Consistent: The station area planning would be conducted for stations located on the Red Rock corridor, which is identified in the 2030 TPP as both an express bus corridor with transit advantages and a transitway under development as LRT/Busway/BRT/Commuter Rail. While station area planning is consistent with the TPP goal of intensifying land use and development along transitway corridors, the TPP states that no commuter rail corridor other than Northstar currently appears to generate enough ridership to justify the large capital investment in commuter rail. Capital investment in stations on the Red Rock corridor should be made only if the station offers a good option to serve express bus commuters. The Red Rock corridor should be re-evaluated for commuter rail if development of more intensive land-use and/or high speed rail to Chicago occurs, thereby improving the cost effectiveness of commuter rail in the Red Rock corridor.