
Annual Legislative Report February 1, 2009



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COUNTIES ***Transit* Improvement** BOARD

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TABLE OF CONTENTS

1.0 Introduction	Page 2
2.0 Authority: Legislation and Joint Powers	Page 3
3.0 Organizational Structure: Board and Committees.....	Page 4
4.0 Revenues Received	Page 8
5.0 Grants	Page 8
6.0 Conclusion	Page 10
7.0 Appendix	Page 10
Grant Project Summary Data	

1.0 INTRODUCTION

The 2008 Transportation Bill passed by the Minnesota State Legislature in late February 2008 and the subsequent creation of the Counties Transit Improvement Board (the “Board”) are landmark achievements for both the state and county governments in Minnesota and for transit development in the metropolitan region.

In the ten months since the Minnesota Legislature passed legislation authorizing metro counties to impose a Metropolitan Transportation Area Sales Tax, the counties of Anoka, Dakota, Hennepin, Ramsey and Washington created a joint powers organization that will fulfill the legislative requirements for the disbursement of the Transit Sales Tax, and on October 29, 2008, approved 2008- 2009 grants totaling \$86 million for operating and capital expenditures.

The Board respectfully submits this Annual Progress Report regarding a number of significant accomplishments during the first year of authorization. As required by Minn. Statute Section 297A.922, this Annual Report will specifically address the revenues received since the enactment of the tax and the grants awarded by the Board. The Board’s accomplishments, which are fully described in the Report, include:

- Formation of the Counties Transit Improvement Board, a joint powers agreement among the counties of Anoka, Dakota, Hennepin, Ramsey and Washington. Officially formed on April 1, 2008.
- Establishment of the Grant Evaluation and Ranking System Committee (GEARS), as required by the legislative structure.
- Development of a nine-month Interim Transit Investment Framework and substantial progress on the development of a Long-Term Investment Framework to guide future investments.
- A formal commitment to fund 30% of the capital costs (up to \$300 million) of the Central Corridor Light Rail Transit (LRT) Line, nearly 10% of the commitment was provided in the first grant round.
- Progress in providing property tax relief by adopting policies to fund half the operating subsidies of Northstar Commuter Rail and Hiawatha LRT, as well as new Bus Rapid Transit (BRT) services on Cedar Avenue and I-35W South.
- Creation of the financial management and legal procedures and agreements necessary to accept and disburse tax revenue in accordance with Minnesota Law.
- Approval of grants totaling \$86 million for operating and capital expenditures for helping to build and operate at least six transit lines using various transit modes in five

metropolitan counties (Anoka, Dakota, Hennepin, Ramsey and Washington) and keep Metro Transit buses operating.

- As provided by State statute, used grant monies to accelerate the development of new and enhanced transitways and maximize the use and availability of federal funding.

The purposes of the Board are to act within the Metropolitan Transportation Area (the five counties that have adopted the sales tax) to facilitate investment in transitways, to cooperatively plan and develop policies for transit investments, to advocate for state and federal funding and transportation policies supportive of transitways, and to provide for public education and information. Though still in its infancy as an organization, The Board is well on its way to accomplishing its purposes and to-date has greatly enhanced the development of transitways of the Metropolitan Transportation Area.

2.0 AUTHORITY: LEGISLATION AND JOINT POWERS

The first accomplishment resulting from the legislative authority, the development of a joint powers agreement, came only six weeks after legislation was signed into law.

On or before April 1, 2008, the Counties of Anoka, Dakota, Hennepin, Ramsey and Washington approved the imposition of the ¼ cent sales tax and \$20 motor vehicle excise tax and approved the statutorily required joint powers agreement establishing a new board – the Counties Transit Improvement Board. The Board was established pursuant to Laws of Minnesota 2008, Chapter 152, Article 4, Section 2, to be codified at Minn. Stat. Section 297A.992 and to Minn. Stat. Section 471.59, by joint powers. The geographic area of the five counties is referred to as the Metropolitan Transportation Area. The Counties of Carver and Scott have not imposed the taxes, but have joined the Board as ex-officio, non-voting members. The Chair of the Metropolitan Council serves on the Board as a voting member.

The purpose of the joint powers agreement is to enable the parties to:

- Impose transportation sales and use taxes and a motor vehicle excise tax, effective July 1, 2008.
- Fund major transit improvements, including debt service on obligations issued to finance such improvements.
- Establish a joint powers board to receive and distribute funding for transit improvements in the metropolitan area in accordance with Minn. Statute Section 297A.992.

The Counties Transit Improvement Board’s joint powers agreement also set forth the process for joining and withdrawing from the Board, the weighted voting requirements, the Board’s powers, the requirements for grants management (including grant eligibility criteria), and the rules governing issuance of debt.

3.0 ORGANIZATIONAL STRUCTURE: BOARD AND COMMITTEES

COUNTIES TRANSIT IMPROVEMENT BOARD MEMBERSHIP

Each member county appointed two representatives and one alternate, as shown in Table 1. On May 7, 2008, the Counties Transit Improvement Board held its organizational meeting and elected its officers: Hennepin County Commissioner Peter McLaughlin, Chair, Dakota County Commissioner Paul Krause, Vice-Chair, and Ramsey County Commissioner Jim McDonough, Secretary. The Board adopted its bylaws on June 16, 2008. Percentage of county votes, as shown below, are based upon tax revenues and county population.

TABLE 1: COUNTIES TRANSIT IMPROVEMENT BOARD MEMBERS

Member Organization	Member	Alternate	Percent of Votes
Anoka	Commissioner Dan Erhart Commissioner Dennis Berg	Commissioner Jim Kordiak	10%
Dakota	Commissioner Paul Krause Commissioner Nancy Schouweiler	Commissioner Thomas A. Egan	13%
Hennepin	Commissioner Peter McLaughlin Commissioner Mike Opat	Commissioner Mark Stenglein	47%
Ramsey	Commissioner Jan Parker Commissioner Jim McDonough	Commissioner Toni Carter Commissioner Janice Rettman	16%
Washington	Commissioner Myra Peterson Commissioner Dennis Hegberg	Commissioner Gary Kriesel	7%
Metropolitan Council	Chair Peter Bell	Council member Peggy Leppik	5%
Carver County (ex-officio)	Commissioner Randy Maluchnik		0%
Scott County (ex-officio)	Commissioner Jon Ulrich		0%

DISSOLUTION OF METRO TRANSITWAYS DEVELOPMENT BOARD (MTDB)

The Metro Transitways Development Board (MTDB) was created in 1992 as a joint powers board representing the seven metro area counties' regional railroad authorities. Among its many accomplishments was to secure nearly \$1 billion in federal funding and federal funding commitments for metro area transit projects. MTDB also championed the 2008 legislation that led to the dedicated source of funding for transit and paved the way for the establishment of the Counties Transit Improvement Board. Because MTDB's responsibilities are embedded in the work of the newly created Board, on July 24, 2008, the MTDB passed a resolution dissolving

the MTDB joint powers board, following adoption of similar resolutions by MTDB's seven member counties' regional rail authorities.

GRANT EVALUATION AND RANKING SYSTEM COMMITTEE (GEARS)

Pursuant to the requirements of Minn. Statute Section 297A.992, subd. 5, the Counties Transit Improvement Board established a Grant Evaluation and Ranking System (GEARS) committee. The purposes of the GEARS committee are to evaluate grant applications following objective criteria established by the Counties Transit Improvement Board, to and provide to the Board a selected list of transportation projects that includes a priority ranking.

On August 20, 2008, the Board appointed Anoka County Commissioner Dennis Berg, Chair of the GEARS Committee. Each member county appointed a Commissioner to the GEARS committee. The election of GEARS city representatives was coordinated by the Association of Metropolitan Municipalities. The Chair of the Metropolitan Council Transportation Committee is also a GEARS member. GEARS members are shown in Table 2.

TABLE 2: GEARS COMMITTEE MEMBERS

GEARS Member Allocated by Member Organization	Member	Alternate	City Representatives
Anoka	Commissioner Dennis Berg	Commissioner Dan Erhart	Mayor Tim Howe, City of Coon Rapids
Dakota	Commissioner Thomas A. Egan	Commissioner Paul Krause	Council member Ruth Grendahl, City of Apple Valley
Hennepin	Commissioner Gail Dorfman	Commissioner Mark Stenglein	Mayor Steve Lampi, Brooklyn Park, Representing North Hennepin County Mayor Jim Hovland, Edina, Representing South Hennepin County Council member Robert Lilligren, City of Minneapolis
Ramsey	Commissioner Toni Carter	Commissioner Janice Rettman	Mayor Craig Klausing, City of Roseville Council member Russ Stark, City of Saint Paul
Washington	Commissioner Dick Stafford	Commissioner Bill Pulkrabek	Mayor William (Bill) Hargis, City of Woodbury
Metropolitan Council	Council member Mary Hill Smith	Council member Peggy Leppik	

On September 8, 2008, the GEARS committee held its organizational meeting and on October 15, 2008, the committee prepared its recommendations to the Counties Transit Improvement Board for the 2008 grant awards, as provided by statute.

COUNTIES TRANSIT IMPROVEMENT BOARD STAFFING

The Counties Transit Improvement Board currently has not hired any permanent staff. The Board has operated efficiently through significant county staff involvement, specifically on transit, communications, finance and legal issues, and through county collaboration, and through contracts for professional services.

4.0 REVENUES RECEIVED

TABLE 3: TRANSIT TAX RECEIPTS IN 2008

September-December 2008	Total Receipts	Department of Revenue Final Costs Deducted	Department of Revenue Net Transferred to the Board
Total	\$29,109,595.15	(\$411,131.07)	\$28,698,464.08

5.0 GRANTS

In August 2008, the Counties Transit Improvement Board adopted the Interim Transit Investment Framework that guided the funding decisions of the Board for the 2008 grant solicitation and allowed for a streamlined grant solicitation process. Revenue projections from the Department of Revenue (DOR) indicate that \$86 million was estimated to be available for the 2008-2009 grants. The \$86 million was reduced by a mandated transfer of a one-time payment to the Metropolitan Council of \$30.8 million for transit operating assistance for State Fiscal Year 2009, as provided by law, and resulting in \$55.2 million for discretionary grants.

As its first priority, the Counties Transit Improvement Board formally committed to provide 30 percent of the funding (up to \$300 million) needed to build the Central Corridor Light Rail Transit Project connecting Minneapolis and Saint Paul along University Avenue. The Board also committed the funding needed for half of the operating subsidies for Hiawatha Light Rail Transit, Northstar Commuter Rail, Cedar Avenue Bus Rapid Transit and I-35 W South Bus Rapid Transit. According to statute, regional railroad authorities are no longer permitted to use property taxes to provide operating subsidies. Thus these grants from the sales tax will reduce a property tax burden in Anoka, Hennepin and Dakota Counties in 2009 and other counties in subsequent years.

Following the adoption of the Interim Transit Investment Framework, the Counties Transit Improvement Board developed and released a grant application for the 2008-2009 grant solicitation. Applications were submitted on October 1, 2008, and the GEARS committee completed its review and made its funding recommendations to the Board on October 15, 2008. Please see Appendix for additional details on each grant.

On October 29, 2008, the Counties Transit Improvement Board approved the following operating and capital expenditures grants for 2008-2009.

CAPITAL GRANTS

- Central Corridor Light Rail Transit: Funding for preliminary engineering, final design, property acquisition and utility relocation (\$26 million).
- Northstar Commuter Rail: Funding to build a station in Fridley (\$9.9 million).
- Cedar Avenue Bus Rapid Transit: Funding for a park-and-ride station in Apple Valley (\$6.95 million).

OPERATING GRANTS

- Hiawatha Light Rail Transit: Funding to provide 50 percent share of the 2009 Hiawatha Light Rail Transit operating costs previously funded through Hennepin County property taxes (\$7.5 million).
- Northstar Commuter Rail: Funding to provide 50 percent share of the 2009 Northstar Commuter Rail start-up operating costs (\$3.8 million).
- I-35W South Bus Rapid Transit: Funding to provide service to Lakeville (\$62,500).
- Cedar Avenue Bus Rapid Transit: Funding to provide service to Lakeville (\$22,500).

WASHINGTON COUNTY SUPPORT

- Funding to support continuation of express bus service to Forest Lake and/or planning for new transit lines (\$950,000). This grant to Washington County was guaranteed by the joint powers agreement creating the Counties Transit Improvement Board. The Board is developing options for long-term guarantees and funding guidelines for Washington County in recognition of the lack of major transitway investment opportunities there in the short term. The 2008-2009 grant provided funding for the following transit services in Washington County:
 - Route 288 bus service - \$278,000;
 - Forest Lake to St Paul bus service - \$118,050; and

- Completion of a transit Alternatives Analysis along the I-94 Corridor - \$553,950.

MANDATED TRANSFER

- Metropolitan Council: One-time deficit relief payment to the Metropolitan Council to keep transit system and buses running, as specified in the state legislation (\$30.8 million).

6.0 CONCLUSION

The Counties Transit Improvement Board is proud of its achievements of quickly and efficiently creating an intergovernmental body, issuing grants totaling \$86 million, and providing transit investments that will help commuters, residents and businesses move more quickly and efficiently through the metropolitan region. The Counties Transit Improvement Board looks forward to 2009. In 2009, the Board will develop a Long Term Investment Framework and Financial Plan, issue the second round of grant funding for 2010, begin its public outreach and communications campaign, and continue its leadership role in helping Minnesota secure and maximize federal and local funding for transit investments.

Respectfully submitted:

Commissioner Peter McLaughlin, Chair

Counties Transit Improvement Board and
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7.0 APPENDIX

- Central Corridor Light Rail Transit (LRT) Capital Grant Summary
- Fridley Commuter Rail Station Capital Grant Summary
- Apple Valley Transit Station Capital Grant Summary
- Hiawatha Light Rail Transit Operating Grant Summary
- Northstar Commuter Rail Operations Operating Grant Summary
- I-35W BRT Lakeville Express Bus Service Operating Grant Summary
- Cedar Avenue BRT Lakeville Express Bus Service Operating Grant Summary
- Washington County Transitways Grant Summary
- Metropolitan Council Transit Operating Assistance Operating Assistance Grant Summary



Central Corridor Light Rail Transit

Counties Transit Improvement Board

Capital Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

The Central Corridor Light Rail Transit (LRT) Line is a 10.9 mile corridor that will serve the cities of Saint Paul and Minneapolis including their downtown areas as well as the University of Minnesota, the Midway District, and the State Capitol. The line will also benefit the entire Metropolitan Transportation Area by interlining with the existing Hiawatha LRT line in downtown Minneapolis thereby linking the Central Corridor to the international airport and Mall of America. The Counties Transit Improvement Board Capital Grant funding will be used for professional services related to preliminary engineering, final design, utility relocation, and right-of-way acquisition.

BACKGROUND INFORMATION

For more than 20 years, the Central Corridor has been identified as a place where mobility and transportation capacity should be improved. Recent efforts began with an Alternatives Analysis Study in 2000. In 2001, a Draft Environmental Impact Statement (DEIS) was initiated. The Alternatives Analysis Study was completed in 2006. In June 2006, the locally preferred alternative of Light Rail Transit was chosen. In 2006, the DEIS was completed. Central Corridor's Supplemental DEIS was initiated in 2007 and completed in 2008. A Final Environmental Impact Statement (FEIS) was initiated in 2008.

On December 13, 2006, the Federal Transit Administration approved Central Corridor LRT for Preliminary Engineering state. The Central Corridor LRT Project plans to complete the FEIS in February 2009 and enter Final Design in May 2009. The project plans to construct the line from May 2010 through October 2013. Revenue operations are planned for March 2014.

OPERATING STATISTICS

- Line distance of 10.9 miles with 20 stations, 5 shared stations with Hiawatha LRT.
- 244 train trips daily.



February 1, 2009: Prepared for Annual Report to Legislature.

**Counties Transit
Improvement Board 2009
Funding: \$26,011,818**

Projected Total Project Cost
Through 2014: \$915 million

Funding Partners:

State - \$91.5 million

Ramsey County - \$64.0 million

Hennepin County - \$27.5 million

Federal - \$457.5 million

Counties Transit Improvement
Board - \$274.5 million





Fridley Commuter Rail Station

Counties Transit Improvement Board

Grant Summary

Applicant: Anoka County Regional Railroad Authority

GRANT PROJECT DESCRIPTION

The project involves construction of a commuter rail station and park and ride facility in the City of Fridley between Main Street and East River Road at approximately 61st Avenue. Successful completion would enable this station to be operational for Minnesota's inaugural commuter rail train ride in November 2009. The Counties Transit Improvement Board's grant funding would provide two parking facilities, one on each side of the BNSF Railway Company (BNSF), for a total of 621 parking spaces; bus loading/drop-off areas; pedestrian access connections; site preparation; communication systems; an access tunnel and elevators; as well as necessary utility connections.

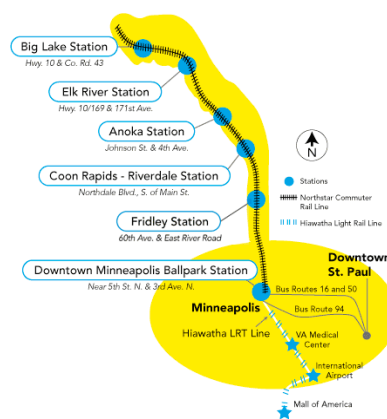
BACKGROUND INFORMATION

The station is situated in the heart of Fridley's commercial/industrial area. A Fridley Station has always been part of the plan for the Northstar Commuter Rail project. It was included in the project draft and final environmental analysis and preliminary engineering plans, FTA required Minimal Operable Segment (MOS), and the Northstar request to the FTA for Final Design. It was not removed from the original Northstar project to meet federal cost-effectiveness criteria, but was deferred as part of the easement negotiations with BNSF. The Fridley Housing and Redevelopment Authority (HRA) and the Anoka County Regional Railroad Authority (ACRRA) committed local resources to work with BNSF on the recent preparatory construction of the pedestrian tunnel for the station. This collaboration enable partners to keep construction costs down, lessen the impact on BNSF train traffic and allow construction of the Fridley station to proceed more quickly.

OPERATING STATISTICS

- Line distance of 40 miles, with 5 stations (Fridley Station is additional).
- 45 minute trip time end to end.
- 4 car trains, 560 passengers/train capacity.
- Weekday service of 5 trains serving Minneapolis (AM and PM) and 1 train serving reverse commute (AM and PM).
- 3 northbound and southbound trains on weekends.
- Forecasted 4,110 rides/weekday in 2010.

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**Counties Transit
Improvement Board 2009
Funding: \$9,921,000**

Local Match Funds Provided:
\$4,455,000

Anoka County Regional Rail
Authority (ACRRA): \$645,000

City of Fridley Housing and
Redevelopment Authority
(HRA): \$3,810,000

Total Grant Project Costs:
\$14,376,000





Apple Valley Transit Station

Counties Transit Improvement Board

Capital Grant Summary

Applicant: Dakota County

GRANT PROJECT DESCRIPTION

The Counties Transit Improvement Board's grant monies will be used to help fund the construction of Apple Valley Transit Station at 155th Street and Cedar Avenue in Apple Valley. This Cedar Avenue Bus Rapid Transit (BRT) project consists of an up to 950 space park and ride with online passenger facilities on each side of Cedar Avenue connected by a pedestrian overpass.

BACKGROUND INFORMATION

The Cedar Avenue BRT extends from the Mall of America to 215th Street in Lakeville, one of the fastest growing corridors in the Twin Cities. The project involves the development of BRT in the corridor on bus shoulder lanes and a multiple-phase implementation. The BRT service will consist of express BRT service during peak periods to downtown Minneapolis and station to station BRT service with service approximately every 15 minute between Lakeville and the Mall of America.

OPERATING STATISTICS

- 16 mile BRT line along Cedar Avenue and I-35 W.
- 2030 ridership is estimated at 23,000 weekdays with 18,600 express and 4,400 station-to-station riders.
- Service to begin in 2010.
- Park and ride space structure ramp with 2 online stations and a pedestrian overpass, includes bike lockers and pedestrian connections to adjacent community.

**Counties Transit
Improvement Board 2009
Funding: \$6,950,000**

Local Match Funds Provided:
\$1,255,000

Federal Funds: \$2,443,300 (5309
Funds)

State Bonds: \$1,901,700

Total Grant Project Costs:
\$12,550,000



Hiawatha Light Rail Transit

The Counties Transit Improvement Board

Operating Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

Hiawatha Light Rail Line Transit provides passenger service between downtown Minneapolis and the MSP Airport and Mall of America. The Counties Transit Improvement Board (the "Board") grant funding will provide operating cost assistance for calendar year 2009.

BACKGROUND INFORMATION

On June 28, 2004, the Hiawatha Light Rail Transit Line began passenger service between downtown Minneapolis and Fort Snelling in advance of the Full Funding Grant commitment scheduled for a December 2004 opening. On December 4, 2004, passenger service to the MSP Airport and Mall of America commenced.

OPERATING STATISTICS

- Line distance of 12 miles with 17 stations.
- 244 train trips daily.
- 34 local bus route connections south of downtown Minneapolis.
- 4 park and rides with 2,680 spaces.
- 2007 annual ridership: 9.1 million riders.



**Counties Transit
Improvement Board 2009
Funding: \$7,477,598**

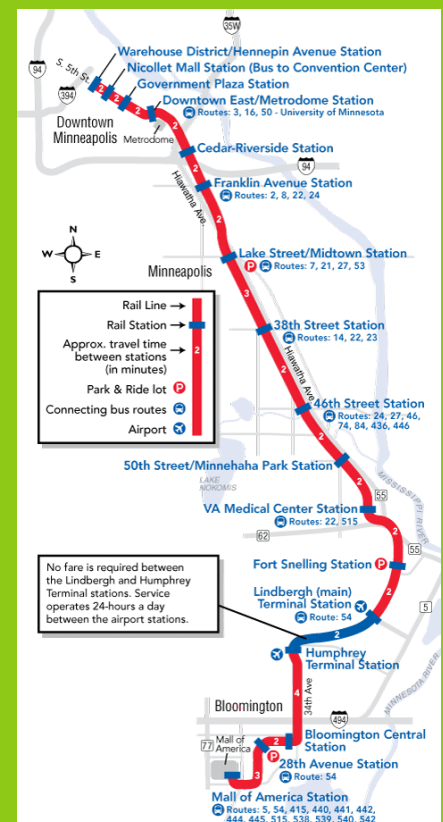
State Appropriations: \$6,956,075

MVST: \$521,524

Passenger Fares: \$9,700,000

Advertising/Other/Federal
Revenue: \$784,803

Total Transitway Operating
Costs: \$25,440,000





Northstar Commuter Rail Operations

Counties Transit Improvement Board

Operating Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

The Northstar Corridor Commuter Rail Project will provide passenger service on existing BNSF Railway Company (BNSF) rail line from Big Lake to Minneapolis. The Counties Transit Improvement Board's (the "Board") grant monies will provide start and operating assistance for 2009. The State of Minnesota is paying 50% of operating costs after operating revenues and federal funding. The balance is funded by 16.1% from Sherburne County and 83.9% from the Board.

BACKGROUND INFORMATION

The Northstar Corridor Commuter Rail Project cleared its final hurdle on December 11, 2007, when it received a commitment for \$156.8 million in federal matching funding for construction and trains with the Federal Funding Grant Agreement. The state and federal funding, combined with significant commitment of the regional rail authorities for Anoka, Hennepin, and Sherburne counties, as well as contributions from the Metropolitan Council and the Minnesota Twins allowed Northstar construction to get fully underway. Construction is nearly 70% complete and the Northstar Commuter Line is forecasted to begin passenger service in Fall 2009.

OPERATING STATISTICS

- Line distance of 40 miles, with 5 stations (Fridley Station is additional).
- 45 minute trip time end to end.
- 4 car trains, 560 passengers/train capacity.
- Weekday service of 5 trains serving Minneapolis (AM and PM) and 1 train serving reverse commute (AM and PM).
- 3 northbound and southbound trains on weekends.
- Forecasted 4,110 rides/weekday in 2010.



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**Counties Transit
Improvement Board 2009
Funding: \$3,793,362**

State Funds Provided:
\$4,521,289

Passenger Fares: \$151,387

Sherburne County: \$727,927

Total Transitway Operating
Costs: \$9,193,965





I-35W BRT Lakeville

Express Bus Service

Counties Transit Improvement Board

Operating Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

I-35 W Bus Rapid Transit (BRT) Counties Transit Improvement Board grant monies will provide for operating BRT express bus service from the new I-35 Lakeville park and ride to downtown Minneapolis. The service will expand the transit capacity in the I-35 W corridor and provide faster, more direct transit service for residents of Lakeville. By shifting commuters from cars to transit, the BRT Express service will lead to a reduction in congestion in the corridor, a reduction in harmful tailpipe emissions, and a reduction in greenhouse gas emissions.

BACKGROUND INFORMATION

Route 467, a new service, will operate non-stop from the new park and ride in Lakeville to downtown Minneapolis. There will be 6 inbound trips in the morning and 6 outbound trips in the afternoon operating approximately every 15 to 30 minutes. One-way running time will be approximately 45 minutes over 21 miles, including downtown operations. Service will be operated with over-the-road style coach buses. The new park and ride is expected to be operational by September 30, 2009.

OPERATING STATISTICS

- Total daily platform time of 21 hours.
- Gross cost per platform hour for service is \$112.78 in 2009.
- Daily ridership is projected to start at 300 in the fourth quarter of 2009 and grow by 50 rides a quarter to a level of 500 rides per day by the end of 2010.
- The one-way fare for the service will be \$3.00. Net fare revenue, after discounts from various programs are considered, is projected to be approximately \$2.19 per ride.
- Facility maintenance of the new Lakeville park and ride will cost approximately \$15,000 per quarter, for snow removal, sweeping, trash collection, etc.

**Counties Transit
Improvement Board 2009
Funding: \$62,500**

Passenger Fares: \$42,700

Metropolitan Council Operating
Reserves: \$62,500

Total 2009 Transitway Operating
Costs: \$167,700



Cedar Avenue BRT Lakeville Express Bus Service

Counties Transit Improvement Board

Operating Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

Cedar Avenue Bus Rapid Transit (BRT) Counties Transit Improvement Board grant will provide a new BRT express service on the Cedar Avenue BRT transitway from Lakeville to downtown Minneapolis. The service will expand the transit capacity in the Cedar Avenue corridor and provide faster, more direct transit service for residents of Lakeville. By shifting commuters from cars to transit, the BRT Express service will lead to a reduction in congestion in the corridor, a reduction in harmful tailpipe emissions, and a reduction in greenhouse gas emissions.

BACKGROUND INFORMATION

Route 477 will be extended to operate from a new park and ride in Lakeville to downtown Minneapolis. Five inbound trips in the morning and five outbound trips in the afternoon will be extended south of the Apple Valley Transit Station to the new Lakeville park and ride. One new round trip will be added from Lakeville to downtown Minneapolis. Service will be operated with a mix of 40-foot low-floor transit buses and 45-foot over-the-road style coach buses. The new park and ride is expected to be operational by September 30, 2009.

OPERATING STATISTICS

- Total daily platform time of 7.2 hours.
- Gross cost per platform hour for service is \$60 plus \$70 per daily peak bus in 2009.
- Daily ridership is projected to start at 130 in the fourth quarter of 2009 and grow to a level of 183 rides per day by the end of 2010.
- The one-way fare for the service will be \$3.00. Net fare revenue, after discounts from various programs are considered, is projected to be approximately \$2.19 per ride.
- Facility maintenance of the new Lakeville park and ride will cost approximately \$10,000 per quarter, for snow removal, sweeping, trash collection, etc.

**Counties Transit
Improvement Board 2009
Funding: \$22,500**

Passenger Fares: \$17,123

Metropolitan Council Operating
Reserves: \$22,500

Total Transitway Operating
Costs: \$62,123 (Cost of
Expansion Only)



Washington County Transitways

Counties Transit Improvement Board

Grant Summary

Applicant: Washington County

GRANT PROJECT DESCRIPTION

Washington County received grant monies as committed by the counties in the joint powers agreement creating the Counties Transit Improvement Board. The grant will be used for improvements to Washington County Transitways for expediting their development, implementation, and to enhance current ridership. The 2008-2009 grant provided funding for the following transit services:

- Route 288 Bus Service
- Forest Lake to Saint Paul Bus Service
- Completion of transit Alternatives Analysis along the I-94 Corridor

BACKGROUND INFORMATION: I-94 ALTERNATIVES ANALYSIS

The I-94 Corridor heads east from Minneapolis through the Union Depot Multi-Modal Station to the Saint Croix River. The I-94 Transitway Alternatives Analysis will determine the service type, mode, connections/stops, and exact termini of the transitway. The I-94 Corridor currently is serviced by express bus connecting Washington County with both downtown Saint Paul and Minneapolis.

OPERATING STATISTICS

- I-94 Transitway Alternatives Analysis:
 - 17 mile corridor.
 - From Saint Paul to the St. Croix River.
- Rush Line Corridor:
 - 80 mile commuter rail and/or bus rapid transit line.
 - From Hinckley to downtown Saint Paul along Highway 61 and I-35.
 - Phased implementation.
- Red Rock Corridor:
 - 30 mile commuter rail line.
 - From Hastings through Saint Paul to downtown Minneapolis.
 - Phased implementation.
 - A portion of the rail line is shared with the Midwest Regional Rail Initiative Line to Chicago.



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**Counties Transit
Improvement Board 2009
Funding: \$950,000**

Local Match Funds: \$95,000

Total Grant Project Costs:
\$1,045,000

Washington County Transitway
Projects:

- I-94 Transitway
Alternatives Analysis
- Rush Line Corridor
- Red Rock Corridor



Metropolitan Council

Transit Operating Assistance Grant

Counties Transit Improvement Board

Operating Assistance Grant Summary

Applicant: Metropolitan Council

GRANT PROJECT DESCRIPTION

2008 legislation, Chapter 152, allowed for the implementation of the quarter cent sales tax and formation of the Counties Transit Improvement Board, required that the joint powers board allocation at least \$30,783,000 to the Metropolitan Council for operating assistance for transit. These funds are meant to fill the projected regional transit operating deficits for the fiscal year 2009 and avoid transit service reductions.

BACKGROUND INFORMATION

The Metropolitan Council projected an operating deficit for fiscal year 2009 of approximately \$30.8 million to maintain existing transit service levels for the local and express bus system including Metro Transit bus operating, the six suburban transit operations, and privately contracted regular route services, Metro Mobility, dial-a-ride, and the Hiawatha LRT.

**Counties Transit
Improvement Board
Mandated 2009 Funding:
\$30,783,000**

State Funds Provided:
\$84,100,000 (General Funds)

MVST: \$120,400,000

Passenger Fares: \$99,200,000

Federal: \$32,200,000

Local/Other: \$9,200,000