

Project Title	2006 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations 2006	Governor's Planning Estimate	
		2006	2008	2010	Total		2008	2010
I-35W Bus Rapid Transit (BRT)	1	\$8,300	\$10,000	\$10,000	\$28,300	\$0	\$0	\$0
Central Corridor Transitway	2	10,000	30,000	40,000	80,000	0	0	0
Cedar Avenue Bus Rapid Transit (BRT)	3	5,000	8,200	10,000	23,200	0	0	0
Metropolitan Regional Parks	4	11,000	11,000	11,000	33,000	0	0	0
Northwest Bus Rapid Transit (BRT)		0	20,000	10,000	30,000	0	0	0
Total Project Requests		\$34,300	\$79,200	\$81,000	\$194,500	\$0	\$0	\$0

I-35W Bus Rapid Transit (BRT)

2006 STATE APPROPRIATION REQUEST: \$8,300,000

AGENCY PROJECT PRIORITY: 1 of 4

PROJECT LOCATION: I-35W South

Project At A Glance

Provide \$8.3 million for I-35W Bus Rapid Transit facilities.

Project Description

This proposal is to develop some of the bus rapid transit facilities recommended in the recently completed "I-35W Bus Rapid Transit (BRT) Study" which was requested by the Legislature.

The I-35W South Corridor between downtown Minneapolis and Lakeville is one of the most heavily traveled corridors in the Twin Cities, serving approximately 200,000 vehicles per day at Lake Street. It is also one of the busiest transit corridors in the region, serving approximately 15,000 express bus riders. Over the next 25 years, the corridor is expected to experience significant levels of employment and population growth, resulting in very strong travel demand throughout the corridor. With the proposed BRT improvements it is expected that express bus ridership will almost triple by 2030.

Mn/DOT will be building a BRT/HOV lane as part of the reconstruction of the I-35W/Crosstown interchange. It will also be providing a shell for an in-line station at the 46th Street. This type of station allows buses to pull out of traffic to pick up passengers without leaving the highway. This substantially improves bus speeds. Riders access the facility from above on 46th Street, which crosses I-35W. Completion of the passenger facilities for the 46th Street Station will require \$3.3 million of the \$8.3 million requested.

The need for another in-line station has been identified at I-35W and 82nd Avenue. This station would be built as part of the I-494/I-35W interchange reconstruction. A park and ride to serve this station can be constructed now

and could be used even before the in-line station is built. \$5 million is being sought for the park and ride portion of the project. \$10 million is sought in 2008 and \$10 million in 2010 to construct additional transit facilities in this corridor.

This project supports the State's strategic mission to provide an efficient, effective transportation system

I-35W has been experiencing congestion since the 1970's. Traffic is currently at Service Level F (the worst rating possible, i.e. substantially beyond the roadway's capacity) and both population and employment continue to grow in this corridor. One of the core missions of the state of Minnesota is to provide a safe, efficient transportation system. Transit allows more people to travel in a corridor than can be accommodated by automobiles. Currently transit carries 2,500 persons at the peak hour, the equivalent of a lane and a third of traffic.

Impact on Agency Operating Budgets (Facilities Notes)

Increased funding for the whole transit system will be sought to meet increasing demand across the region.

Previous Appropriations for this Project

None

Other Considerations

None

Project Contact Person

Nacho Diaz
Metropolitan Council
230 East Fifth Street
St. Paul, MN 55101
Phone: (651) 602-1754
Fax: (651) 602-1739
E-mail: natalio.diaz@metc.state.mn.us

Governor's Recommendations (To be completed by the Department of Finance at a later date)

Central Corridor Transitway

2006 STATE APPROPRIATION REQUEST: \$10,000,000

AGENCY PROJECT PRIORITY: 2 of 4

PROJECT LOCATION: University Ave between the two downtowns

Project At A Glance

This proposal is for \$10 M for engineering for a transitway in the Central Corridor.

Project Description

The Central Corridor runs 11 miles between downtown Minneapolis and downtown St Paul. Much of the region's transportation system goes through or hubs from one of the two downtowns (I-94, I-35W/I-35E, I-394, Highway 55, Highway 52, Highway 61, Highway 12, and Highway 10) and the Central Corridor is the main connector among all of these highways. Because of this, the Central Corridor plays a critical and unique role in the region's transportation system.

Traffic congestion is already a problem for the Central Corridor. Certain points in the corridor are experiencing more than three hours of congestion in the evening. This is in part because between 1990 and 1998, daily traffic volumes rose more than 24%. Traffic is projected to continue to grow as the region adds another million people by 2030.

The MnDOT long-range transportation plan does not contain any highway expansions in the corridor for the next 25 years. There are two reasons. First, additional right-of-way would have to be acquired. This would be extremely costly and create delays because it would generate large amounts of opposition from affected neighborhoods. Second, major bottlenecks exist at both downtowns which would have to be addressed to improve flow between downtowns. Due to the complexity of accommodating the intersections of major highways and incorporating traffic from the downtowns, these would be extremely expensive, complex, and lengthy projects.

Because no major highway improvements are planned on this portion of I-94 for the next 25 years, transit improvements remain the only alternative to improve travel in this important corridor. Representatives of Ramsey County, Hennepin County, St. Paul, Minneapolis and the University of Minnesota, MnDOT and the Metropolitan Council are working to develop a transitway in this corridor. Ramsey County Regional Railroad Authority is currently the lead agency.

Two transit technologies are being considered:

- ◆ Bus Rapid Transit (BRT) BRT buses typically are longer buses than the 40-foot transit bus used on most service in the region. This gives them a higher passenger capacity (60+ passengers vs. 45 for a typical bus) and thus a lower operating cost than typical bus service.
- ◆ Light Rail Transit (LRT): LRT is electric trains running on tracks. Typically a car carries 65+ persons and a train can be made up to two or three cars, with a capacity of almost 200 persons per train. Because of the higher capacity of vehicles, operating costs are typically lower than BRT and typical bus service.

For both alternatives, improved passenger facilities and faster transit travel times are being pursued to attract more transit riders and reduce automobile travel in the corridor. At this point, a Phase I and Phase II study have been completed and a draft Environmental Impact Statement/Alternatives Analysis (DEIS/AA) has been submitted to the federal government for comment. The DEIS/AA identified several issues which require more analysis and work is currently being done to address these issues.

State funding would be for additional engineering for the selected alternative. Funding is also being requested in 2008 and 2010 for construction.

Impact on Agency Operating Budgets (Facilities Notes)

This proposal is for engineering to develop a transitway. This proposal has no impact on operating budgets at this time although if a transitway were constructed, there would be operating impacts in the future.

Central Corridor Transitway

Previous Appropriations for this Project

An Alternatives Analysis/Draft Environmental Impact Statement is being completed for the Central Corridor by the Ramsey County Regional Railroad Authority (RCRRA). The cost of this work is \$3.25 million with 80% of the funding from the Federal Transit Administration (\$2.6 million), 10% from the state (\$0.325 million), and 10% from the RCRRA (\$0.325 million).

Other ConsiderationsCongestion on this critical corridor negatively impacts businesses and employers

The Central Corridor has many of the largest concentrations of businesses and employment in the region: downtown Minneapolis, downtown St Paul, the Midway area, the Capitol Complex, and the University of Minnesota. Between 2000 and 2020, employment is expected to grow 22% throughout the corridor with a 17% increase in downtown St. Paul and a 31% increase in downtown Minneapolis. Congestion will have a significant impact on these employers and businesses:

- ◆ Employers are less able to attract and retain employees.
- ◆ The area that businesses draw customers from shrinks as it becomes increasingly difficult for customers to reach businesses.
- ◆ Higher shipping costs increase the cost of goods.
- ◆ The region as a whole is less competitive on the national and international market.

Project Contact Person

Natalio Diaz, Director, Metropolitan Transportation Services
Metropolitan Council
230 E 5th St
St. Paul, MN 55101-1626
Phone: (651) 602-1754
Fax: (651) 602-1550
E-mail: Natalio.Diaz@metc.state.mn.us

Governor's Recommendations (To be completed by the Department of Finance at a later date)

Cedar Avenue Bus Rapid Transit (BRT)

2006 STATE APPROPRIATION REQUEST: \$5,000,000

AGENCY PROJECT PRIORITY: 3 of 4

PROJECT LOCATION: Cedar Avenue/TH 77

Project At A Glance

The Metropolitan Council requests \$5 million to continue work on the Cedar Avenue Transitway Phase 1.

Project Description

Cedar Avenue, from I-494 South to Apple Valley, experiences severe congestion. Traffic across the Cedar Avenue Bridge is at Service Level F most work days and often backs up into Apple Valley. Service Level F is characterized by stop-and-go traffic with traffic jams and stoppages of long duration.

Few alternatives exist to Cedar Avenue, as the Minnesota River is a significant barrier. I-35W and the Mendota Bridge are the only viable alternatives to the Cedar Avenue Bridge and they are also experiencing severe congestion.

The Metropolitan Council's long-range Transportation Policy Plan does not contemplate any major expansion or improvements to this highway corridor between now and 2030. At the same time, population forecasts project that the population in the area directly around Cedar Avenue will grow over 50% over the next 20 years.

Because of this, a study was conducted to look at the feasibility of substantially improved transit service within a 10-mile corridor running from the Mall of America Transit Station to the Apple Valley Transit Station along Cedar Avenue. After substantial analysis, it was found that bus rapid transit (BRT) was the most cost-effective alternative when cost, ridership, efficiency, and effectiveness were balanced out.

After completion of this feasibility study, the Minnesota Legislature and the Metropolitan Council granted funds to conduct a Phase Two study of the corridor. Dakota County has been leading an interagency team to study the various options. The partnership members include Hennepin County, Eagan, Bloomington, Apple Valley, Burnsville, Minnesota Valley Transit Authority, MnDOT, and the Metropolitan Council.

This study identified Phase I development with \$27.2 million in improvements:

- ◆ Cedar Grove Transit Station: Improve shoulders on CSAH 23 through Apple Valley to allow for bus use, improve access, and construct Cedar Grove Transit Station: \$9.5 million
- ◆ Apple Valley Transit Center: Expand park and ride capacity at Apple Valley Transit Center: \$8 to \$14.1 million
- ◆ Lakeville Park and Ride: Develop park and ride facility in Lakeville: \$3.6 M (Contingent on Lakeville joining the Transit Taxing District)

The Legislature granted \$10 million in the 2005 Legislative Session to initiate Phase 1 of the Cedar Avenue Transitway. Work is being done to analyze what the best way will be to use this initial money and should be available in September when proposals are finalized. At this point, \$5 million more is being sought to continue work on Phase I. The balance of funds necessary to complete Phase I are requested in 2008.

Dakota County is also seeking discretionary federal funds for this project. Any federal funds secured would be used to advance Phase II of the project.

This project supports the State's strategic mission to provide an efficient, effective transportation system

Traffic on Cedar Avenue south of the Minnesota River Minnesota River is at Service Level F (the worst rating possible, i.e. beyond the roadway's capacity). Current daily traffic is 98,000 vehicles per day. 2020 forecast is 110,200 vehicles per day, or about 12%. The small amount of growth is because the road is already well beyond capacity and simply cannot take substantially more traffic.

Cedar Avenue Bus Rapid Transit (BRT)

One of the core missions of the state of Minnesota is to provide a safe, efficient, transportation system. This busway will allow the Cedar Avenue (Highway 77) and I-35W corridors to carry more travelers at peak periods. It is projected that a BRT transitway will generate 4,400 new riders. With peak hour occupancy averaging about 1.1 persons per automobile, 4,000 cars per day would be taken off the roads, the amount that two lanes of traffic can carry in an hour.

Strong local commitment exists

The cities and counties along this corridor have been working since 1999 to develop the plan for this transitway.

A catalyst for redevelopment

Comprehensive plans for cities along the corridor envision transit improvements that will support new mixed-use projects embracing residential, commercial, and office uses.

Impact on Agency Operating Budgets (Facilities Notes)

This proposal has no impact on operating budgets at this time although if a transitway were constructed, there would be operating impacts in the future.

Previous Appropriations for this Project

In 1998, \$500,000 was authorized for a Phase 1 study from state funds. In 2001, \$500,000 was appropriated to conduct a Phase 2 study from state bonding funds. These funds have been matched with \$1 million from the federal government in 2003 and another \$1 million in 2005. In 2005, the state provided \$10 million for this corridor.

Other Considerations

None

Project Contact Person

Natalio Diaz, Director, Metropolitan Transportation Services
Metropolitan Council
230 E 5th St, St. Paul, MN 55101-1626
Phone: (651) 602-1754
Fax: (651) 602-1550
E-mail: Natalio.Diaz@metc.state.mn.us

Governor's Recommendations (To be completed by the Department of Finance at a later date)

Metropolitan Regional Parks

2006 STATE APPROPRIATION REQUEST: \$11,000,000

AGENCY PROJECT PRIORITY: 4 of 4

PROJECT LOCATION: Twin Cities Region

Project At A Glance

\$11 million is requested to improve and expand Metropolitan Regional Parks.

Project Description

The Metropolitan Regional Park System consists of 52,000 acres of parks and 170 miles of trails. The Metropolitan Regional Park System is owned, operated, and maintained by 10 regional park implementing agencies:

- Anoka County
- City of Bloomington
- Carver County
- Dakota County
- Minneapolis Park & Rec. Bd.
- Ramsey County
- City of St. Paul
- Scott County
- Three Rivers Park District
- Washington County

These regional park implementing agencies are responsible for spending the state and Metropolitan Council appropriations for capital projects in their jurisdiction.

The Metropolitan Council, with the advice of the Metropolitan Parks and Open Space Commission, prepares a Metropolitan Regional Parks capital improvement program (CIP) under direction from M.S. 473.147. This request is to fund a portion of that CIP.

	State bond request	Metro Council match
Land Acquisition	3,244	2,706
Park and Trail Rehabilitation	5,070	2,832
Park and Trail Development	2,686	1,795
Total	11,000	7,333

Over 30 million visits occurred in the Metropolitan Regional Park System in 2004. Of this amount, 40% or 12 million visits were from persons living out-of-state, from Greater Minnesota, and from the Metropolitan Area outside the park implementing agency’s local jurisdiction. The state bond request is matched with Metropolitan Council bonds on a 60% state/40% Metropolitan Council basis. This fairly spreads the costs of these capital improvements between all state taxpayers relative to their use of the park system and what they pay in taxes for debt service on the state bonds and council bonds.

Metropolitan Regional Park System as part of State’s Strategic Mission

The Metropolitan Regional Park System is one of four regional systems the Metropolitan Council is charged to plan and develop capital improvement programs under state law (M.S. 473.147). Since 1974, the state has provided \$245.7 million in capital funds (bonds & LCMR funds) for the system.

Impact on Agency Operating Budgets (Facilities Notes)

Since 1985, the state has appropriated General Funds and Lottery in Lieu of Sales Tax revenue (beginning in 2000) to finance a small portion of the operations and maintenance of the Metropolitan Regional Park System. This proposal would not directly affect that funding, however.

Previous Appropriations for this Project

The state has appropriated \$213.3 million of bonds to the Metropolitan Council for this program from 1974 to 2005. In 2005, \$12.1 million was appropriated including \$7 million for the council’s regional park CIP projects plus \$5.1 million of line item appropriations for projects in addition to the

Metropolitan Regional Parks

council's CIP. The council provided \$4.6 million of bonds as a 40% match to the \$7 million of state bonds appropriated for the park CIP projects.

Other Considerations

The Metropolitan Regional Parks CIP projects are also eligible for funding with Environmental Trust Fund revenues as recommended by the Legislative Commission on Minnesota Resources (LCMR). From 1993 to 2005 \$32.7 million was appropriated. In 2005, \$2 million was recommended to be appropriated for the council's regional park CIP, which would be matched with \$1.33 million of council bonds.

Project Contact Person

Arne Stefferud, Planning Analyst - Parks
Metropolitan Council
230 East Fifth Street
St. Paul, MN 55101
Phone: (651) 602-1360
Fax: (651) 602-1442
E-mail: arne.stefferud@metc.state.mn.us

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