

## **ACTION TRANSMITTAL 2014-14**

**DATE:** February 12, 2014  
**TO:** Transportation Advisory Board  
**FROM:** TAB Executive Committee  
**PREPARED BY:** Bill Hargis, Chair  
Arlene McCarthy, Transportation Director (651-602-1754)  
**SUBJECT:** 2017 CMAQ Funding Allocation Proposal  
**REQUESTED ACTION:** That the TAB Executive Committee recommends the proposed one-time process to award 2017 CMAQ funds to regionally significant transit projects.  
**RECOMMENDED MOTION:** Adopt the proposed one-time process to award 2017 CMAQ funds to regionally significant transit projects.

### **BACKGROUND AND PURPOSE OF ACTION:**

On Sept 17, 2013, TAB received an information presentation on 2017 federal funding allocation options. The delay in developing the new Regional Solicitation process has resulted in the need to consider having special, one-time processes to award 2017 CMAQ and STP funds. (A special solicitation for the Transportation Alternative Program funding has already moved forward.) This memo addresses a potential one-time process for allocating the 2017 CMAQ funds only. The 2017 STP funds will need to be dealt with separately recognizing that due to past project sunset date extensions a much lower level of funding is available for STP funds in 2017.

### **Available CMAQ funds**

The available CMAQ funds are the result of 2017 estimated amounts. Based on past solicitations the CMAQ funds would most likely be used as follows:

#### 2017 CMAQ funds

\$27M estimated total allocation  
- \$ 3M TMO base allocation  
- \$ 4M System Management Projects proposed set aside (could potentially award these funds through the 2014/2015 Solicitation process)  
\$20M estimated available for transit projects

### **Proposed Approach**

The suggested one-time process is that for 2017, the TAB and Council select regionally significant unfunded projects to receive the transit share of the CMAQ funding. (The \$4 M CMAQ set-a-side for roadway traffic management projects could be allocated through the 2014 solicitation process). TAB may want to issue a request for regional projects for its consideration.

A recommendation for minimal requirements for project selection should include five key factors:

1. Project Description

2. Regional Significance
  - Economic Development centers (draft THRIVE document or other datasets)
  - Racially Concentrated Areas of Poverty (RCAP)
  - Leverage funding
3. Project Readiness
  - Program Year 2017
  - Project Start in 2017 or earlier
  - Project Status and Schedule (environmental, design, right-of-way, construction, etc.)
  - Urgency
4. Commitment of Full Funding Package
  - Estimate of Cost
  - Funding Sources
  - Letter of Support from entity with jurisdiction (e.g., city, county, MnDOT, transit provider, etc.)
5. Impacts
  - Number of Rides Affected (Existing, New)
  - Operating Cost/Savings
6. Emissions Reductions
  - Applicant provide VMT reduced by the project
  - MTS staff calculate emission reduction

**Proposed Schedule:**

Feb. 19	TAB	Present proposed process to award 2017 CMAQ funds; share potential identified projects to date and requested information; request feedback on soliciting additional projects and information to be provided.
Feb. 20	TAC F&P	Provide information on the proposed process
March 5	TAC	Recommend Project Selection Process
March 10	Transp. Comm.	Recommend Project Selection Process
March 19	TAB	Review and approve Project Selection Process
March 19	Council	Review and approve Project Selection Process
March 20	MTS Staff	Release Request for Projects
April 4	MTS Staff	Project Submittal Deadline
April 16	TAB	Presentation of Project Proposals
April 17	TAC F&P	Provide technical comment on proposed projects
May 7	TAC	Provide technical comment on proposed projects for TAB's consideration
May (TBD)	TAB Executive	Review TAC recommendations
May 21	TAB	TAB action on awarding funds to projects for addendum in draft TIP
June 9	Transp. Comm.	Review and approve projects for addendum in draft TIP
June 11	Met Council	Review and approve projects for addendum in draft TIP
June 18	TAB	TAB includes list of projects as an addendum in Draft TIP. TAB releases the Draft TIP for public comment.
June - November	TAC F&P, TAC, TAB, Transp. Comm., Met Council	Draft TIP Approval Process

**RELATIONSHIP TO REGIONAL POLICY:** TAB develops and issues a Regional Solicitation for federal funding.

**STAFF ANALYSIS:** Recommendation is to have a request for projects. This one-time process is in response to the time sensitivity in allocating funds to near term projects.

The proposed solicitation and selection process for the 2017 CMAQ funds and the selected projects and applicants will follow the past regional solicitation process to the extent possible. For example, the maximum level of funds allocated to a project will be \$7 million and any future changes will need to go through the TAB adopted scope change procedures.

Five potential transit projects of regional significance have been identified to date with their combined funding need surpassing the potential available CMAQ funds. The five potential regionally significant transit projects, identified so far, include:

- Red Line Cedar Grove On-Line Transit Station
  - project partners Dakota County, Metro Transit, MVTA, MnDOT, City of Eagan, City of Apple Valley
- Mall of America Transit Station Expansion and Improvements
  - project partners City of Bloomington, Dakota County, MVTA, Metro Transit, Mall of America
- Downtown Hopkins Station Park-and-Ride
  - project partners City of Hopkins, Metro Transit, SWLRT project
- I-35W South and Lake Street Transit Station
  - project partners Metro Transit, Hennepin County, City of Minneapolis, MnDOT
- West 7th Street Arterial Transit Improvements
  - project partners Metro Transit, MnDOT, City of St. Paul, Ramsey County

Three of the five projects have time sensitive concerns. The I-35W South/Lake Street Transit Project needs to be constructed in conjunction with MnDOT's I-35W bridge work with construction starting no later than mid-2017. The Downtown Hopkins Station Park-and-Ride funding decision is time sensitive relative to the SWLRT project. The West 7th Street project must proceed in the near term to use special MnDOT funding assigned to the corridor (Ch. 152).

Additional information on these five known projects is attached.

**COMMITTEE COMMENTS AND ACTION:** The TAB Executive Committee members recommended adding a TAB Executive meeting in May to review the TAC recommendations on the proposed project. The Committee recommended that TAC and TAC Funding & Programming Committee members be invited to attend the April 16 TAB meeting to listen to presentations of the project proposals. A motion was moved by James Hovland and seconded by Randy Maluchnik to adopt the proposed one-time process to award 2017 CMAQ funds to regionally significant transit projects based on the schedule. The motion was approved.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
	Review & Recommend	February 11, 2014
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

## **RED LINE CEDAR GROVE ON-LINE TRANSIT STATION**

**Project:** Construct an on-line station (similar to 46<sup>th</sup> Street Station on I-35W South). Currently, METRO Red Line buses must exit the TH77 corridor at Diffley Road and travel 4 miles on the local road to and from the transit station for both north- and southbound trips. For northbound trips, this means the buses travel south from Cedar Grove to enter TH77 northbound to the Mall of America.

**Capital Cost:** \$14.6M estimate

**Potential Funding Sources:** CMAQ, State bonds, CTIB, Dakota County RRA

### **Benefits:**

- Reduce passenger total trip travel time (bus + walking) travel time by an average 6 minutes per round trip;
- Reduce round trip bus travel time by 10 minutes (20%+)
- Expected to reduce peak bus need from 5 buses to 4 for long term capital savings
- Reduce annual O&M costs by ~\$223,000 for CTIB/Council and ~\$30,000 for MVTA
- Aligns with future TH77 managed (MnPASS) lane which will further improve travel time

### **Project Schedule:**

- Early 2014 Design starts (funded by CTIB and Dakota County RRA)
- Mid-2015 Construction starts
- 2016 Project complete

### **Concerns/Risks:**

- Other funding sources need to be secured; State bonds is highest risk

### **Leverages:**

- \$87M public investment in METRO Red Line
- Private investment in Cedar Grove
  - Shops of Eagan outlet mall
  - List other recent and coming development

### **Project Partners:**

- Dakota County
- Metro Transit
- MVTA
- MnDOT
- City of Eagan
- City of Apple Valley

# MALL OF AMERICA TRANSIT STATION

**Project:** Realigns and relocates the Mall of America Transit Station to provide an entry and street presence from 24th Avenue with a direct connection into the interior of the MOA. Buses will enter the site directly, eliminating long queues and security check points. The busway is relocated to remove all current bus movements crossing the LRT tracks and the wait associated with LRT trains entering and exiting the site. The bus layover design allows buses to arrive, layover and leave at the same location, increases bus capacity, and provides platform heights that meet the various vehicle designs that will be utilizing the site. Passengers will no longer have to walk through multiple interior/exterior spaces, parking areas, or across LRT tracks.

**Capital Cost:** \$20M estimate for design and construction

**Potential Funding Sources:** CMAQ, City of Bloomington, Met Council/Metro Transit, TIGER VI

## Benefits:

- Provide safe, clear and convenient pedestrian access and pathways
- Provide simplified, clear and convenient mass transit vehicles access
- Increase exterior visibility and presence of the station
- Increase bus capacity
- Improve bus operations efficiency (streamline security inspections and vehicle circulation)
- Reduce annual bus operating costs by \$950,000 (Red Line, Metro Transit and MVTA regular route buses, Metro Mobility ADA)
- Reduce associated passenger delay cost due to time lost on buses estimated at \$825,000
- Add comfort and aesthetic appeal; create a sense of place

## METRO Red Line Benefits:

- Reduce round trip travel time by 2 to 4 minutes
- Supports reduction in peak period bus need from 5 buses to 4 for long-term capital savings
- Reduces annual O&M costs

## Project Schedule:

- 2014 Identify funding
- 2015 Design starts
- Mid-2016 Construction starts
- 2017 Project complete

## Concerns/Risks:

- Other funding sources need to be secured

## Leverages:

- \$87M public investment in METRO Red Line
- MOA is #1 destination in the State of Minnesota
- Multimodal improvements for pedestrians, bicycles, autos, regular route buses, BRT, LRT and MSP airport connections.
- Public investment by City of Bloomington to reconstruct Lindau Lane
- Private investment in/around MOA
  - Radisson Blu Hotel
  - Upcoming MOA phases

## Project Partners:

- City of Bloomington
- Metro Transit
- Dakota County
- MVTA
- Mall of America

## **SOUTHWEST LRT DOWNTOWN HOPKINS STATION PARK-AND-RIDE RAMP**

**Project:** To construct a 240-space park-and-ride structure at the Southwest LRT Downtown Hopkins Station. The LRT station's proximity to the heart of Downtown Hopkins provides an opportunity to support downtown businesses by attracting LRT riders to historic Mainstreet, and offers an attractive transportation option for Downtown residents. Today, a bus park-and-ride sits on city-owned land at the LRT station site, which will be repurposed as part of the Southwest LRT project. Additional funding will provide an opportunity to relocate and expand this parking to meet LRT demand on the corner of Excelsior Boulevard and Eighth Avenue (kitty-corner from the LRT station). The parcels identified for this project are large enough to support structured parking, as well as more than an acre of transit oriented development (TOD) and pedestrian-realm enhancements. The City, which owns a portion of the proposed site, would contribute that land to help support their vision of Eighth Avenue and to promote increased LRT ridership.

**Capital Cost:** \$12.2 M (estimate includes land acquisition and construction)

**Potential Funding Sources:** \$7 M federal CMAQ grant matched by \$1.75 M in local match (funds expected to be provided by the City of Hopkins). The remaining \$3.45 M financial gap will be filled by Southwest LRT project funding through savings associated with reducing the number of park-and-ride spaces at the Shady Oak and Blake stations. In addition, the design and environmental consultant costs of the proposed parking structure, as well as the agency staff time required to manage those activities and the right-of-way acquisition activities will be funded through the Southwest LRT project budget. The CMAQ funds would be the "last funds" in, fully funding the park-and-ride project.

### **Benefits:**

- Maintains a park-and-ride facility at the Downtown Hopkins Station for bus riders, (that use the park-and-ride here today and will continue to with the addition of LRT), and LRT riders
- Improves the pedestrian environment along Eighth Avenue (between historic Mainstreet and the LRT Station) by the addition of more active uses along the primary pedestrian path for transit riders
- Supports the Metropolitan Council's TOD policy by incorporating redevelopment within the same site as a park-and-ride that serves transit and by partnering with local units of government
- Supports the City of Hopkins' vision of Eighth Avenue as The ARtery, which was designed with a grant from the Metropolitan Council's Corridors of Opportunity
- Removes a windowless industrial building adjacent to the Downtown Hopkins Station
- Promotes and enhances private sector development in the Downtown Hopkins Station area
- Creates parking that could be leveraged by adjacent uses with complementary peak activity times, allowing for increased density and providing another revenue stream for the transit agency
- Increases Southwest LRT ridership
- Reduces park-and-ride needs at adjacent Southwest LRT stations (Blake Station and Shady Oak Station), reducing capital costs and long-term maintenance at both stations, providing more opening day redevelopment acreage at Shady Oak Station and reducing the impact of automobile traffic at the Blake Station

### **Project Schedule:**

- This park-and-ride project is expected to be constructed with the Southwest LRT project. It is anticipated that the Southwest LRT project will begin construction in mid-2015 and be operational in late 2018

### **Concerns/Risks:**

- SWLRT funding sources need to be secured
- Potential development limitations with property acquisition

**Leverages:**

- Public investment in the Southwest LRT project
- Private investment in TOD on this project site
- Business growth on historic Mainstreet

**Project Partners:**

- City of Hopkins
- Metro Transit
- Southwest LRT Project



## **I-35W SOUTH & LAKE STREET TRANSIT STATION**

**Project:** Construction of a new transit station at 35W & Lake as part of larger transportation project including I-35W ramps and bridges, local street improvements, landscaping and Midtown Greenway pedestrian access. The new transit station is a key component of the Orange Line (35W South BRT) and will benefit numerous other bus routes providing travel time savings for a large number of existing transit customers. The new station will be “on-line” in the freeway median similar to the 46<sup>th</sup> Street Station. Its construction is planned to coincide with MnDOT’s reconstruction of two bridges in the area (Chapter 152 funded with SFY2018 construction start deadline) and Hennepin County local access improvements.

**Capital Cost:** \$50 million transit station (part of larger \$150 million project)

**Potential Funding Sources:** CMAQ, CTIB, State GO bonds, TIGER VI.

### **Benefits:**

- Eliminates current shift from inside MnPASS lane at 46<sup>th</sup> Street Station to Lake Street shoulder
- Restores AM/PM rush hour service to Lake Street on I-35W
- Reduces trip time by over 5 minutes average for 14,000 corridor weekday bus passengers
- Station design accommodates 100 peak hour bus trips
- Lake Street Station is the keystone of the planned METRO Orange Line BRT project connecting Minneapolis, Richfield, Bloomington and Burnsville (and later Lakeville). The Orange Line will use roadway improvements, upgraded transit stations, park-and-ride facilities, and improved bus service to provide fast, frequent and reliable all-day travel options along I-35W. The corridor has been the region’s most heavily-traveled express bus corridor since the 1970s.
- By 2030, the Lake Street Station is projected to be served by more than 500 daily bus trips carrying 20,000 transit riders. Over 8,000 jobs and 12,000 households are located within a 10-mile walk of this station.

### **Project Schedule:**

- Design to begin in early 2015.
- Construction starts mid-2017 with transit and highway work bid as one project.

### **Concerns/Risks:**

- Other funding sources to be identified

### **Leverages:**

- Significant transit and highway investments already in place including
  - MnPASS lane
  - Transit advantages/improvements in Downtown Minneapolis (Marquette and Second Streets)
  - 46<sup>th</sup> Street Transit Station
  - Burnsville Transit Station
  - Lakeville Kenrick park-and-ride.

### **Project Partners:**

- Metro Transit
- City of Minneapolis
- Hennepin County
- MnDOT

## **WEST 7TH STREET (B LINE) ARTERIAL BUS IMPROVEMENTS**

**Project:** Bus service and facilities improvements at Union Depot, in downtown, and along West 7th Street in St. Paul; at MSP Airport; and in Bloomington South Loop district. The project constructs neighborhood-scale transitway stations with rail-like features and amenities, purchases specialized vehicles for mixed-traffic BRT operation, and increases transit speed and frequency in peak and off-peak periods and on weekends. The project increases the attractiveness and utility of existing transit service, positioning the corridor for potential fixed guideway transit implementation.

**Capital Cost:** \$32M estimated for design and construction. Requested funding complements \$16.5 million of identified funding, of which over \$10 million (limited to bus purchase/service and station construction) might sunset if the project does not begin construction in 2016. Requested CMAQ funds will purchase BRT vehicles and construct stations along the corridor.

**Potential Funding Sources:** CMAQ, MnDOT (Ch. 152), Metro Council/Metro Transit, federal formula funds, future competitive federal funds

### **Benefits:**

- Faster service and improved frequency along the east metro's most productive bus route
- Doubles capacity of current transit service, improving service speed, reliability, customer information, and amenities for 4,700 existing average weekday customers, growing to over 7,000 passengers by 2030.
- Improved neighborhood-scale stations with real-time information, heated shelters, security features
- Specialized vehicles with pay-ahead, all-door boarding
- Provides permanent and visible transit infrastructure to:
  - Support economic development activities in South Loop and along West 7th Street
  - Increase awareness of fast, frequent, and reliable existing corridor service
- Provides stronger foundation for potential future investments in rail or fixed guideway BRT

### **Project Schedule:**

- 2011-2013 Study and initial project planning
- 2014 Detailed implementation plans
- 2015 Complete final design
- 2016 Construction, begin service late 2016

### **Concerns/Risks:**

- With requested project funds, a \$7.8 million project funding gap remains
- Project partners interested in additional future improvements through streetcars or Riverview transitway, but partners support B Line funding and implementation (support letters attached) as studies continue

### **Leverages:**

- Blue Line and Green Line LRT, Red Line BRT connections (\$1.8B of transit investment)
- Existing park-and-ride facility at 28th Avenue in Bloomington
- Public investment by City of Bloomington to extend Lindau Lane through South Loop district
- Completes bus service improvement vision implemented in 2004 with limited stop Route 54
- Private investment along West 7th St Corridor and in Bloomington South Loop district

### **Project Partners:**

- City of St. Paul
- City of Bloomington
- Ramsey County
- Hennepin County
- Metro Transit
- Metropolitan Airports Commission
- MnDOT