

**Adopted: December 16, 2009**  
**Amended: January 20, 2010**

## **2010 Legislative Proposal**

Since the passage of the transit sales tax legislation and the subsequent formation of the Counties Transit Improvement Board in the Spring of 2008, the Board has provided funding for the construction of the Fridley Northstar Commuter Rail Station and the Apple Valley BRT Transit Station, as well as funding for the continued advancement of the Central Corridor LRT project. The Board has also supported the operating costs for commuter rail, light rail and bus rapid transit. The 2010 Grants will continue the Board's mission of advancing transitway development.

This legislative proposal prioritizes projects and policies essential to meet our transportation needs and continue to build on our recent investments. Advancing transitway projects by leveraging local, regional, and state funds to maximize federal funds is one of Board's primary goals, as required by the Board's authorizing legislation and joint powers agreement.

### **Who We Are:**

The Counties Transit Improvement Board was created on April 1, 2008, as required by Minn. Statute Section 297A.992, by joint powers agreement between the counties of Anoka, Dakota, Hennepin, Ramsey and Washington. Its purpose is to receive and distribute the new ¼ cent transit sales tax for the development, construction and operation of transitways serving the five-county area.

## **2010 Capital Project Priorities**

While the investment of the Board's sales tax proceeds acts to accelerate the development of the region's transitways, State bonding is critical to match local and federal contributions. The Board has identified the following transitway projects as priorities for the region:

<b>CTIB Projects</b>	<b>Amount Requested</b>	<b>Purpose</b>
Bottineau Corridor Light Rail Transit (LRT)	\$1,500,000 *	Project development, environmental documentation
Central Corridor Light Rail Transit (LRT)	\$3,000,000 *	Additional costs associated with increased FTA Cost Effectiveness Index (CEI)
Cedar Avenue Bus Rapid Transit (BRT)	\$9,000,000	Environmental analysis, design and construction of stations and bus only shoulder lanes
Northstar Project/Ramsey Commuter Rail Station	\$4,300,000 *	Construction
Northstar Project/Foley Commuter Rail Station	\$1,000,000 *	Complete final design and commence construction
Red Rock	\$500,000	Park & Ride in Hastings
Southwest Light Rail Transit (LRT)	\$7,000,000	Preliminary Engineering, Final Environmental Impact Statement
I-94 Corridor	\$1,500,000	Park & Ride in Woodbury
<b>Projects Supported by CTIB</b>	<b>Amount Supported</b>	<b>Purpose</b>
Northern Lights Express (NLX)	\$13,000,000 **	Project development, preliminary engineering, environmental studies, final design
Northstar Phase 2 Commuter Rail	\$1,000,000 *	Advanced preliminary engineering, final design
Minneapolis Transportation Interchange Facility	\$8,000,000 *	Environmental studies, site preparation, demolition
Robert Street	\$200,000	Design and construct a transit center facility
Union Depot	\$8,500,000 *	Right-of-way (ROW) acquisition, design and construction

\*These funds will be used to match proposed federal appropriations.

\*\*Amount contingent on amount of 2009 passenger rail bonding allocated to NLX.

## **2010 Policy Priorities**

1) **Support existing Counties Transit Improvement Board statutory authority, governance and revenue structure**

The 2008 transportation policy and funding bill provided critically important authority for metro counties to advance regional transitway development. This statutory authority has been implemented and does not require any changes.

2) **Support adequate funding for metro and non-metro transit service**

The Board strongly encourages the Legislature to adequately fund the Metropolitan Council and Mn/DOT so that needed resources are invested in our state's transit system.

3) **Support cash flow authority for the State and the Metropolitan Council**

The Federal contribution of 50% of the capital cost of New Starts rail projects is often delayed, requiring other funding partners to cash flow the project. The Board supports statutory authority for the State and the Metropolitan Council (as owner and operator) to provide funding and issue short-term debt in anticipation of the receipt of federal grant funds.

4) **Support development of a statutory framework for passenger rail**

The Board is closely monitoring the Federal Rail Administration and Minnesota Department of Transportation's process for developing guidelines for passenger rail. The Board supports a statewide framework that ensures passenger rail is integrated with commuter and light rail in the metro area. The Board urges the State to include a financing structure for passenger rail that acknowledges that construction of rail improvements and operations of passenger rail service should be funded solely by the State and federal government. The Legislature is encouraged to work with Mn/DOT, the Counties Transit Improvement Board, the

Metropolitan Council, and other stakeholder groups to create a statutory framework for other passenger rail service going outside the metropolitan area.

**5) Clarify Condemnation Legislation**

The Board supports an amendment to Minn. Statute Section 117.226 relating to the requirement to offer a right of first refusal to the former owner of condemned land at the price paid in the condemnation or the fair market value, whichever is lower. Currently, the statute exempts federal highway projects from this requirement. The Board's proposed amendment would include other federally funded transit or transportation projects in the exemption, in order to provide consistency with federal regulations. Federal guidelines require that the sale price be current fair market value.

**6) Support statutory authority for public-private partnerships**

In order to accelerate the development of transitways to serve the region, it is critical to maximize the availability and use of all possible sources of funding, including private funding. Private participation in transitway development will facilitate technological development and innovation and create efficiencies in transit development and service. The Board supports legislation that authorizes county regional railroad authorities and the Metropolitan Council to enter into agreements with non-governmental entities and to accept and spend funds received under such agreements.

**7) Support Expansion of Metropolitan Transit Taxing District**

The Board supports an expansion of the metropolitan transit taxing district to include the entire seven county metropolitan area, if such expansion results in an increase in revenues and expanded transit opportunities.

