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MEMORANDUM

TO: The I-35W Solutions Alliance Board of Directors

FROM: Robert J Tennesen

RE: Legislative Report

DATE: January 9, 2014

Legislature

The House and Senate Transportation Committee's have scheduled joint hearings on Monday, February 10 and Wednesday, February 19 to receive testimony on funding proposals.

Department of Transportation

MnDOT submitted 15 bonding requests to the governor. These are its top three priorities.

1. Local bridge replacement program	\$75 million
2. Greater Minnesota Transit	\$8.2 million
3. Local Road Improvement Fund Grants	\$100 million
4. Other Requests priorities 4 through 15.	
Total Project Requests	\$378.1 million

MnDOT states that state financial assistance to local units of government is necessary because of the significant number of bridges and replacement cost is too much of a burden on the local agency transportation budgets to bear with local funds alone. Essentially the same justification is offered for state funding of local roads improvements. It also justifies the expenditure for local roads on their importance to a balanced road system and safety.

Metropolitan Council

Its bonding requests submitted to the governor are in the following order of priority.

1. Southwest corridor LRT	\$81 million
2. Metropolitan regional parks	\$11 million
3. Bus Garage	\$20 million
4. Arterial BRT	\$15 million
5. Metro Orange Line (I-35W South BRT)	\$20 million

6. Transit Way Capital Improvement Program \$60 million
Total Project Requests **\$207 million**

The \$20 million request for the orange line is to help fund the stations at American Boulevard at Lake Street.

The Arterial BART request is to fund (1) the **A line** beginning at the 46th St. station and I-35 W, East of 46th St. and Ford Parkway to Snelling Avenue, and north on Snelling Avenue to the Rosedale Shopping Center, and (2) the **B line** beginning at the Mall of America through the airport and along seventh Street to downtown St. Paul. Arterial BRT lines would run in general traffic without requiring exclusive lanes or roadway widening. They would get priority at traffic signals and stop at "enhanced" stations that would likely provide seating, ticket machines, lighting, security cameras and real-time "next bus" information.

The **A line** is projected to cost \$25 million of which \$6 million is from MnDOT bonds, \$6 million in federal funds and grants, \$3 million from Metro Council sources, leaving a \$10 million gap. The **B line** is expected to cost \$30 million of which only \$9 million of funding has been identified.

Mn Move

Here are some important dates for the Move MN campaign:

Thursday, January 9 - website launches

Thursday, January 16 - Regional Meeting in St. Cloud 3:00 to 4:30 pm at City Hall

Thursday, January 23 - campaign launches – 10:00 am press conference in 181 SOB

Wednesday, February 19 – funding package announcement

Thursday, March 13 Transportation Day at the Capitol