

## **Transportation Committee**

For the Metropolitan Council meeting of October 22, 2014

**Subject:** CTIB 2014 Project Grant Applications Consistency with the 2030 TPP

### **Proposed Action**

That the Metropolitan Council finds the eleven grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY2015 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted November 2010.

### **Summary of Committee Discussion/Questions**

Arlene McCarthy, MTS Director, presented this item. She noted that it is anticipated that CTIB will not agree to fund the I-35W South BRT Express expansion bus capital grant requests for \$173,700 as CTIB staff have advised they deem it ineligible. CTIB has funded this type of capital cost in the past and the increased operating cost associated with the expansion bus is also eligible and included in the I-35W South BRT Express operating grant request, but CTIB interprets its newly adopted Transit Investment Framework as having this bus expansion ineligible.

A project noted as being unique is Anoka County's Northstar Corridor Safety Improvement capital grant request for \$10,200,000. This will fund a TH10 grade-separated interchange at Armstrong Boulevard which will help Northstar reliability and safety in addition to similarly benefitting freight rail and auto traffic.

Motion by Reynoso, seconded by Munt and passed.

Hearing no objection, Chair Duininck advised this item could be on the Council's consent agenda.

## Transportation Committee

Meeting date: October 13, 2014

For the Metropolitan Council meeting of October 22, 2014

**Subject:** CTIB 2014 Project Grant Applications Consistency with the 2030 TPP

**District(s), Member(s):** All

**Policy/Legal Reference:** M.S. 297A.992; Regional Transportation Policy Plan

**Staff Prepared/Presented:** Arlene McCarthy, Director MTS, 651-602-1754

Amy Vennewitz, Deputy Director Finance and Planning, 651-602-1058

**Division/Department:** Metropolitan Transportation Services (MTS)

### Proposed Action

That the Metropolitan Council finds the eleven grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2015 funding to be consistent with the Council's 2030 Transportation Policy Plan adopted in November 2010.

### Background

The 2008 state legislation which authorized the quarter cent sales tax for transitways capital and operating purposes specified that a grant award for a transit project located within the metropolitan area may be funded only after the Metropolitan Council reviews the project for consistency with the transit portion of the Transportation Policy Plan.

For the 2014 grant process, eleven grant applications were submitted to the CTIB to receive funding during CY 2015. Washington County, which receives a guaranteed amount of 3% of the sales tax revenues, submitted two applications using 2015 funding and funding unused and deferred from 2014. The attached table lists the project name, grant applicant, funding request and provides a short description of the project and a recommendation regarding the project's consistency with the 2030 TPP. It is recommended that all of the submitted applications be found consistent with the plan.

### Rationale

Under state law, the projects cannot be funded until a determination has been made by the Council regarding the project's consistency with the transit portion of the Council's Transportation Policy Plan. The consistency finding will allow the CTIB to award grants to the project applicants for CY 2015.

### Funding

None required.

### Known Support / Opposition

No known opposition.

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<b>Project Name</b>	<b>Grant Applicant</b>	<b>Funding Requested</b>	<b>Project Description</b>	<b>Recommendation/Comments</b>
Capital – Blue Line	Metro Transit	\$6,000,000	Purchase five (5) Blue Line (Hiawatha Light Rail) Transit Option Vehicles for 2015	Consistent – the Blue Line is an existing transitway
Capital – Blue Line Extension (formerly Bottineau)	Metro Transit	\$15,900,000	Enter into Project Development under the FTA New Starts Program	Consistent – the Blue Line extension is shown with an approved LPA and is a funded transitway under current revenues
Capital – Cedar Grove Station	Metro Transit	\$9,705,812	Fund Construction of the METRO Red Line Cedar Grove Transit Station	Consistent – the Red Line is an existing transitway
Capital – I-35W BRT Express	Metro Transit	\$173,700	Support a vehicle purchase for the I-35W South Bus Rapid Transit project	Consistent – the Orange Line is shown with an approved LPA and is a funded transitway under current revenues. The plan and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Capital – Orange Line	Metro Transit	\$3,000,000	Support Project Development of the Orange Line, including NEPA work, project staffing, guideway development and station development	Consistent – the Orange Line is shown with an approved LPA and is a funded transitway under current revenues.
Capital – Green Line Extension (SWLRT)	Metro Transit	\$63,604,736	Support Project Development phase and Engineering phase activities for the Southwest LRT project	Consistent – the Green Line extension is shown as a funded transitway under current revenues
Operating – Cedar Avenue Express	Metropolitan Transportation Services	\$503,119	Support Express BRT service on the Cedar Avenue Corridor	Consistent – the Red Line is an existing transitway and the plan and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Operating – I-35W South BRT	Metro Transit	\$177,216	Support I-35W BRT Express Operating Service	Consistent – the Orange Line is shown with an approved LPA and is a funded transitway under current revenues. The plan and the adopted Regional Transitway

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				Guidelines recognize express services as a component of highway BRT projects.
Operating – Light Rail	Metro Transit	\$22,517,287	Operating assistance for Blue Line service between Downtown Minneapolis and the MSP Airport and Mall of America, and Green Line service between Target Field downtown Minneapolis and the Union Depot in St. Paul	Consistent – both the Blue Line and Green Line are existing transitways.
Operating – Northstar	Metro Transit	\$6,297,289	Operating assistance for the Northstar Commuter Rail Line between downtown Minneapolis and Big Lake, MN	Consistent – Northstar is an existing transitway.
Operating – Red Line	Metropolitan Transportation Services	\$1,567,360	METRO Red Line BRT station-to-station service operating assistance	Consistent – Red Line is an existing transitway.
Gateway Corridor – Project Development	Washington County	\$600,000	Support the first two months of a two year Project Development phase for the Gateway Corridor	Consistent – the Gateway corridor is shown with an approved LPA in the draft 2040 TPP which is expected to be adopted in early 2015 and is a funded transitway under the 2040 TPP’s current revenue scenario.
Gateway Corridor – Project Support	Washington County	\$540,000	Fund project support activities between the end of the Draft Environmental Impact Statement and start of the Project Development Phase when the project will be transitioned to the State of Minnesota	Consistent – the Gateway corridor is shown with an approved LPA in the draft 2040 TPP which is expected to be adopted in early 2015 and is a funded transitway under the 2040 TPP’s current revenue scenario.
Red Rock Corridor	Washington County	\$360,000	Develop an Implementation Plan for the Red Rock Corridor	Consistent – improvements to the Red Rock corridor are shown as funded in the draft 2040 TPP through CTIB’s phase I program of projects and development of an implementation plan is identified as the next step for this corridor.

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Northstar Corridor Safety Improvement	Anoka County	\$10,200,000	Support a safety improvement project that will separate commuter rail (Northstar) and freight rail traffic on the BNSF Railroad tracks from automobile traffic in the City of Ramsey	Consistent – Northstar is an existing transitway and this project has been identified as a funded transitway improvement through CTIB’s phase I program of projects.
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