

Transportation Committee

For the Metropolitan Council meeting of October 26, 2016

Subject: CTIB 2017 Project Grant Applications Consistency with the 2040 TPP

Proposed Action

That the Metropolitan Council finds the ten grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2017 funding to be consistent with the Council's 2040 Transportation Policy Plan adopted January 2015.

Summary of Committee Discussion/Questions

Metropolitan Transportation Services Planning Analyst Cole Hiniker presented this item. There were no questions from committee members.

Motion by Dorfman seconded by Rodriguez and carried.

Transportation Committee

Meeting date: October 24, 2016

For the Metropolitan Council meeting of October 26, 2016

Subject: CTIB 2017 Project Grant Applications Consistency with the 2040 TPP
District(s), Member(s): All
Policy/Legal Reference: M.S. 297A.992, Regional Transportation Policy Plan
Staff Prepared/Presented: Amy Vennewitz, Deputy Director Planning – MTS
Cole Hiniker, Planning Analyst
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council finds the ten grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2017 funding to be consistent with the Council’s 2040 Transportation Policy Plan adopted January 2015.

Background

The 2008 state legislation, which authorized the quarter cent sales tax for transitway capital and operating purposes, specified that a grant award for a transit project located within the metropolitan transportation 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 2016 grant process, ten grant applications were submitted to the CTIB to receive funding during CY 2017. Washington County, which received a guaranteed amount of 3% of the sales tax revenues for the first five years, submitted two applications which will use previously deferred guaranteed funding.

The attached table provides the project name, grant applicant, funding request, a short description of the project and a recommendation regarding the project’s consistency with the 2040 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 CTIB to award grants to the project applicants for CY 2017.

Funding

None required.

Known Support / Opposition

No known opposition.



Project Name	Grant Applicant	Funding Requested	Project Description	Recommendation/Comments
Capital – Green Line Extension (SWLRT)	Metro Transit	\$137,906,594	Support right-of-way purchases and construction activities for the Southwest LRT project	Consistent – the Green Line extension is shown as a funded transitway in the 2040 TPP under current revenues
Capital – Blue Line Extension (Bottineau)	Metro Transit	\$66,000,000	Support final engineering phase for the Blue Line extension project	Consistent – the Blue Line extension is shown as a funded transitway in the 2040 TPP under current revenues
Capital – Orange Line (I-35W South)	Metro Transit	\$8,000,000	Support final engineering and construction for the Orange Line BRT project	Consistent – the Orange Line is shown as a funded transitway in the 2040 TPP under current revenues.
Operating – Cedar Avenue Express	Metropolitan Transportation Services	\$169,614	Support Express BRT service on the Cedar Avenue Corridor	Consistent – the Red Line is an existing transitway and the TPP and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Operating – I-35W South BRT	Metro Transit	\$353,343	Support I-35W BRT Express Operating Service	Consistent – the Orange Line is shown as a funded transitway under current revenues. The TPP and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Operating – Light Rail	Metro Transit	\$24,536,206	Operating assistance for METRO Blue Line service between Downtown Minneapolis and the MSP Airport and	Consistent – both the Blue Line and Green Line are existing transitways.

			Mall of America, and METRO Green Line service between Target Field downtown Minneapolis and the Union Depot in St. Paul	
Operating – Northstar	Metro Transit	\$6,972,395	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	\$1,552,850	METRO Red Line BRT station-to-station service operating assistance	Consistent – Red Line is an existing transitway.
Gateway Corridor (Gold Line) – Pre-Project Development Support	Washington County	\$225,000	Fund project support activities between the end of the Gateway LPA and environmental analysis work and the start of the Project Development Phase including preparing environmental and engineering RFPs, preparing the project development application and establishing a project office.	Consistent – the Gateway corridor is shown with an LPA for the majority of the corridor in the 2040 TPP and is a funded transitway under the 2040 TPP current revenue scenario.
Red Rock Corridor	Washington County	\$135,000	Conduct station area planning activities for the Red Rock BRT corridor	Consistent – improvements to the Red Rock corridor are shown as funded in the 2040 TPP through CTIB’s phase I program of projects.