

# T Transportation Committee

Meeting date: August 13, 2012

Metropolitan Council Meeting date: August 22, 2012

## ADVISORY INFORMATION

Date: August 13, 2012

Subject: 2013 Capital and Operating Grant Applications to  
Counties Transit Improvement Board (CTIB)

District(s), Member(s): All

Policy/Legal Reference: Metropolitan Council Policy 3-2-2; 2008 MN Session  
Laws, Chapter 152, Article 4, Sec. 2, Subd. 5; and 2011  
MN Session Laws, 1<sup>st</sup> Special Session, Chapter 3, Article  
2, Sec. 2, Subd. 5

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Division/Department: Metro Transit and Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council authorize the Regional Administrator to apply for:

- Calendar year 2013 capital commitment from the Counties Transit Improvement Board (CTIB) for the following project:
  1. Southwest LRT (Green Line extension) Preliminary Engineering (PE) / Final Environmental Impact Analysis (FEIS): Est. \$23 million
- Calendar year 2013 grants from the Counties Transit Improvement Board (CTIB) for the following projects:

### Capital

2. I-35W South BRT (Orange Line) Expansion Vehicles: Est. \$825,000
3. Bottineau LRT Preliminary Engineering (PE) / Final Environmental Impact Analysis (FEIS): Amount to be determined by the Regional Administrator

### Operating

4. Hiawatha Light Rail (Blue Line) Operations: Est. \$11.5 million
5. Northstar Commuter Rail Operations: Est. \$7.9 million
6. I-35W South BRT (Orange Line) Lakeville Express Service: Est. \$145, 000
7. Cedar Avenue BRT (Red Line) Express Service including Facilities Operations & Maintenance: Est. \$400,000
8. Cedar Avenue BRT (Red Line) Station-to-Station Service including Facilities Operations & Maintenance: Est. \$1.65 million

## **Background**

CTIB was created in 2008 by enabling state legislation and the concurrence of five counties in the region (Anoka, Dakota, Hennepin, Ramsey, and Washington). Its purpose is to provide a dedicated source for capital and operating funds for transitway projects serving the five participating counties. CTIB first awarded grants in 2009 and will work with its Grant Evaluation and Ranking System Committee (GEARS) to evaluate grants and make funding recommendations.

The solicitation for applications for the current grant round were released on June 25, 2012. Guaranteed grant applications (operating grants for Cedar Ave BRT, Hiawatha, I-35W South BRT, and Northstar, and capital grants for I-35W South BRT) are due September 7, 2012. Discretionary capital grant applications (Bottineau, Northstar, Anoka Station and Southwest Corridor LRT) are due October 9, 2012.

Council action is a prerequisite for all grant applications in excess of \$250,000 or for applications that staff deem appropriate to bring before the Council.

Anoka County will submit a capital grant application for the Northstar Anoka Station.

## **Rationale**

For the Southwest LRT, the Council will request a commitment of \$23 million rather than submit a grant request. This is because CTIB previously authorized \$33 million for the Southwest LRT project and adequate funds remain in that authorization to fund CTIB's share of anticipated 2013 capital expenses. No additional grant funds are needed for 2013.

For the Bottineau Transitway, given the project's schedule uncertainty, the Regional Administrator and other Council staff are working with CTIB leadership and staff to develop the 2013 request amount. The locally preferred alternative (LPA), which consists of the transit mode and route, has not yet been selected by the Metropolitan Council and amended into the Transportation Policy Plan for the Bottineau Transitway. The Council also needs to authorize staff to work with the Federal Transit Administration to secure Bottineau's acceptance into competition for funding through the federal New Starts Program. Council and Hennepin County staff will work together to identify the schedule for these prerequisite activities and then estimate the amount of capital funds needed in 2013 to begin engineering and assemble environmental documentation for the Bottineau Transitway.

CTIB capital grant funds will contribute to capital projects identified in the Metropolitan Council's Transportation Policy Plan and assist in reaching the regional goal of doubling transit ridership by 2030. CTIB grant funds for operations will allow the Council to take advantage of this funding source and reduce the need to secure operating funds from other funding sources. In addition, state law limits state contributions to LRT operations to 50 percent of the net subsidy with the assumption that CTIB funds will be used to pay the remaining 50 percent of the net subsidy. In fiscal years 2012 and 2013, state law requires CTIB to fund at least 75 percent of the operating costs of any transitway which was operating with CTIB funding as of June 30, 2011. This increased contribution is reflected in the operating requests through June 30, 2013.

The Cedar Avenue (Red Line) Station-to-Station grant request amount provides for CTIB to pay approximately 60% of the net subsidy of that service. The Council's regional share of the service will be covered with CMAQ funds made available as a result of a recent CMAQ scope change approved by TAB. The scope change moved funds from an existing I-35W South operating and capital CMAQ grant to a new Cedar Avenue

operating CMAQ grant. As part of that funding package, the Council has agreed to fund the original 35W CMAQ grant bus purchases with a separate MTS CMAQ grant. This MTS CMAQ grant funding is considered a portion of the Council's contribution to the Red Line operating costs.

### **Funding**

Excluding the Bottineau Transitway, the funding and commitment requests listed above total an estimated \$45.4 million, with \$23.8 million requested for capital and \$21.6 million requested for operating. The listed grant amounts are estimates and will be finalized prior to the application deadlines. The Council will be advised of the final Bottineau Transitway capital request. CTIB requires that capital projects maximize the use and availability of federal funds and have a 10 percent non-federal contribution from the state or Metropolitan Council.

### **Known Support / Opposition**

No known opposition.