

Transportation Committee

Meeting date: October 12, 2015

For the Metropolitan Council meeting of October 14, 2015

Subject: CTIB 2016 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: Arlene McCarthy, Director MTS, 651-602-1754
Amy Vennewitz, Deputy Director Finance and Planning, 651-602-1058
Heather Johnson, Transportation Grants Coordinator, 651-602-1764
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council finds the nine grant applications (summarized in the Attachment) submitted to the Counties Transit Improvement Board (CTIB) for CY 2016 funding to be consistent with the Council’s 2040 Transportation Policy Plan adopted in January 2015.

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 2015 grant process, nine grant applications were submitted to the CTIB to receive funding during CY 2016. 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 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 the CTIB to award grants to the project applicants for CY 2016.

Funding

None required.

Known Support / Opposition

No known opposition.



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Project Name	Grant Applicant	Funding Requested	Project Description	Recommendation/Comments
Capital – Blue Line Extension (formerly Bottineau)	Metro Transit	\$17,760,000	Engineering Services during Project Development preceding FTA’s approval to enter Engineering	Consistent – the Blue Line Extension is shown with an approved LPA in the 2040 TPP and is a funded transitway in the TPP’s current revenue scenario.
Capital – Orange Line (I-35W South BRT)	Metro Transit	\$10,738,500	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 in the 2040 TPP and is a funded transitway in the TPP’s current revenue scenario.
Capital – Green Line Extension (SWLRT)	Metro Transit	\$99,314,531	Support Project Development phase and Engineering phase activities for the Southwest LRT project	Consistent – the Green Line Extension is shown with an approved LPA in the 2040 TPP and is a funded transitway in the TPP’s current revenue scenario.
Capital – Northstar Safety	Anoka County Regional Rail Authority	\$7,560,000	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. The 2040 TPP addresses a general need to make improvements to existing transitways; specific projects are not listed unless they are regionally significant.
Capital – Red Rock	Washington County	\$135,000	Update station area planning to reflect the BRT route that will be identified through the Implementation Plan.	Consistent – improvements to the Red Rock corridor are shown as funded in the 2040 TPP through CTIB’s phase I program of projects; development of an implementation plan is identified as the next step for this corridor.
Capital – Gold Line (Gateway)	Washington County	\$5,400,000	Support Project Development for the Gold Line (Gateway Corridor)	Consistent – the Gold Line is shown with an approved LPA in the 2040 TPP and is a funded

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Project Development				transitway in the TPP's current revenue scenario.
Capital – Gold Line (Gateway) Project Support Activities	Washington County	\$1,350,000	Project Support Activities for the Gold Line (Gateway Corridor), including: environmental work, internal staffing, station area planning and public engagement and preparation of materials to support the project's request to enter into Project Development	Consistent – the Gold Line is shown with an approved LPA in the 2040 TPP and is a funded transitway in the TPP's current revenue scenario.
Operating – Red Line (Cedar Avenue BRT) Express	Metropolitan Transportation Services	\$191,344	Support Express BRT service on the Red Line (Cedar Avenue Transitway)	Consistent – the Red Line (Cedar Avenue Transitway) is an existing transitway and the 2040 TPP and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Operating – Orange Line (I-35W South BRT) Express	Metro Transit	\$286,209	Support operating Orange Line (I-35W South BRT) express service	Consistent – the Orange Line is shown with an approved LPA in the 2040 TPP and is a funded transitway in the TPP's current revenue scenario. The plan and the adopted Regional Transitway Guidelines recognize express services as a component of highway BRT projects.
Operating – Light Rail	Metro Transit	\$23,194,427	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	\$6,755,400	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	\$1,725,010	METRO Red Line BRT station-to-station service operating assistance	Consistent – Red Line is a component of the existing Cedar Avenue Transitway.
Mall of America Improvements	Metro Transit	\$2,250,000	Mall of America Transit Station Renovation project which will improve the overall	Consistent – The Mall of America Transit Station renovation will

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			efficiency, operation and reliability of routes utilizing the Mall of America station.	serve the existing METRO Red Line and Blue Line operations.
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