

COUNTIES *Transit* Improvement BOARD

**Annual Report to the Legislature**  
**2016 Results**

**Submitted: February 1, 2017**

**it's about time**  
mnrides.org



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## 1.0 LETTER FROM BOARD CHAIR

The Counties Transit Improvement Board (CTIB) respectfully submits its 2016 Annual Report to the Legislature, as required by Minn. Statute Section 297A.992. This report highlights what CTIB has accomplished in 2016.

**Building out a regional system.** CTIB grants reach all corners of the region by supporting transitway projects in all five member counties. The Green Line (University Avenue and Southwest LRT) and Blue Line (Hiawatha and Bottineau LRT), along with Gateway Corridor (Gold Line BRT), Red Line (Cedar Avenue BRT), Orange Line (35W BRT), Northstar Commuter Rail and other projects, will connect our region like never before. These lines work hand-in-hand with Metro Transit's regular route bus, express bus and Arterial BRT services. Moreover, as required by statute, all of CTIB investments were consistent with the Metropolitan Council's Transportation Policy Plan, the region's transportation blueprint.

**Making an impact.** Last year, \$90 million in CTIB funding supported capital and operating costs of regional transitways, a third of which covered Metro Transit operating costs. Since 2008, CTIB has provided nearly a billion dollars in grant funding to transitway projects across the five member counties.

**Serving people and meeting demand.** In 2016, 23.97 million riders used regional transit services supported by CTIB funding, including the METRO Blue and Green lines (LRT), METRO Red Line (BRT) and Northstar Commuter Rail. These high-capacity, high-volume transit lines are increasing overall transit system usage, as riders are able to depend on reliable, high-frequency service, seven days a week. Specifically, light rail carried almost 27 percent of all Metro Transit's riders last year.

**Competing for transit-dedicated federal funding.** State law requires CTIB to maximize federal funding coming to Minnesota for expansion of the transit system. Competition for federal transit funding is fierce. If Minnesota does not actively compete for transit-dedicated federal funding, other states will take home Minnesota's tax dollars. To date, regional transit projects have secured \$1.48 billion in federal funding. Another \$2.69 billion would be delivered through the five transitways included in Phase 1 of CTIB's Program of Projects. To be clear, federal New Starts funds, the single biggest source of federal funds available for CTIB projects, can only be used for transit. They cannot be flipped to road projects.

**Other regions continue to invest in transit.** In 2017, 11 BRT, LRT, and commuter rail projects will open for service across the United States, following on the heels of 20 other transitway projects that opened in 2016. Another 11 transitways will begin construction this year. CTIB's investments help keep our region economically competitive and bring much-needed federal funds to Minnesota.

**Moving ahead in 2017.** In 2017, the Board and its member counties will continue advancing regional transit projects in order to connect the people of our region and beyond to the jobs and destinations they seek, while maintaining prudent fiscal oversight of transit sales tax revenues.

We welcome more detailed discussions with you or your staff about our work, and encourage you to schedule a meeting with any of our members if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Peter McLaughlin". The signature is written in a cursive style with a small dot at the end.

**Peter McLaughlin, Chair**

Counties Transit Improvement Board and Hennepin County Commissioner

612-348-7884 or [Peter.McLaughlin@hennepin.us](mailto:Peter.McLaughlin@hennepin.us)

[www.mnrides.org](http://www.mnrides.org)

## 2.0 EXECUTIVE SUMMARY

The Counties Transit Improvement Board's authorizing legislation, Minn. Stat. Section 297A.992, requires CTIB to report annually by February 1 to the House of Representatives and Senate committees having jurisdiction over transportation policy and finance concerning the transit sales tax revenues received and grants awarded by CTIB. This report provides the information required by statute along with additional information about the Counties Transit Improvement Board and its policies to provide background and context for legislators, as well as updates on the various projects in which CTIB invests.

### ACCOUNTABILITY AND OVERSIGHT PROVIDED BY ELECTED OFFICIALS

This report begins with a review of the Counties Transit Improvement Board's authorizing legislation and organizational structure (Sections 3 and 4). In 2008, the Minnesota Legislature enacted legislation that authorized metropolitan area counties to impose a transit sales tax for the purpose of funding transitway improvements. The Anoka, Dakota, Hennepin, Ramsey and Washington County Boards voted to approve the transit sales tax and to manage the proceeds of the sales tax through the Counties Transit Improvement Board, a joint powers board created in 2008.

Local elected officials provide direct oversight of transit sales tax proceeds. Two county commissioners from each of the five member counties serve on the Board, in addition to the Chair of the Metropolitan Council and ex-officio members from Carver and Scott Counties. The Board uses a weighted voting system to balance the interests of each member county. Fifty percent weight is given to each county's population, and fifty percent weight is given to the amount of sales tax revenue generated within each county.

In June 2016, the Board received notification from Dakota County that it intended to withdraw from CTIB effective January 1, 2019. If conditions on the Joint Powers Agreement are met, Dakota County's membership will end effective December 31, 2018.

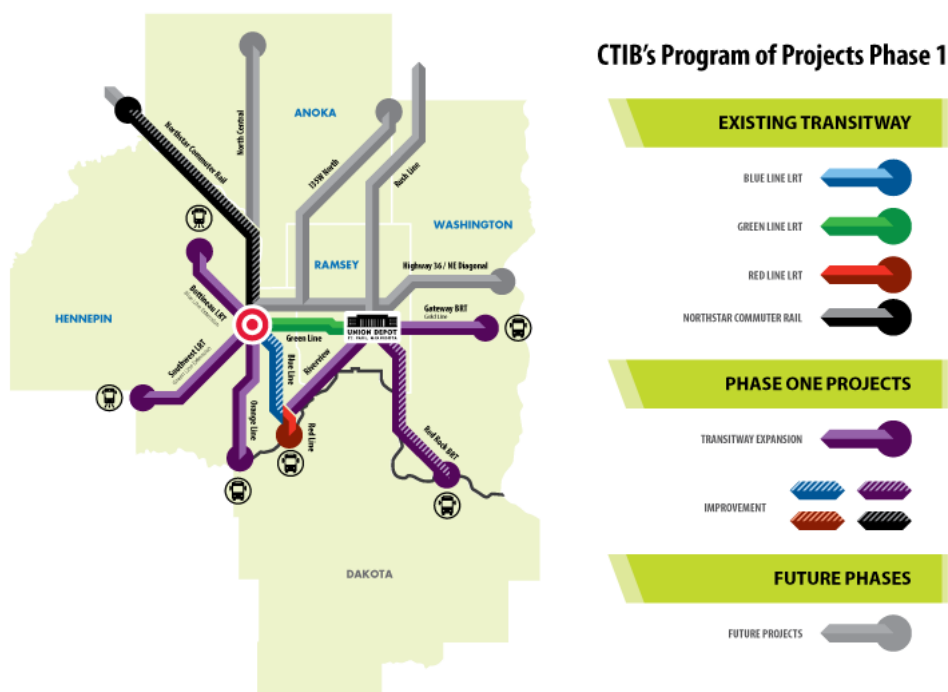
### ACHIEVING A SHARED REGIONAL VISION

The Counties Transit Improvement Board and the Metropolitan Council share a vision for a regional transit network that serves the full metropolitan area. CTIB's role is to provide capital and operating grant funding for transitways located within the five-county metropolitan transportation area (as defined by *Minn. Stat. 297A.992*). The five member counties of Anoka, Dakota, Hennepin, Ramsey and Washington Counties represent 90% of metropolitan area residents and 95% of metropolitan area businesses.

The Transit Investment Framework identifies the Board's vision for regional transitway development, as well as specific policies governing the use of sales tax proceeds (Section 5). CTIB's vision for the five-county metropolitan transportation area is a network of connected transitways that acts as a catalyst for economic development, increased system-wide transit ridership and further transit expansion. CTIB's investments will increase access to jobs, serve transit dependent populations, improve regional mobility and enhance transit service throughout the MTA. CTIB is committed to accelerating the development of multiple transitways simultaneously to the extent feasible.

The Counties Transit Improvement Board invests in projects of regional significance. The Counties Transit Improvement Board recognizes that transitways supported by CTIB will require substantial capital investment and infrastructure improvements, as well as a long-term commitment to operations, in order to build community trust in the permanence of the transitway.

The Program of Projects (“PoP”) Investment Strategy serves as a sophisticated financial plan for a 10-year build-out of regional transitway projects (Section 6). The Investment Strategy also identifies a set of Phase 1 projects that are eligible for funding from existing transit sales tax resources, as identified in the map below. Completing Phase 1 transitway projects will generate a \$5.5 billion investment in Minnesota’s economy. Significantly, Phase 1 projects inject more than \$2.65 billion in transit-dedicated federal funding, money otherwise not available to support Minnesota’s economy.



Map 1

### SECURING COMPETITIVE FEDERAL FUNDING

State law requires the Counties Transit Improvement Board to maximize opportunities to secure federal funding for regional transitway projects. CTIB fulfills its role in securing federal funding by providing funding commitments to projects that demonstrate viability and need (Section 7). The Counties Transit Improvement Board also supplies early cash-flow to help projects avoid schedule delays while project sponsors wait for federal funding to arrive.

CTIB funding commitments fast-track transit development by demonstrating to the federal government that the region is capable of meeting local matching fund requirements. Transitway projects with funding commitments from CTIB receive higher financial ratings, which helps Minnesota compete for federal funding. Since 2008, CTIB has committed \$1.3 billion in capital funding to regional transitway projects.

Funding commitments to the METRO Green Line LRT (Central Corridor) and METRO Red Line BRT (Cedar Avenue) projects were fulfilled in 2012. Current commitments include \$1,017,760,000 for three regional transitways under development: Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), and I-35W South BRT (METRO Orange Line).

To date, regional transitway projects have secured \$1.48 billion in federal funding. Another \$2.65 billion would be delivered to Minnesota through the six transitways included in Phase 1 of CTIB's Program of Projects. In addition, CTIB policies require grant projects to supply matching funds from federal, state or local sources, further increasing the impact of the transit sales tax.

**CTIB SUPPORTED TRANSITWAY PROJECTS - \$982.2 MILLION INVESTED TO DATE**

Section 8 provides an explanation of sales tax revenue received, and Section 9 details the grants that have been awarded since 2008. CTIB's goal is to accelerate transit development and catalyze economic development in the five counties of Anoka, Dakota, Hennepin, Ramsey and Washington by funding construction and operations for transitway corridors identified in CTIB's Transitway Vision Map (page 8).

Through grants awarded in 2008 - 2016, CTIB has provided nearly one billion dollars to ten transitway corridors: \$767.52 million in capital grants, \$214.69 million in operating grants, and \$11.77 million in guaranteed grants to Washington County. The transitway corridors where CTIB has invested capital or operating grant funds are identified in the map below.



Map 2

## 2016 RESULTS

Section 10 details the results of recent grant projects. In 2016, the Counties Transit Improvement Board provided \$90.1 million in grants to transitway projects serving each of the five CTIB member counties. These grants have resulted in tangible improvements to the transit system across the five-county area.

Notable 2016 highlights include:

- 24.3 million riders used regional transitways supported by CTIB operating grants, including the METRO Blue Line LRT, METRO Green Line LRT, Northstar Commuter Rail and METRO Red Line BRT services, which operate on 79 miles of guideway and serve 47 stations.
- 26.5% of all Metro Transit rides were provided by two light rail lines (METRO Blue Line & METRO Green Line).
- Southwest LRT (METRO Green Line Extension) earned federal approval for entry into the Engineering phase of work in December 2016, a significant milestone preceding the beginning of construction in 2017.
- The Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension) and I-35W BRT (METRO Orange Line) projects completed the environmental review process.
- Gateway BRT (METRO Gold Line) secured local approval for its refined Locally Preferred Alternative from all five cities and two counties.
- Continued progress on design and engineering plans for the Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), and I-35W South BRT (METRO Orange Line) projects.



*Image credit: Metropolitan Council, 2016*

## UPCOMING 2017 GRANT PROJECTS

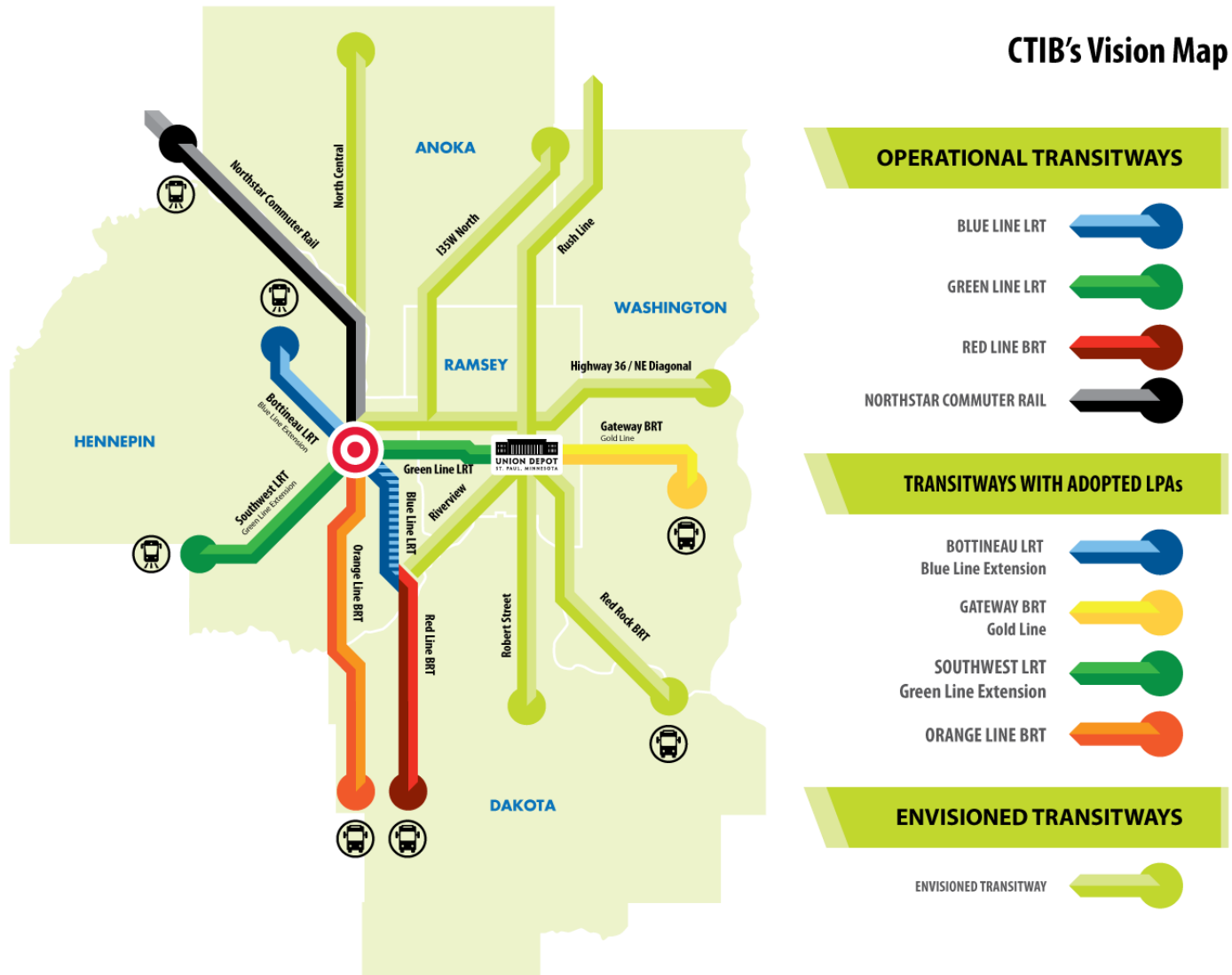
Finally, Section 11 provides a look-ahead to the projects receiving grant support during 2017. Building on the success of 2016 grants, CTIB awarded an additional \$287.4 million in grants for 2017 capital and operating needs. These grants will support the following activities during the coming year:



- The start of construction for the Southwest LRT (METRO Green Line Extension), I-35W South BRT (METRO Orange Line) and Bottineau LRT (METRO Blue Line Extension) projects.
- FTA approval for entry into Engineering for the Bottineau LRT (METRO Blue Line Extension) project, which will allow the project to make progress towards 100% design and to prepare for construction.
- FTA approval for entry into Project Development for the Gateway BRT (METRO Gold Line) project, a major milestone for the region's first bus rapid transit project in a dedicated guideway and an important link to regional transit for the east metro.
- Station area planning and community outreach for the Gateway Corridor BRT (METRO Gold Line) project.
- Station area planning for the Red Rock Corridor to prepare for future implementation of bus rapid transit service in the corridor.

These grant projects contribute towards the completion of the Counties Transit Improvement Board's vision (see map on page 8) for a regional network of transitways that acts as a catalyst for economic development, increased system-wide transit ridership, and further transit expansion.

COUNTIES TRANSIT IMPROVEMENT BOARD VISION FOR REGIONAL TRANSITWAYS



Map 3

### 3.0 AUTHORITY: LEGISLATION AND JOINT POWERS AGREEMENT

The Counties Transit Improvement Board was formed on April 1, 2008, when the counties of Anoka, Dakota, Hennepin, Ramsey and Washington approved the imposition of the quarter-cent sales tax and \$20 motor vehicle excise tax and approved the statutorily required joint powers agreement establishing a new board—the Counties Transit Improvement Board.

The Counties Transit Improvement Board was established pursuant to Minn. Statutes Section 297A.992 and Minn. Statutes Section 471.59, by joint powers agreement. The geographic area of the five counties is referred to as the Metropolitan Transportation Area (MTA). The counties of Carver and Scott have not imposed the taxes, but at the invitation of CTIB have joined the Board as ex officio, non-voting members. The Chair of the Metropolitan Council serves on CTIB as a voting member. By state law, every CTIB grant must be consistent with the transit portion of the Metropolitan Council’s Transportation Policy Plan.

The purpose of the joint powers agreement is to enable the parties to:

- Impose the transportation sales and use taxes and a motor vehicle excise tax, effective July 1, 2008;
- Fund major transit improvements, including debt service on obligations issued to finance such improvements; and
- Establish a joint powers board to receive and distribute funding for transit improvements in the metropolitan area in accordance with Minn. Statutes Section 297A.992.

CTIB’s joint powers agreement also sets forth the process for joining and withdrawing from CTIB, the weighted voting requirements, CTIB’s powers, the requirements for grants management (including grant eligibility criteria), and the rules governing issuance of debt.

## 4.0 ORGANIZATIONAL STRUCTURE: BOARD AND COMMITTEES

### 4.1 ROLE OF THE BOARD<sup>1</sup>

While the role of the Board as defined by statute is to invest the transit sales tax revenues in transitways and related improvements, CTIB plays a much larger role in transitway development in the region. Because CTIB and its member counties contribute nearly all of the non-federal funding for transitways in the region, CTIB and its members play a significant role in setting priorities for investment in collaboration with the Metropolitan Council. The intent of CTIB is to make its investments in a manner that will transform the region. Because CTIB's revenues are not sufficient to achieve its vision, however, it also acts as an advocate for additional transit funding from local, state and federal governmental entities and for related transit policy initiatives.

As a major funding partner and grant-making entity, the Board provides fiscal oversight for the use of transit sales tax proceeds and seeks to promote fiscal discipline in the use of its funds. The role of CTIB is not to develop, own or operate transitway projects. Given the known complexity of transitway development, CTIB will not duplicate the efforts of others.

### 4.2 COUNTIES TRANSIT IMPROVEMENT BOARD MEMBERSHIP

Each member county appoints two Commissioners as representatives and one Commissioner as an alternate to CTIB. On January 20, 2016, CTIB held its organizational meeting and elected its 2016 officers: Hennepin County Commissioner Peter McLaughlin, Chair; Washington County Commissioner Lisa Weik, Vice Chair; and Ramsey County Commissioner Jim McDonough, Secretary.

A representative of the Grant Evaluation and Ranking System (GEARS) Committee serves as an ex officio, non-voting member to CTIB to assist in developing strategies for leveraging transit funding, to provide support at the Legislature on transit initiatives, and to assist CTIB in reaching the transit vision set forth in the Transit Investment Framework. In 2016, the ex-officio GEARS representative to CTIB was Mayor Mary Stephens from the City of Woodbury.

The 2016 members of the Board are listed in Table 1. Note that the number of votes allocated to each county is apportioned by the Joint Powers Agreement formula based equally on sales tax revenues and county population.

In June 2016, the Board received notification from Dakota County that it intended to withdraw from CTIB effective January 1, 2019. If conditions on the Joint Powers Agreement are met, Dakota County's membership will end effective December 31, 2018.

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<sup>1</sup> Transit Investment Framework, Part 3, Role of the Board

**Table 1: 2016 Counties Transit Improvement Board Members**

<b>Member Organization</b>	<b>Members</b>	<b>Alternate</b>	<b>Number of Votes</b>
Anoka County	Commissioner Matt Look Commissioner Scott Schulte	Commissioner Mike Gamache	10
Dakota County	Commissioner Tom Egan Commissioner Nancy Schouweiler	Commissioner Mary Liz Holberg	13
Hennepin County	Commissioner Peter McLaughlin Commissioner Mike Opat	Commissioner Marion Greene	47
Ramsey County	Commissioner Jim McDonough Commissioner Rafael Ortega	Commissioner Victoria Reinhardt	18
Washington County	Commissioner Karla Bigham Commissioner Lisa Weik		7
Metropolitan Council	Chair Adam Duinick	Councilmember Lona Schreiber	5
Carver County (Ex officio)	Commissioner Randy Maluchnik		0
Scott County (Ex officio)	Commissioner Jon Ulrich	Commissioner Michael Beard	0
GEARS Committee (Ex officio)	Mayor Mary Stephens City of Woodbury		0

#### **4.3 GRANT EVALUATION AND RANKING SYSTEM (GEARS) COMMITTEE**

Pursuant to the requirements of Minn. Statutes Section 297A.992, subd. 5, CTIB established a Grant Evaluation and Ranking System (GEARS) Committee. Following objective criteria established by CTIB, the GEARS Committee is responsible for evaluating grant applications and providing CTIB with a selected list of transportation projects that includes a priority ranking.

The 2016 GEARS Committee elected City of Fridley Mayor Scott Lund as Chair and Washington County Commissioner Karla Bigham as Vice Chair. The selection of city representatives to the GEARS Committee was coordinated by the Association of Metropolitan Municipalities, as required by CTIB's authorizing legislation. Each member county appointed a Commissioner as well. The 2016 GEARS Committee members are listed below in Table 2.

**Table 2: 2016 GEARS Committee Members**

<b>GEARS Members, Allocated by Member Organization</b>	<b>County Representative</b>	<b>County Alternate</b>	<b>City Representatives</b>
Anoka County	Commissioner Matt Look	Commissioner Scott Schulte	Mayor Scott Lund City of Fridley
Dakota County	Commissioner Mary Liz Holberg		Councilmember Ruth Grendahl City of Apple Valley
Hennepin County	Commissioner Marion Greene	Commissioner Jan Callison	Councilmember Aaron Kuznia City of Hopkins Councilmember George Selman City of Robbinsdale Councilmember Kevin Reich City of Minneapolis
Ramsey County	Commissioner Toni Carter	Commissioner Janice Rettman	Councilmember Ady Wickstrom City of Shoreview Councilmember Russ Stark City of St. Paul
Washington County	Commissioner Karla Bigham	Commissioner Lisa Weik	Mayor Mary Giuliani Stephens City of Woodbury
Metropolitan Council			Councilmember Lona Schreiber Councilmember Katie Rodriguez

## 5.0 TRANSIT INVESTMENT FRAMEWORK: VISION AND POLICIES

The Transit Investment Framework (“Framework”) sets out CTIB’s vision for regional transitway development and establishes a core set of priorities, requirements, and financial principles for CTIB’s grant-making activities.<sup>2</sup>

In April 2016, CTIB adopted an amendment to the Framework to provide policies for the Board’s review of requests for the expenditure of grant funds pursuant to pre-award authority or a Letter of No Prejudice from the Federal Transit Administration.

### 5.1 VISION

The Counties Transit Improvement Board’s vision for the five-county MTA is a network of connected transitways that acts as a catalyst for economic development, increased system-wide transit ridership and further transit expansion. CTIB’s investments will increase access to jobs, serve transit dependent populations, improve regional mobility and enhance transit service throughout the MTA. CTIB is committed to accelerating the development of multiple transitways simultaneously to the extent feasible.

CTIB recognizes that transitways supported by CTIB will require substantial capital investment and infrastructure improvements, as well as a long-term commitment to operations, in order to build community trust in the permanence of the transitway. The intent of CTIB is to invest in projects of regional significance.

### 5.2 POLICIES ESTABLISHING THE BOARD’S PARTICIPATION AS A FUNDING PARTNER

The Framework identifies a set of principles, policies and practices to guide CTIB’s participation as a funding partner through the award of capital and operating grants.

#### **Capital**

As a general rule, CTIB’s capital funding share for an eligible transitway project is 30 percent or less. Since federal funding typically is not available until the construction phase of work (after execution of the federal full funding grant agreement), CTIB may contribute up to 60 percent of capital costs for the project development and engineering phases of work. This policy approach allows the CTIB to provide needed early cash flow to projects to help avoid schedule delays. In the case of transitway improvement projects, CTIB considers a capital contribution on a case-by-case basis after consideration of available funds.

Under certain circumstances, CTIB may choose to contribute more than 30 percent to an eligible transitway or transitway improvement project if:

- The increased CTIB contribution will either accelerate the development of the transitway project, decrease the total costs of the transitway project, or both;

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<sup>2</sup> [http://www.mnrides.org/sites/default/files/downloads/transit\\_investment\\_framework\\_adopted\\_april\\_2016.pdf](http://www.mnrides.org/sites/default/files/downloads/transit_investment_framework_adopted_april_2016.pdf)

- CTIB’s increased funding share is consistent with CTIB’s PoP Investment Strategy; and
- CTIB finds the Risk Assessment and Risk Mitigation Plan prepared by the project sponsor to be acceptable.

## Operating

CTIB’s contribution to the operations of an eligible transitway will not exceed 50 percent of the net operating costs. Net operating costs are defined as the portion of operating costs remaining after certain operating revenues are accounted for, including: passenger fares, designated federal funds, advertising revenue, interest income, and other miscellaneous operating revenues.<sup>3</sup>

To be eligible for an operating grant, CTIB must first invest in the capital project, and then approve a long-term operating funding commitment. See Section 8 for details on CTIB’s funding commitment policies and practices.

### 5.3 POLICIES ESTABLISHING PROCESS FOR SOLICITATION, EVALUATION & AWARD OF GRANTS

Pursuant to Minn. Statutes Section 297A.992, the Framework identifies a timeline, procedures and eligibility criteria for an annual grant solicitation. State law also requires that applicants must provide certain information, including estimated cost of the project, the amount of the grant sought, possible sources of funding in addition to the grant sought, and identification of any federal funds that will be utilized if the grant is awarded. Further, applicants for capital grant funding must identify the source of money necessary to operate the transitway.

The eligibility criteria identified in the Framework are used by the GEARS Committee to evaluate grant applications and to make recommendations to CTIB, and by the Board to select and award grants. In summary, the grant eligibility criteria require project applicants to demonstrate that the proposed grant project is:

- Consistent with the most recent version of the Metropolitan Council’s Transportation Policy Plan;
- Consistent with CTIB’s POP Investment Strategy;
- Consistent with state requirements that grant awards maximize the availability and use of federal funds;
- Supported by other funding partners, as demonstrated through the availability of local matching funds and resolutions of support from each county in which the transit project is located; and
- Consistent with state and CTIB requirements that grant funds may only be used for certain eligible uses.

CTIB retains the right to establish additional criteria on an annual basis to supplement the criteria specified in the Framework in order to set priorities, address funding short-falls, and/or maximize funding

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<sup>3</sup> Master Operations Funding Agreement for Transitway Service



availability. The grant eligibility criteria used for the 2016 annual grant solicitation for grants payable in 2017 are detailed in Appendix B.

#### 5.4 POLICIES ESTABLISHING BOARD OVERSIGHT OF THE USE OF GRANT FUNDS

The Counties Transit Improvement Board and its member counties contribute 80 percent of the non-federal funding for transitways in the region. The State of Minnesota contributes the remaining 20 percent share. As a major funding partner and grant-making entity, CTIB provides fiscal oversight for the use of transit sales tax proceeds and seeks to promote fiscal discipline in the use of its funds.

##### **Financial Principles**

CTIB adopted a set of financial principles to establish performance thresholds necessary to ensure good stewardship of Board resources, including the following key principles:

- CTIB will manage its financial business so that funding commitments to grantees can be met in the amounts and timing consistent with those commitments.
- Unless approved by CTIB in response to a project's unique circumstances, grants will not be paid out in a way that significantly distorts the balance of contributions to, or distribution of risk of, a project from its array of funding sources.
- CTIB will anticipate its revenues and funding needs to develop an investment strategy that uses cash receipts and the prudent use and timing of debt issuance to meet obligations to grantees and plan for prospective grant activities.
- CTIB will strive to be realistic regarding anticipated revenues and to maintain reserves determined prudent to meet the Board's financial commitments and financial management objectives.

The full set of financial principles is articulated in further detail in the Framework.<sup>4</sup>

##### **Technical Readiness Review**

CTIB's funding is made available to projects that demonstrate technical readiness, including project feasibility, project design, a reliable schedule and cost estimate, and a financial plan to build and operate the project. Funding will be available only after the selection of a locally preferred alternative (LPA), adoption in the current Transportation Policy Plan, and FTA approval to commence Project Development, if applicable. Funding is not available for studies, including alternatives analyses, except for studies sponsored by Washington County using its guaranteed grant funds.

As part of its annual update to the PoP Investment Strategy, CTIB conducts a technical readiness review of each proposed transitway and transitway improvement project with an independent technical advisor. In addition, technical readiness is further evaluated during the annual grant solicitation.

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<sup>4</sup> Transit Investment Framework, Attachment C

## **Risk Assessment and Mitigation Plan**

All applicants for a capital funding commitment or for a capital funding share greater than 30 percent are required to complete an acceptable Risk Assessment and Mitigation Plan. The Risk Assessment and Mitigation Plan is updated on an annual basis for as long as CTIB funding is requested.

The purpose of the Risk Assessment and Mitigation Plan is to assess the reliability of the project scope, cost estimate, and schedule over the course of the project life. CTIB's independent technical advisor reviews the Risk Assessment and Mitigation Plan and provides recommendations to CTIB on additional mitigation measures to consider.

The Risk Assessment and Mitigation Plan must include information on:

- The scope, schedule, cost and financial plan of the project;
- Uncertainties associated with implementation of the project, and the implication of those uncertainties on the project scope, schedule and cost;
- Measures and responsibilities for mitigating the significant risks;
- Community and political support; and
- Any additional information required by CTIB as needed to support its consideration of the applicant's request.

## **Program of Projects (PoP) Investment Strategy**

The PoP Investment Strategy is five-year financial plan that balances anticipated resources and expected grant awards. The PoP Investment Strategy informs CTIB's decisions related to funding commitments and the annual grant solicitation, including the identification of CTIB Transitways and Transitway Improvement Projects eligible to apply for grants. The PoP Investment Strategy is described in more detail in Section 8 of this report.

## **Periodic Financial Reports and Monitoring of Grant Disbursements**

Once the CTIB awards a grant and executes a grant agreement, the project sponsor is then responsible for providing CTIB with periodic financial reports that provide information on actual expenditures to-date and projections for the remaining term of the grant agreement. CTIB may adjust its grant disbursement schedule to reduce grant payments as needed in the event that actual expenditures are less than anticipated, or if there is a short-fall in required matching funds from other project funding partners.

## 6.0 PROGRAM OF PROJECTS INVESTMENT STRATEGY

The purpose of CTIB's Program of Projects Investment Strategy ("PoP Investment Strategy") is to assist CTIB in identifying specific CTIB Transitways which will be eligible for grant funding from existing sales tax resources.

CTIB developed the PoP Investment Strategy because it is committed to:

- Building a regionally-balanced, catalytic transitway system;
- Accelerating the development of multiple transitways at once;
- Minimizing the cost of delays;
- Achieving system benefits more quickly; and
- Maximizing federal funding through the strategic use of sales tax revenues.

Revenue from CTIB's sales, use and excise tax place this region in a relatively unique position in the national competition for federal funding by providing a dedicated funding source for transitway capital and operating needs. Federal officials from the U.S. Department of Transportation and the FTA have indicated FTA's willingness to fund more than one full funding grant agreement (FFGA) in a region simultaneously. Further, these officials have stated that FTA welcomes the addition of good projects to the FTA Capital Investment Grant program, which provides funding for New Starts and Small Starts projects.

### 6.1 PURPOSE OF THE POP INVESTMENT STRATEGY

The purpose of CTIB's PoP Investment Strategy is to assist CTIB in identifying the specific CTIB Transitways and Transitway Improvement Projects which will be eligible for CTIB funding from existing sales tax resources. The PoP Investment Strategy serves as a five-year financial plan that programs CTIB's financial resources (cash and bonds) for specific purposes. Due to limited resources, existing sales tax revenue is dedicated to the set of projects identified as CTIB's Phase 1 Program of Projects. In summary, the PoP Investment Strategy is used for the following purposes:

- Serves as a 5-year financial plan;
- Informs CTIB in its decisions related to funding commitments and the annual grant solicitation;
- Assists CTIB in identifying specific CTIB Transitways and Transitway Improvement Projects eligible for funding from existing sales tax resources;
- Assists CTIB in planning for the issuance of bonds;
- Examines opportunities for acceleration; and
- Tracks the future demand and unmet needs of CTIB Transitways and Transitway Improvement Projects not currently eligible for funding.

## 6.2 PHASE 1 PROJECTS

Based on a combination of project technical readiness, regional balance, and analysis of available resources, the Counties Transit Improvement Board identified a set of Phase 1 projects that are eligible for grant funding from existing sales tax resources. The PoP Investment Strategy presents a funding plan that includes aggressive pursuit of federal dollars and the strategic application of CTIB's current sales tax to maximize the impact of its investments.

Through the 2016 PoP Investment Strategy, the following projects have been identified as Phase 1 of CTIB's Program of Projects:

### PHASE 1 CTIB TRANSITWAYS

- Southwest LRT (METRO Green Line Extension)
- Bottineau LRT (METRO Blue Line Extension)
- I-35W South BRT (METRO Orange Line)
- Gateway BRT (METRO Gold Line)
- Riverview LRT (if selected as the LPA)

### PHASE 1 TRANSITWAY IMPROVEMENT PROJECTS

- Mall of America Station Improvements
- METRO Blue Line vehicles
- METRO Red Line Cedar Grove Access
- Northstar Safety Improvements – Armstrong Boulevard
- Northstar Safety Improvements – Hanson Boulevard
- Red Rock Highway BRT

The anticipated schedules for all Phase 1 transitway and transitway improvement projects are described in Figure 1 and Figure 2 on the following pages. A map of Phase 1 projects is also provided in the introduction to this report on page 5.

## 2016 POP Phase 1 Transitway Project Schedules - Submitted and Standardized As discussed July 2016

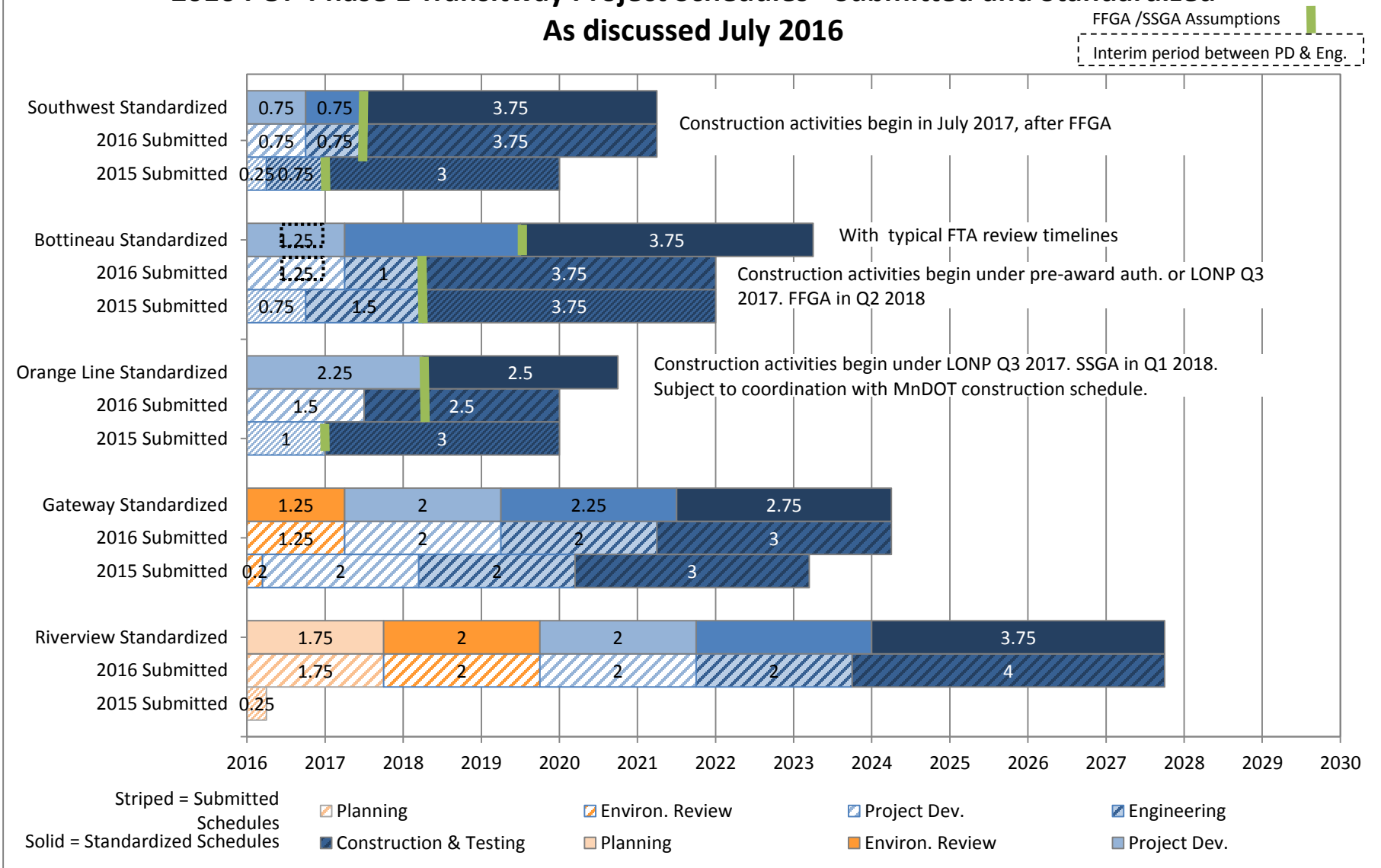


Figure 1

## POP Phase 1 Transitway Improvement Projects, as discussed July 2016

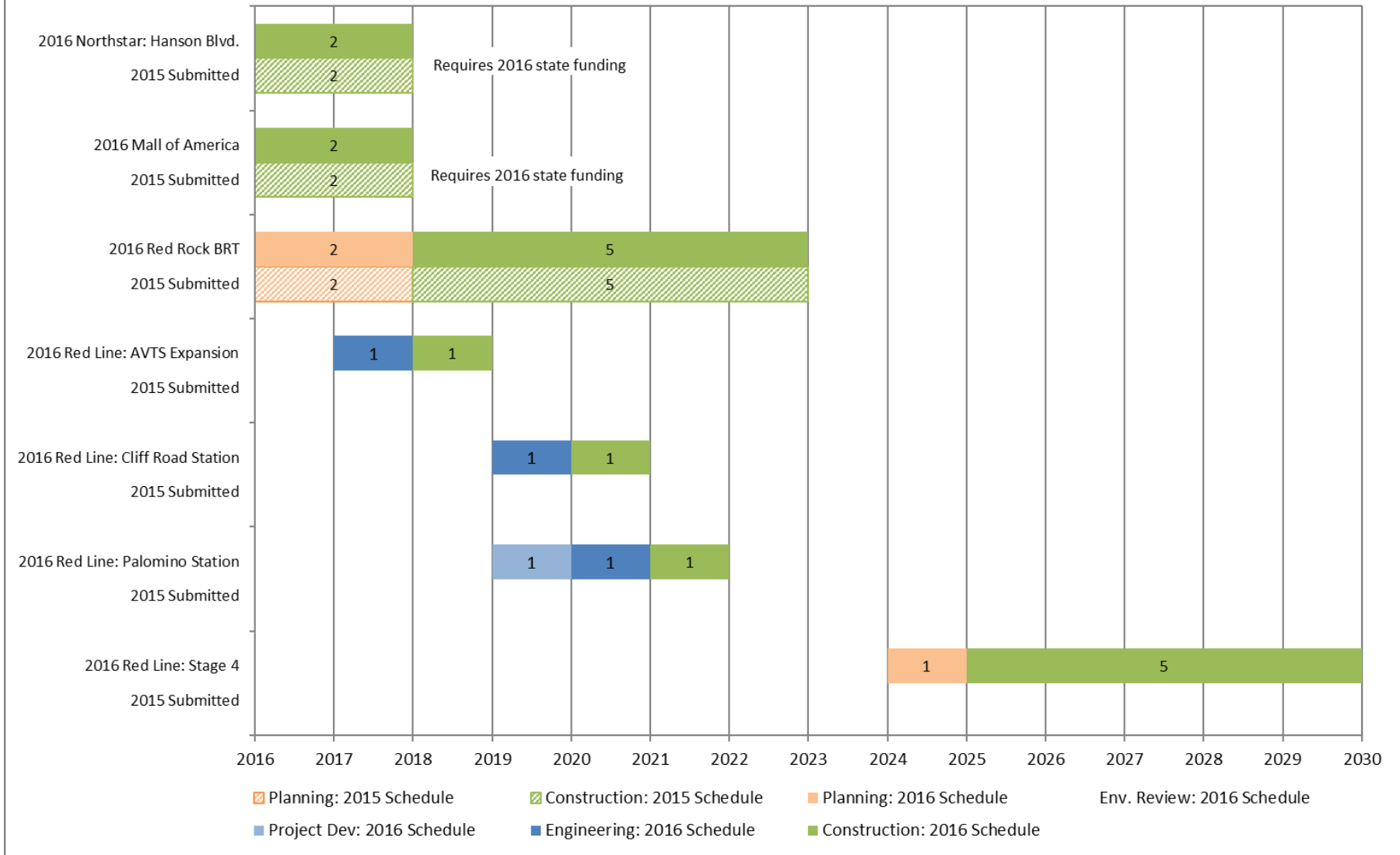


Figure 2

### 6.3 FUNDING SOURCES FOR PHASE 1 PROJECTS

Each Phase 1 project is supported by several funding sources, including federal, state, CTIB, local and private. The anticipated capital funding sources and amounts for Phase 1 projects are summarized in Table 3 below.

The Counties Transit Improvement Board uses a sophisticated financial model to project financial capacity for future grant funding needs and to program the use of cash and debt. This model is updated on an annual basis with updated project cost estimates and anticipated funding sources. CTIB recognizes that project data will change over time as technical work advances and as decisions about project scope and budget are made. Table 3 on the following page represents the best information available to CTIB as of December 2016.

### 6.4 POP INVESTMENT STRATEGY SUMMARY

The analysis performed for the PoP Investment Strategy Summary reveals that CTIB's existing quarter-cent transit sales tax allows CTIB to fund its share of Phase 1 projects. Each project will require additional funding from other sources, as noted in Table 3.

The PoP Investment Strategy programs CTIB's funding for specific projects in five-year increments, but the PoP Investment Strategy relies on a 30-year cash flow model that incorporates debt and inflation assumptions.

In developing the 2016 update to the PoP Investment Strategy, CTIB considered the following financial factors: lack of state funding for several capital projects (Southwest LRT, Bottineau LRT, Orange Line BRT, Gateway BRT, Mall of America Station improvements, and Northstar Commuter Rail safety improvements at Hanson Boulevard), increased capital costs for the Southwest LRT and Bottineau LRT projects, increased operating costs above previous projections (6% compared to 3.15%), the future withdrawal of Dakota County from CTIB, and weakening sales tax performance.

As a result of these factors, several changes were made to the underlying assumptions of the PoP Investment Strategy, including: continued use of more conservative sales tax projections, removal of sales tax attributed to Dakota County beginning in 2019, corresponding removal of future capital and operating funding for transitway projects located within Dakota County to reflect future withdrawal from CTIB, changes to capital funding for specific projects, and modifications to debt assumptions and timing of grant payments.

Any additional increases in project budgets due to scope expansions or schedule delays would result in a funding shortfall. Additionally, any reduction in CTIB's available revenue due to unanticipated diversion of funds or economic factors would result in a funding shortfall. In either situation, CTIB would be required to consider removing a project from Phase 1.

**Table 3: PoP Phase 1 Capital Costs by Funding Partner, as of December 2016**

	Federal	CTIB	State	Local/ Other	Met Council	Other	Project Total
Bottineau LRT	733.3	463.9	149.6	149.6	-	-	1,496.4
Gateway BRT	172.9	155.3	45.7	45.7	-	-	419.6
Orange Line BRT	82.6	30.0	15.0	14.9	0.2	7.9	150.7
Riverview LRT (Standard cost est.)	700.0	420.0	140.0	140.0	-	-	1,400.0
Southwest LRT	928.8	516.5	0.4	163.7	7.3	240.8	1,857.7
<b>Phase 1 Transitways</b>	<b>2,617.60</b>	<b>1,585.70</b>	<b>350.70</b>	<b>513.90</b>	<b>7.50</b>	<b>248.70</b>	<b>5,324.40</b>
Blue Line - 5 vehicles	-	6.0	-	-	14.0	-	20.0
Northstar - Safety Imp. Armstrong	1.5	10.2	11.6	5.2	-	9.0	37.5
Northstar - Safety Imp. Hanson	-	7.6	12.6	2.5	-	2.5	25.2
Red Line BRT - Cedar Grove	-	10.4	1.3	1.3	-	-	13.0
MOA Station	7.0	2.3	8.8	-	1.9	5.0	25.0
Red Rock BRT	24.0	16.2	6.0	7.8	-	-	54.0
<b>Transitway Improvement Projects</b>	<b>32.5</b>	<b>52.7</b>	<b>40.3</b>	<b>16.8</b>	<b>15.9</b>	<b>16.5</b>	<b>174.7</b>
<b>Total Capital Indication</b>	<b>2,650.10</b>	<b>1,638.40</b>	<b>391.00</b>	<b>530.70</b>	<b>23.40</b>	<b>265.20</b>	<b>5,499.10</b>



## 7.0 FUNDING COMMITMENTS

The Counties Transit Improvement Board’s authorizing legislation requires CTIB to maximize the use and availability of federal funding. In order to meet these expectations, CTIB has made several key commitments to provide funding for operating costs and for the local match for federally-funded capital projects (e.g., the Southwest LRT Project). This section summarizes current and past funding commitments approved by CTIB.

### 7.1 PURPOSE OF FUNDING COMMITMENTS

**Funding commitments help secure federal funding for projects.** The federal New Starts and Small Starts funding programs generally require a local commitment of at least 50 percent of the total capital costs in order to be competitive against other applications across the country. Since federal funding is not available until the project starts construction, local partners are responsible for making projects ready for construction by funding all environmental reviews, design, engineering and route analyses.

Funding commitments made by CTIB are included in applications for federal funding and influence the project rating. Under federal law, project financial plans and funding sources are evaluated for reliability. Because CTIB has a dedicated source of funding for its commitments (the transit sales tax), projects earn higher project ratings and federal officials show increased confidence in the region’s ability to meet local funding requirements.

**Capital funding commitments pay for early construction and help minimize delays.** In addition to committing to pay at least 30 percent of total capital costs, CTIB assumes the early risk in project development by providing up to 60 percent of early costs for the project development and engineering phases of work. This funding allows projects to stay on schedule and minimizes the logistical and financial impacts from the uncertain timing of federal funding.

**Operating funding commitments provide property tax relief.** Prior to the formation of CTIB, county regional railroad authorities provided the 50 percent local share of net operating costs using property tax dollars. By committing to use transit sales tax revenue for these operating costs, CTIB has provided approximately \$168.8 million in local property tax relief.

### 7.2 BOARD REQUIREMENTS FOR FUNDING COMMITMENTS

A funding commitment must comply with all applicable terms and conditions of CTIB’s joint powers agreement and resolutions approved by the Board. In addition, a project sponsor must meet the following criteria set forth in the Framework:

#### CAPITAL FUNDING COMMITMENT CRITERIA

1. The transitway project is consistent with CTIB’s PoP Investment Strategy;
2. Prior to CTIB’s commitment, all other local (non-state and non-federal) funding partners must have made their commitments;

3. CTIB's funding commitment is necessary to secure third party (non-county) funding commitments;
4. A request for a funding commitment includes a resolution of support from each county in which the transitway is located. A request for a funding commitment for a Transitway Improvement Project includes a resolution of support from the county in which the Transitway Improvement Project is located;
5. The project sponsor has submitted an acceptable Risk Assessment and Mitigation Plan; and
6. The terms and conditions of the funding commitment shall be fulfilled through the annual grant agreement.

#### OPERATING FUNDING COMMITMENT CRITERIA

1. A commitment to fund operations is independent of a commitment to fund the capital costs of a project. CTIB's commitment to fund net operating costs of any transitway is not guaranteed and will be determined on a case-by-case basis;
2. A funding commitment of CTIB will not exceed 50 percent of the net operating costs of a CTIB Transitway; and
3. The terms and conditions of the funding commitment shall be fulfilled through the annual grant agreement.

### 7.3 APPROVED FUNDING COMMITMENTS

#### CAPITAL FUNDING COMMITMENTS

Since 2008, CTIB has made capital funding commitments to five transitway projects:

- **METRO Green Line LRT (Central Corridor):** CTIB committed funding for 30 percent of the capital costs of the transitway and 10 percent of the three in-fill stations in St. Paul, up to a maximum of \$300 million. In total, CTIB provided grants in the amount of \$283,950,000 for the project. CTIB completed this funding commitment in 2012, and the line opened for passenger service in mid-2014 as the METRO Green Line. **Status: Completed**
- **METRO Red Line BRT (Cedar Avenue):** CTIB committed funding for 30.9 percent of construction costs of the Phase 1 bus shoulder lanes, up to a maximum of \$17.7 million. CTIB completed this funding commitment in 2011, and the line opened for passenger service in June 2013 as the METRO Red Line. **Status: Completed**

**Southwest LRT (METRO Green Line Extension):** In 2015, CTIB committed funding for 60 percent of the total costs of the Project Development phase, up to a maximum amount of \$88.6 million. In 2016, CTIB also committed funding for 60 percent of the total costs of the Engineering phase of work, up to a maximum amount of \$152.78 million. Also in 2016, CTIB approved a modified full funding commitment for 27.8 percent of the total costs of the transitway, up to a maximum of \$516.5 million, subject to the condition that the Metropolitan Council issue \$103,500,000 in Certificates of Participation to complete the funding needed for the State's 10 percent share. The Board also committed to reimburse the Metropolitan Council an amount equal to 11.35% of the

annual payment actually appropriated and paid by the Metropolitan Council for payments dues on its Certificates of Participation, up to a maximum amount defined in the resolution. The full funding commitment sets an overall maximum limit on CTIB’s contribution to the project. To date, a total of \$271.3 million in grant funding has been awarded to the project.

- Bottineau LRT (METRO Blue Line Extension):** In 2014, CTIB committed funding for 60 percent of the total costs of the project development phase, up to a maximum of \$27.6 million. In 2016, CTIB approved a full funding commitment for 30.19 percent of the total costs of the transitway, up to a maximum of \$463.76 million. In 2017, CTIB anticipates receiving a request for an Engineering phase funding commitment, in the amount of \$83.3 million. To date, a total of \$102 million in grant funding has been awarded to the project.
- I-35W South BRT (METRO Orange Line):** In 2014, CTIB committed funding for 60 percent of the total costs of the Project Development phase, up to a maximum of \$6 million. In 2016, CTIB approved a full funding commitment for 24.9% of the total costs of the transitway, up to a maximum of \$37.5 million, subject to the condition that \$7.5 million in funding for the project is identified, to be worked out between the project sponsors and Dakota County. To date, a total of \$10.9 million in grant funding has been awarded to the project.
- Gateway BRT (METRO Gold Line):** In early 2017, the Board plans to provide a funding commitment for a 60 percent share of the total costs of the Project Development phase, up to a maximum of \$15 million. CTIB is scheduled to consider this funding commitment request at its February 2017 meeting. To date, \$6 million in grant funding has been awarded to the project.

**Table 4: Status of Capital Funding Commitments, in thousands**

Transitway Project	PD	Eng.	Full	Total Funding Committed	Status
METRO Green Line LRT	--	--	\$300,000	\$283,950	Completed
METRO Red Line BRT	--	--	\$17,700	\$17,700	Completed
Southwest LRT (Green Line Extension)	\$88,600	\$152,786	\$516,500	\$516,500	Ongoing
Bottineau LRT (Blue Line Extension)	\$27,600	TBD	\$463,760	\$463,760	Ongoing
I-35W South BRT (Orange Line)	\$6,000	n/a	\$37,500	Up to \$37,500 <sup>5</sup>	Ongoing
<b>Total</b>				<b>\$1,319,410</b>	

<sup>5</sup> Subject to conditions identified in Board Resolution #41-2016

## OPERATING FUNDING COMMITMENTS

To date, the Counties Transit Improvement Board has adopted resolutions committing to fund the 50 percent local share of net operating costs for seven transitways:

- Hiawatha LRT (Blue Line)<sup>6</sup>
- Northstar Commuter Rail<sup>8,9</sup>
- New and expanded Cedar Avenue BRT<sup>8</sup>
- New and expanded I-35W South BRT<sup>8</sup>
- Central Corridor LRT (Green Line)<sup>8</sup>
- Southwest LRT (Green Line Extension)<sup>7</sup>
- Bottineau LRT (Blue Line Extension)<sup>8</sup>

## WASHINGTON COUNTY GUARANTEED GRANTS

In accordance with the Joint Powers Agreement, each county was eligible for annual grants of at least one percent of the estimated total sales tax proceeds for the calendar years 2009, 2010 and 2011, if a transitway project within the county did not receive a capital or operating grant in that year. In 2008, Washington County was awarded a one percent guaranteed grant in the amount of \$950,000.

In 2009, CTIB agreed that Washington County would be eligible for grants of at least three percent of the estimated total annual sales tax for the years 2010-2013. Such grants receive priority funding and may be used for studies and planning. The intended outcome of these special guaranteed grants was to accelerate the early stages of transitway development in Washington County. The fourth and final three percent guaranteed grant was awarded in 2012 (payable in 2013).

Since 2008, the total amount of funding awarded to Washington County projects through the one percent and three percent guaranteed grants is \$11.77 million. The projects supported by these grants varies from year to year and include the Gateway Corridor (\$4.86 million), the Red Rock Corridor and the Newport Transit Center (together \$3.66 million), and the Rush Line Corridor (\$363,000). The remainder of the guaranteed grant awards is being held in reserve for future use on Washington County priority projects.

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<sup>6</sup> Board resolution adopted August 20, 2008

<sup>7</sup> Board resolution adopted August 20, 2014

<sup>8</sup> Board resolution adopted August 17, 2016

## 8.0 TRANSIT SALES TAX REVENUES RECEIVED

Minn. Statutes Section 297A.992 requires that the Counties Transit Improvement Board's Annual Report to the Legislature specifically address the transit tax revenue received by CTIB since the enactment of the tax. Table 5 summarizes the transit tax receipts from 2008 through 2016

**Table 5: Transit Tax Receipts, 2008 - 2016**

	Total Department of Revenue Receipts	Department of Revenue Collection Costs	Net Transferred to Board
<b>2008 (September – December Only)</b>	\$29,109,595	(\$411,131)	\$28,689,464
<b>2009</b>	\$89,822,249	(\$1,109,030)	\$88,713,218
<b>2010</b>	\$92,339,888	(\$1,011,534)	\$91,328,355
<b>2011</b>	\$98,269,154	(\$1,022,688)	\$97,246,466
<b>2012</b>	\$102,960,969	(\$1,035,176)	\$101,925,793
<b>2013</b>	\$109,371,246	(\$1,043,990)	\$108,336,256
<b>2014</b>	\$114,629,041	(\$1,000,207)	\$113,628,834
<b>2015</b>	\$117,669,580	(\$987,496)	\$116,682,083
<b>2016</b>	\$120,498,662	(\$947,581)	\$119,551,081

## 8.1 BONDS

In December 2010, the Counties Transit Improvement Board issued a \$102,810,000 note to fund capital grants for the Green Line LRT (Central Corridor) project. The note was purchased at a premium (a price above 100 percent), which resulted in \$110,000,000 becoming available for capital grants. The borrowing was sized so that, together with cash-on-hand and 2011 and 2012 sales tax collections, it would meet CTIB's funding commitments through 2012. Bond proceeds were used to fulfill CTIB's funding commitment to the Green Line LRT (Central Corridor) Project and were fully expended in 2012.

CTIB's note was issued to Hennepin County and funded by a general obligation bond issue sold by Hennepin County as authorized under Minn. Statutes, Section 297A.992. CTIB's note is the first issue of

an expected series of parity obligations (obligations having an equal claim on pledged revenues) to be sold to fund future CTIB capital grants. Parity obligations of CTIB will be supported by CTIB's sales tax collections. Under the terms of the indenture of trust, 99.25 percent of the sales taxes collected and remitted by the state to CTIB, after administrative and collection fees retained by the state are pledged first to the payment of parity obligations. The remainder of the sales tax collections, 0.75 percent, represents the amount permitted under statute for administrative expenses. CTIB will pay its operating grants from sales tax remaining after the monthly parity obligation has been satisfied.

The note was issued at fixed interest rates, averaging 4.68 percent. After adjusting to recognize the premium received, the note was issued at a true interest rate of 3.90 percent. Principal on the note will mature from 2012 to 2030. It is estimated that the assistance of Hennepin County through the use of its general obligation pledge provided nearly \$3 million of present value savings over a revenue based transaction by reducing CTIB's borrowing rate.

## 8.2 GRANT AND BOARD ADMINISTRATION

Minn. Statutes Section 297A.992 Subd. 4 (b) states that CTIB may utilize not more than three-fourths of one percent of the proceeds of the taxes for ordinary administration expenses incurred in carrying out the provisions of this section.

The portion of CTIB's 2016 Administrative Budget funded by sales tax receipts included sales tax revenues in the maximum amount of \$879,750 based on budgeted sales tax receipts of \$117,400,000. The sales-tax funded portion of the 2016 administrative budget was used for grant and Board administration, financial advisory and management services, the annual audit, bond counsel services, communications and outreach, and insurance.

## 9.0 HISTORY OF GRANT AWARDS, 2008 - 2017

Normally, CTIB awards its annual grants in November and enters into grant agreements in December of each year. Funds will be disbursed in the following calendar year, though some capital grants are disbursed over multi-year periods.

In 2016, the annual grant solicitation followed a slightly different schedule. The Board awarded grants at its December 7, 2016 meeting. The Board then approved the 2017 grant agreements at its January 18, 2017 meeting.

The table on the following page summarizes the capital and operating grants awarded by CTIB since 2008, totaling \$982.2 million.

Table 4

**CTIB Grants**  
(in millions, by year of disbursement)

		2009-11	2012	2013	2014	2015	2016	2017	Total
<b>Capital</b>	Transitway								
	Bottineau LRT	-	-	-	\$2.40	\$15.90	\$17.76	\$66.00	\$102.06
	Gateway BRT	-	-	-	-	\$0.60	\$5.40	-	\$6.00
	Green Line LRT	\$186.07	\$97.88	-	-	-	-	-	\$283.95
	Orange Line BRT	-	-	-	-	\$0.77	\$2.15	\$8.00	\$10.92
	Red Line BRT	\$21.24	\$8.10	-	-	-	-	-	\$29.34
	Southwest LRT	\$1.20	\$4.61	\$13.65	\$14.63	\$32.69	\$24.73	\$179.83	\$271.36
	Transitway Improvements								
	Blue Line LRT Impr.	-	-	-	-	\$6.00	-	-	\$6.00
	Mall of America Station Impr.	-	-	-	-	-	\$2.25	-	\$2.25
	Northstar Commuter Rail Impr.	\$10.90	\$2.00	\$2.00	-	\$10.20	\$7.56	-	\$32.66
	Red Line BRT Impr.	-	-	-	-	\$10.40	-	-	\$10.40
	Guaranteed Grants								
	Washington County Guaranteed Grants	\$6.16	\$2.70	\$2.91	-	-	-	-	\$11.77
	Misc. Other								
	I-35W Express Bus	-	-	\$0.81	-	-	-	-	\$0.81
<b>Total Capital</b>	<b>\$225.57</b>	<b>\$115.29</b>	<b>\$19.37</b>	<b>\$17.03</b>	<b>\$76.57</b>	<b>\$59.85</b>	<b>\$253.83</b>	<b>\$767.52</b>	
<b>Operating</b>	Transitway Operations								
	Blue Line LRT	\$20.74	\$6.68	\$8.00	\$9.21	n/a	n/a	n/a	\$44.63
	Green Line LRT	-	-	-	\$5.61	n/a	n/a	n/a	\$5.61
	LRT Operations*	n/a	n/a	n/a	n/a	\$16.81	\$21.69	\$24.54	\$63.04
	Northstar Commuter Rail	\$14.37	\$4.96	\$2.40	\$5.38	\$5.00	\$6.51	\$6.97	\$45.58
	Red Line BRT	-	-	\$0.61	\$1.27	\$1.37	\$1.57	\$1.55	\$6.37
	Cedar Avenue Express	\$0.46	\$0.44	\$0.29	\$0.37	\$0.41	\$0.17	\$0.17	\$2.32
	I-35W South Express	\$0.16	\$0.07	\$0.12	\$0.13	\$0.15	\$0.29	\$0.35	\$1.28
	Legislatively Mandated Subsidies^								
	Metropolitan Council	\$30.78	\$10.90	\$4.18	-	-	-	-	\$45.87
<b>Total Operating</b>	<b>\$66.51</b>	<b>\$3.05</b>	<b>\$15.60</b>	<b>\$21.98</b>	<b>\$23.74</b>	<b>\$30.23</b>	<b>\$33.58</b>	<b>\$214.69</b>	
<b>Total Grants</b>	<b>\$292.08</b>	<b>\$138.35</b>	<b>\$34.98</b>	<b>\$39.21</b>	<b>\$100.30</b>	<b>\$90.07</b>	<b>\$287.42</b>	<b>\$982.215</b>	



## 10.0 2016 RESULTS FROM GRANT PROJECT

Six capital projects supported by CTIB funding advanced in 2016: Bottineau LRT (METRO Blue Line Extension), I-35W South BRT (Orange Line), Mall of America Station improvements, METRO Blue Line light rail vehicle purchase, Northstar Commuter Rail Safety Improvements at Hanson Boulevard, and Southwest LRT (METRO Green Line Extension).

Transit service in five transitway corridors received assistance from CTIB in 2016: METRO Blue Line (Hiawatha LRT), METRO Green Line (Central Corridor LRT), METRO Red Line (Cedar Avenue BRT), Northstar Commuter Rail, Cedar Avenue Express Service, and I-35W South Express Service.

Finally, Washington County used a portion of its guaranteed grant funds in 2016 to support advanced planning activities for the Gateway BRT (Gold Line) and Red Rock corridors.

The results from eleven of the thirteen grant-funded projects are detailed on the following pages. Two grant projects were unable to begin work in 2016 due to a lack of state funding: the Mall of America Station improvements and Northstar Commuter Rail Safety Improvements at Hanson Boulevard.

SOUTHWEST LIGHT RAIL TRANSIT (METRO GREEN LINE EXTENSION)  
2016 CAPITAL GRANT: \$24,725,726

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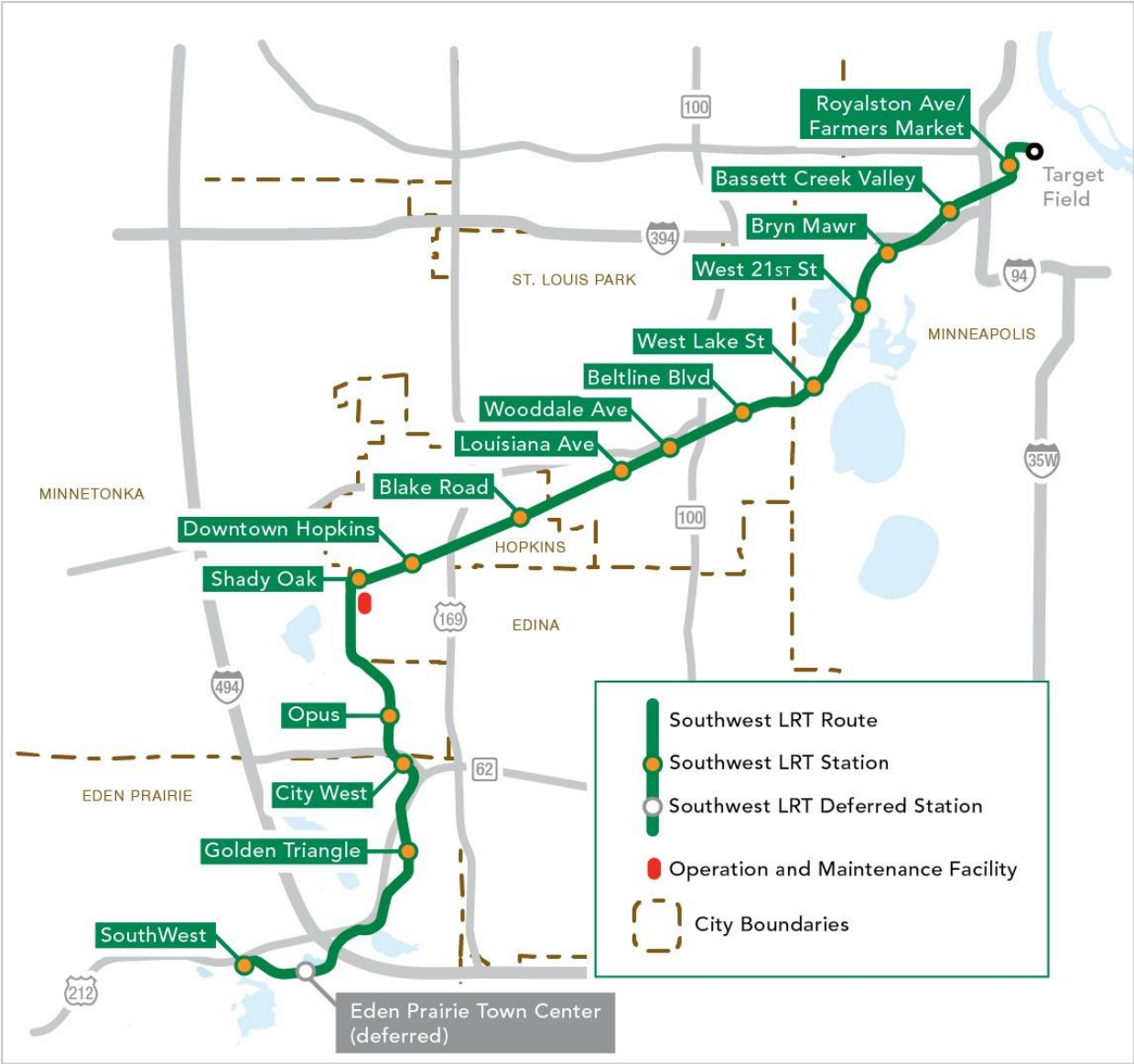
The Southwest Light Rail Transit (LRT) Project (METRO Green Line Extension) will operate from downtown Minneapolis serving the communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie, passing in close proximity to the city of Edina. The alignment is primarily at-grade and includes 15 new stations (excluding Eden Prairie Town Center, which is deferred for construction at a later date) and approximately 14.5 miles of double track. The line will connect major activity centers in the region including the Eden Prairie Center Mall, the Opus/Golden Triangle employment area in Eden Prairie and Minnetonka, downtown Hopkins, Park Nicollet Methodist Hospital in St. Louis Park, the Chain of Lakes and downtown Minneapolis. The line would begin revenue service in 2021 and is expected to have over 34,000 average weekday riders by 2040.

The Southwest LRT Project will provide a new transportation option for the 35,800 people and 64,300 jobs currently within ½ mile of the planned stations as well as the 16,400 existing residents and 126,800 jobs near the existing stations in downtown Minneapolis. An estimated 7,500 construction workers will be needed to build the line, with \$350 million estimated construction payroll.

In 2012, CTIB committed funding for Project Development. In August 2014, CTIB committed a total of \$496 million for the METRO Green Line Extension. In August 2016, CTIB approved an adjusted commitment of \$516.5 million and financing of \$11.75 million of Certificates of Participation. Through 2016, CTIB has awarded \$91.5 million in grant funding to the project.

KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

- May: The Federal Transit Administration (FTA) and Metropolitan Council published the Final Environmental Impacts Statement.
- July: The Federal Transit Administration issued the Record of Decision.
- August: The Council determined Final EIS is adequate, which concludes the environmental review process. The Council adopted a revised project scope and budget and secured full local funding commitment of \$928.8 million. The Southwest project office submitted the application for Entry into Engineering.
- September: The Southwest project office began the process of filling 70 staff positions needed to support construction activities.
- October: The Council approved the Light Rail Vehicle contract award to Siemens.
- December: FTA approved Entry into Engineering and the Council issued a Limited Notice to Proceed for the LRV contractor to begin design work.
- The Southwest project staff and Hennepin County held more than 160 outreach-related meetings with the public, including open houses, advisory committees and community meetings. The meetings provided opportunities to learn about the project and provide input.



**Figure 1: Route map for the METRO Green Line Extension (Southwest LRT)**

## BOTTINEAU LIGHT RAIL TRANSIT (METRO BLUE LINE EXTENSION)

2016 CAPITAL GRANT AMOUNT: \$17,760,000

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The planned METRO Blue Line Extension will operate on a 13-mile route between serving downtown Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. As currently planned, the line will serve 11 new stations. The line would begin revenue service in 2021 and is expected to have 27,000 average weekday riders by 2040.

When complete, the Blue Line Extension would connect to the Blue Line at Target Field Station to provide a single-seat ride from the Target North Campus in Brooklyn Park to the Mall of America in Bloomington. The line will connect major activity centers, including the Target North campus, North Hennepin Community College, downtown Robbinsdale, Courage Kenny Rehabilitation Institute in Golden Valley and downtown Minneapolis as well as provide a one-seat ride to the VA Medical Center, Minneapolis-St. Paul International Airport and Mall of America.

The Blue Line Extension will provide a new transportation option for the 30,900 people and 16,200 jobs currently within ½ mile of the planned stations as well as the 16,400 existing residents and 138,700 jobs near the existing stations in downtown Minneapolis. An estimated 6,500 construction workers will be needed to build the line, with \$300 million estimated construction payroll.

### KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

- March: The Metropolitan Council (Council) completed the municipal consent process.
- July: The Federal Transit Administration (FTA) and Metropolitan Council published the Final Environmental Impact Statement.
- August: The Council completed 30% design plans and submitted the FTA New Starts application. The Project received local funding commitments from the Counties Transit Improvement Board, Hennepin County Regional Railroad Authority, City of Brooklyn Park, Minnesota Department of Transportation and Hennepin County.
- September: The FTA issued the Record of Decision and the Council determined the Final EIS is adequate which concludes the environmental review process. The Metropolitan Council adopted a revised project scope and budget and applied for Entry into Engineering
- The Blue Line Extension project staff and Hennepin County held more than 140 outreach-related meetings with the public, including open houses, public hearings, advisory committees and community meetings. The meetings provided opportunities to learn about the project and provide input.

(Route map on next page.)

# METRO Blue Line Extension

(Bottineau LRT)

September 2016

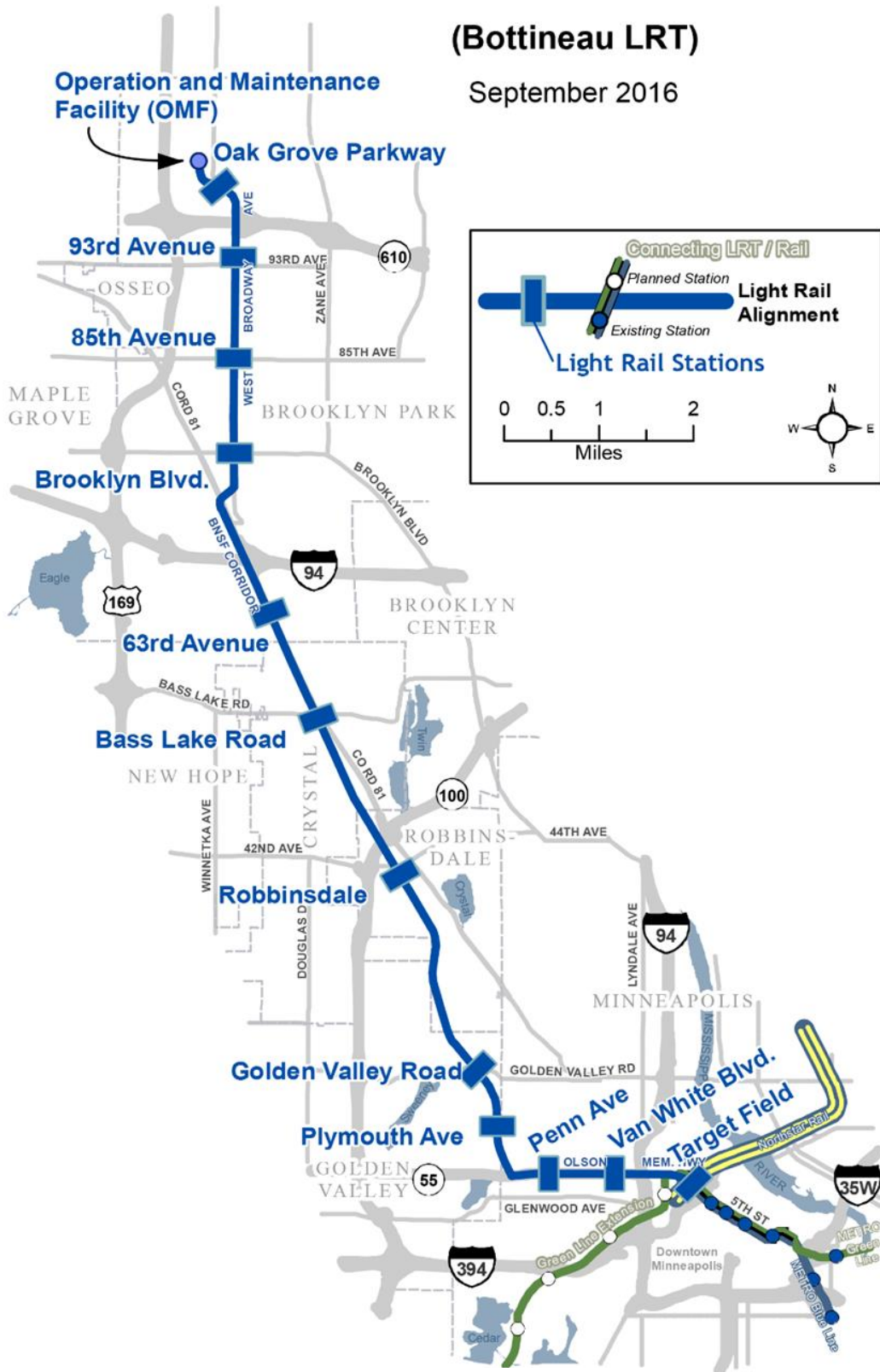


Figure 2: Route map for the METRO Blue Line Extension (Bottineau LRT)

I-35W SOUTH BUS RAPID TRANIST (METRO ORANGE LINE)  
2016 CAPITAL GRANT: \$2,150,000

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In July 2016, \$2.08M was committed by Dakota County Regional Railroad Authority, which constitutes their entire share for the project. Up to \$37.5M was committed by CTIB on August 17, 2016, the Board's full funding share for the project. Metro Transit submitted project information to the FTA for consideration for a Small Starts funding recommendation up to \$74.08 million. Recommendations are expected to be released in 2017.

Overall, \$39.63 million of project funding was committed to the project in 2016, bringing the total committed funding from all sources to \$64.52 million, including funding from the Hennepin County Regional Railroad Authority and the State of Minnesota. Key funding commitments needed from the state are the \$12.1 million transit share and \$25 million being sought by MnDOT for the primary highway project.

KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

- A \$6.7M Orange Line Engineering contract was authorized for award to HNTB in January;
- Metropolitan Council Chair Adam Duinick provided a corridor tour to stakeholders in February in conjunction with the annual I-494 Corridor Commission legislative delegation meeting;
- The Orange Line project submitted official project information in September to the FTA's Small Starts program for consideration in their 2017 funding recommendations;
- Design work progressed on five major areas of focus: the Knox Avenue transitway, a downtown transit-only ramp, downtown station locations, final design of the Lake Street Station, and a signature Orange Line station design for new stations in Richfield, Bloomington, and Burnsville; and
- In December, the Orange Line project and related I-35W Transit/Access Project completed all required state and federal environmental work.

Jobs & Economic Development

- 210,000 corridor jobs
- 4,600 corridor businesses
- 26,500 riders projected by 2040
- 150,000 corridor residents

The project's progress was highlighted in local and regional press articles throughout the year.



Figure 3: Photo of Orange Line meeting.

WASHINGTON COUNTY GUARANTEED GRANT:  
 GATEWAY CORRIDOR PROJECT SUPPORT ACTIVITIES  
 GUARANTEED GRANT AMOUNT: \$1,350,000

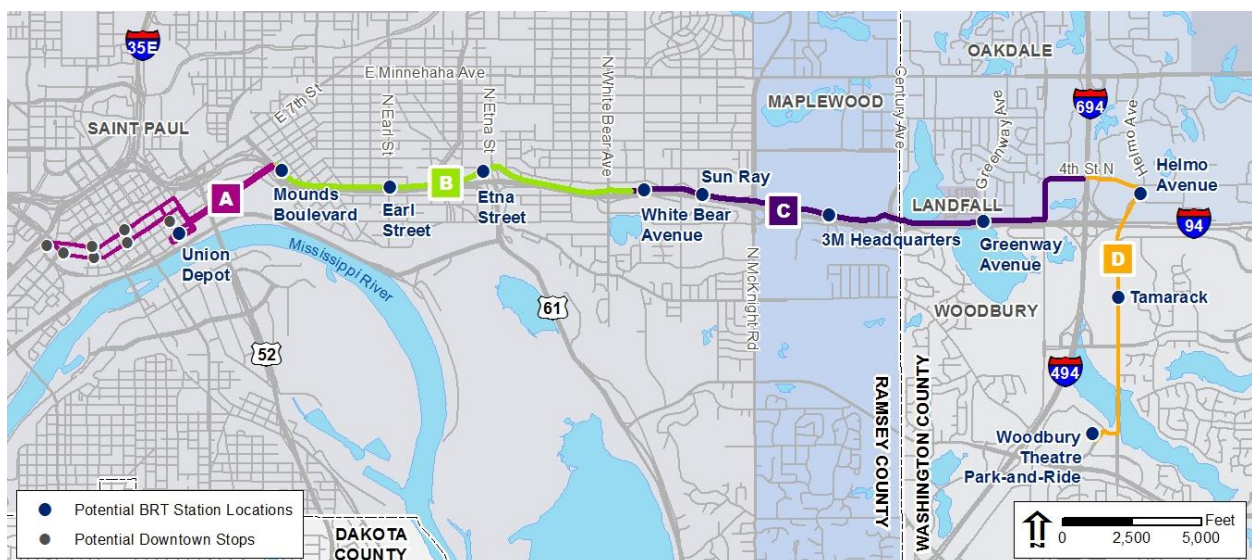
The Gateway Gold Line is a planned approximately 9-mile dedicated Bus Rapid Transit (BRT) line located in Ramsey and Washington Counties. Gold Line BRT will be Minnesota’s first bus rapid transit line using a dedicated busway. It will provide frequent, all-day service that will not be slowed down by other traffic. Features include dedicated lanes in both directions, attractive and easy-to-access stations, distinctive easy-to-board buses, off-vehicle fare collection, and frequent service. Buses will run every 10 minutes during rush hours and regularly throughout the day.

Gold Line BRT would run from the Union Depot in St. Paul through the East Side of St. Paul, Maplewood, Landfall, Oakdale and Woodbury, connecting residents and businesses in the growing East Metro region.

In 2016, Washington County received a \$1,350,000 grant from CTIB for Gateway Corridor Pre-Project Development. Ramsey and Washington Counties each contributed \$150,000 to the local match. Pre-Project Development includes additional environmental work, preparation of materials to support the project’s request for entry into Project Development (PD), internal staffing, station area planning and public engagement. This critical work is needed to keep the project moving forward without delays. The grant will overlap with the capital grant for Project Development to allow for a smooth transition between phases.

KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

The Locally Preferred Alternative (LPA) for the Corridor was voted on by the partner cities and counties at the end of 2016. This vote solidifies the BRT route and will advance into the final environmental analysis and engineering phases. The route can be seen in the map below.



**Figure 4: Route map for the Gold Line BRT (Gateway Corridor)**

WASHINGTON COUNTY GUARANTEED GRANT: RED ROCK CORRIDOR  
GUARANTEED GRANT AMOUNT: \$135,000

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The 20-mile Red Rock Corridor runs along Highway 61 from Hastings to Union Depot in Saint Paul with express bus service continuing to Minneapolis. The transitway will originate in Hastings and stop in Cottage Grove, St. Paul Park, Newport and Saint Paul's Battle Creek neighborhood before connecting to Union Depot in downtown Saint Paul. Riders can access many destinations from Union Depot using other transit service like express buses, local buses, and METRO Green Line.

In 2007, Washington, Dakota, Ramsey, and Hennepin Counties completed an Alternatives Analysis (AA) study on the Red Rock Corridor. Recommendations included building corridor transit ridership with expanded bus service and helping to promote economic development. A station area planning process followed to help achieve that long-term vision.

The Red Rock Corridor conducted an Alternatives Analysis Update (AAU) in 2014 to reassess the results of the AA. There were many changes in the region and nation between 2007 and 2014 to necessitate the update. The region better understood how commuter rail would operate after the opening of North Star commuter rail. Also, the US experienced the Great Recession in part resulting in fewer resources for transit projects. While much of the vision and many of the initially-planned steps from the AA were confirmed to still be optimal, the update identified bus rapid transit (BRT) as the mode best aligned to improve transit service in the corridor. BRT could provide better accessibility and connectivity for corridor residents and businesses.

The Red Rock Corridor Implementation Plan process was completed in 2016. The Implementation Plan builds off the recommendations from the AAU to create financial, development, and service plans to lead towards the long-term goal of full build out of BRT in the southeast metro. The Implementation Plan includes high-level operating and capital costs and ridership modeling for the phased implementation of BRT in the corridor. The plan also documents near-term strategies to build transit ridership in the corridor.

2016 CTIB grant funds were used for station area planning and detailed ridership modeling. The Implementation Plan included refining the route and stations locations. Detailed modeling was needed to ensure the route best aligned with the goals for the corridor was reflected in the Implementation Plan and the resulting recommendations. Modeling was also completed for two near-term transit improvements, Route 363 providing local bus service between Cottage Grove and Saint Paul and Route 367 providing express bus service from Hastings to Minneapolis via Newport Transit Station. In addition, previous station area planning in the corridor focused on commuter rail. The Implementation Plan resulted in high-level station area plans reflecting BRT as the mode for the Red Rock Corridor transitway.

KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

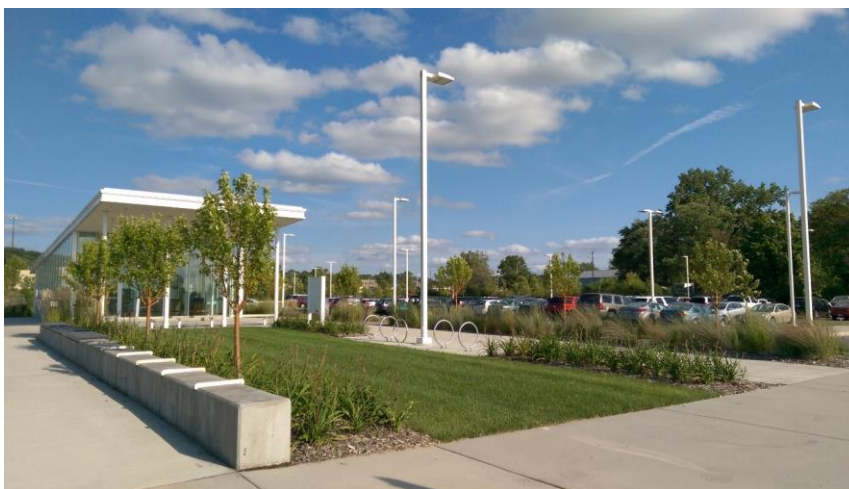
- On October 26, 2016 the Red Rock Corridor Commission held an open house, and voted to adopt the Red Rock Implementation Plan. The Implementation Plan provides near-term and long-term recommendations for the phased implementation of bus rapid transit in the Red Rock Corridor.



- Near-term strategies focus on building transit ridership in the corridor through improved local bus service, and working with cities to include transit-supportive details in the upcoming comprehensive plans. This includes continuing to work and advocate for the implementation of the proposed Route 363, local bus service running every 30 minutes between Cottage Grove to Saint Paul. Long-term strategies concentrate on introducing BRT service to the corridor when ridership improves.
- 11,833 transit riders used the Newport Transit Station as a Minnesota State Fair Park and Ride in 2016. This was the first year that the transit station was used as a fair park and ride. Red Rock Corridor park and rides in Newport and Cottage Grove provided a combined 41,000 rides to the fair!
- The Newport Transit Station, located in the southwest corner of I-494 and Hwy 61, opened in December of 2014. The transit station has a climate controlled waiting area, 150 free parking spaces and Washington County Library express facilities. The transit station is served by the Route 364 with express service to downtown Saint Paul. Route 364 provides 3 trips each weekday morning and afternoon.



**Figure 5: Photo of Newport Station**



- MWF Properties has broken ground for Red Rock Square, a 44-unit apartment building located next to Newport Transit Station. This is the first phase of the Red Rock Crossing, a 40-acre redevelopment area adjacent to the transit station. The project is led by the Washington

County Community Development Agency in collaboration with the City of Newport. The vision for Red Rock Crossing is to create a thriving, mixed-use, transit oriented town center along the Red Rock Corridor; to provide places to live, shop, work, and play; to connect the area with trails and the Mississippi River; and to create a new urban center on Newport's west side. Red Rock Square is an important first step to realizing the vision for the redevelopment area, and to building transit ridership along the Red Rock Corridor.

## METRO BLUE LINE AND METRO GREEN LINE (LIGHT RAILTRANSIT)

2016 OPERATING GRANT AMOUNT: \$21,694,427

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The Counties Transit Improvement Board awarded an operating grant in the amount of \$21,694,427 for METRO Blue Line and METRO Green Line Light Rail service in 2016. The METRO Blue and Green Lines provide service between downtown Minneapolis and the MSP Airport and Mall of America as well as service between Target Field Downtown Minneapolis and the Union Depot St. Paul.

### KEY ACCOMPLISHMENTS IN 2016 INCLUDE:

- Ridership on the METRO Green Line increased for the second straight year, finishing with 12.7 million rides.
- Average weekday ridership of the METRO Green Line was 39,386, just shy of the 2030 projection of 41,000 average weekday rides.
- Ridership on the METRO Blue Line was 10.3 million with an average weekday ridership of 30,337.



**Figure 6: Vikings fan ride the METRO Green Line to TCF Bank Stadium**

NORTHSTAR COMMUTER RAIL

OPERATING GRANT AMOUNT: \$6,505,400

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The Counties Transit Improvement Board awarded an operating grant in the amount of \$6,505,400 for service in 2016. The commuter rail provides service between Downtown Minneapolis and Big Lake. During 2016, regular weekday ridership increased by more than 1 percent, to 2,369 average weekday rides.



**Figure 8: Northstar Riders  
Off Boarding at Night**

## METRO RED LINE (CEDAR AVENUE STATION-TO-STATION SERVICE)

2016 OPERATING GRANT AMOUNT: \$1,570,182

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The METRO Red Line provides service between the following stations: Apple Valley Transit Station, 147<sup>th</sup>, 140<sup>th</sup>, Cedar Grove, and Mall of America. Annual 2016 ridership of the METRO Red Line was 266,811.

The Counties Transit Improvement Board awarded an operating grant in the amount of \$1,570,182 for METRO Red Line revenue service in 2016. CTIB's share of net transitway operating subsidies were 50% in 2016.

## CEDAR AVENUE BUS RAPID TRANSIT – EXPRESS SERVICE

2016 OPERATING GRANT AMOUNT: \$170,552

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The Cedar Avenue BRT Express Service supports the METRO Red Line by offering: 4 trip extensions each weekday AM and PM between Lakeville Cedar and Apple Valley Transit Station; and four trips each weekday AM and PM between Cedar Grove Transit Station and downtown Minneapolis and the University of Minnesota. The Counties Transit Improvement Board awarded an operating grant in the amount of \$170,552 for Cedar Avenue BRT Express revenue service in 2016. CTIB's share of net transitway operating subsidies were 50 percent in 2016.



**Figure 9: Cedar Avenue Express Service supports overall corridor ridership with direct service to downtown Minneapolis and the University of MN.**

## I-35W SOUTH BUS RAPID TRANSIT EXPRESS SERVICE

2016 OPERATING GRANT AMOUNT: \$286,209

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The I-35W South BRT Express Service operates between Lakeville and downtown Minneapolis. The Counties Transit Improvement Board awarded an operating grant in the amount of \$286,209 for the I-35W South BRT Express Service in 2016.

## 11.0 UPCOMING 2017 GRANT PROJECTS

In September 2016, the Counties Transit Improvement Board passed a resolution as required by Minn. Statutes Section 297A.992, subd. 5, to authorize the 2016 Grant Solicitation Process for Grants Payable in 2017. This resolution established the amount of funding available for 2017 grants, adopted supplemental grant eligibility criteria, and established the schedule for the evaluation and award of grants. The Payable 2017 Grant Eligibility Criteria are attached as Appendix B.

Applications were submitted on October 12, 2016, reviewed by staff for completeness, and then re-submitted for final review on October 28, 2016. All of the projects were deemed consistent with the Metropolitan Council's 2040 Transportation Policy Plan, by resolution of the Metropolitan Council on October 26, 2016. The GEARS Committee completed its review and made funding recommendations to CTIB on November 7, 2016. CTIB accepted the recommendations from the GEARS Committee and awarded, by unanimous vote, three capital, five operating, and two Washington County guaranteed grants for projects in 2017.

### PAYABLE 2017 CAPITAL GRANTS – \$253.8 MILLION

The capital grants awarded for 2017 project activities reflects CTIB's efforts to target its investments towards tangible regional priorities. Because of the funding provided by CTIB, several first generation transitways are now operational. Capital grants are now being used to advance the second generation of transitway projects.

### TRANSITWAYS

#### **Bottineau Light Rail Transit** – 2017 Grant Amount \$66,000,000

The Bottineau Light Rail Transit Project (METRO Blue Line Extension) received an award of \$66 million in 2017 grant funds to support engineering and environmental services; legal services; appraisal and relocation services; real property acquisitions; light rail vehicle acquisition; utility relocations; and early construction activities..

#### **Orange Line Bus Rapid Transit** – 2017 Grant Amount \$8,000,000

The Orange Line Bus Rapid Transit Project (Orange Line) received an award of \$8 million in 2017 grant funds to support project development and construction activities.

#### **Southwest Light Rail Transit** – 2017 Grant Amount \$179,834,921

The Southwest Light Rail Transit Project received an award of \$179.8 million in 2017 grant funds to support engineering, right-of-way (ROW) acquisition and property services, light rail vehicle acquisition, environmental mitigation, and construction activities.

## PAYABLE 2017 OPERATING GRANTS – \$33.58 MILLION

### **LRT Operations (METRO Blue and Green Lines) – 2017 Grant Amount \$24,536,206**

The Metropolitan Council received an award of \$24.5 million in 2017 grant funds to provide a 50 percent share of 2017 net operating costs for the METRO Blue and Green Lines. The METRO Blue Line began operating in 2004, and the METRO Green Line began operating in 2014.

### **Northstar Commuter Rail – 2017 Grant Amount \$6,972,395**

The Metropolitan Council received an award of \$7 million in 2017 grant funds to provide a 41.95 percent share of 2017 net operating costs for the Northstar Commuter Rail line. Northstar began operating in 2009.

### **METRO Red Line (Cedar Avenue Bus Rapid Transit) – 2017 Grant Amount \$1,552,850**

The Metropolitan Council received an award of \$1.6 million in 2017 grant funds to provide a 50 percent share of the 2017 net operating costs for the METRO Red Line. The METRO Red Line began operating in 2013.

### **Cedar Avenue Express Service – 2017 Grant Amount \$169,614**

The Metropolitan Council received an award of \$169,614 in 2017 grant funds to provide a 50 percent share of the 2017 net operating costs of eligible express bus service on the Cedar Avenue transitway corridor.

### **I-35W South Express Service – 2017 Grant Amount \$353,343**

The Metropolitan Council received an award of \$353,343 in 2017 grant funds to provide a 50 percent share of the 2017 net operating costs of eligible express bus service on the Orange Line transitway corridor.

## TRANSITWAY BRIEFS

A Transitway Brief summarizing each of the transitway corridors included in Phase 1 of the PoP can be found in Exhibit B. Transitway Briefs are included for: Bottineau LRT (METRO Blue Line Extension), Gateway BRT (Gold Line), Orange Line BRT (I-35W South Corridor), Red Rock Corridor, Riverview Corridor, and Southwest LRT (METRO Green Line Extension).

# **APPENDIX A:**

## **DEFINITIONS**

**Transitway:** CTIB uses a definition of transitway that is aligned with federal funding requirements for capital expansion projects. CTIB’s definition of transitway includes:

1. Operation within a dedicated right-of-way for the majority of the line, with online and inline stations, to assure fast, reliable, attractive and efficient service; or
2. A project design resulting from a county-led alternatives analysis that is consistent with CTIB’s vision and policies.

Modes meeting this definition include, but are not limited to: light rail transit (LRT), bus rapid transit (BRT), and commuter rail transit.<sup>9</sup>

**CTIB Transitway:** In order to further its vision and target its investments towards those projects demonstrating regional significance, CTIB will only invest in transitways that meet all of the following requirements:<sup>10</sup>

1. The transitway is sponsored by a member county or specifically named in the Joint Powers Agreement as an eligible project;
2. The transitway corridor is identified on CTIB’s Transitway Vision Map (Map 1); and
3. The transitway meets CTIB’s definition of a Transitway.

Transitways meeting these requirements are referred to as “CTIB Transitways.”

**Transitway Improvement Project:** While CTIB’s top priority is the construction and operation of new transitways<sup>11</sup>, CTIB developed a definition for Transitway Improvement Projects to acknowledge its commitment to the successful operations of existing transitways.

A Transitway Improvement Project is a capital improvement to an existing CTIB Transitway that increases the ridership, safety, efficiency or capacity of the Transitway.<sup>12</sup>

**CTIB Program of Projects (PoP):** Through its member counties, CTIB identified key corridors that comprise its regional transitway vision. Collectively, it refers to these corridors as its PoP. These corridors are viewed not only as key components to a regional transit system, but also as investments that can be catalytic to economic development through visibility, permanence, functionality and significance of investment. The PoP corridors are identified on CTIB Transitway Vision Map (Map 1).<sup>13</sup>

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<sup>9</sup> Transit Investment Framework, Part 2

<sup>10</sup> Framework, Part 2

<sup>11</sup> Framework, Part 5

<sup>12</sup> Framework, Part 6

<sup>13</sup> Program of Projects Investment Strategy, adopted July 16, 2014



**Program of Projects (PoP) Investment Strategy:** The purpose of CTIB’s PoP Investment Strategy is to assist CTIB in identifying the specific CTIB Transitways and Transitway Improvement Projects which will be eligible for CTIB funding from existing sales tax resources. The POP Investment Strategy serves as a five-year financial plan that programs CTIB’s financial resources for specific purposes.<sup>14</sup>

**Program of Projects (PoP) Phase 1:** A sub-set of CTIB’s PoP, identified through an assessment of a variety of factors, including: technical readiness, regional balance, and availability of current sales tax resources.<sup>15</sup>

**Funding Commitment:** A formal commitment of CTIB funding to a specific transitway project, approved through a Board resolution identifying a maximum funding amount, a specific funding share percentage, and any conditions upon the commitment. Funding commitment resolutions are included in applications for federal funding as a demonstration of required local matching funds.

CTIB’s financial management practices place first priority upon repayment of debt obligations, second priority upon fulfillment of funding commitments, and third priority upon approval of discretionary annual grants.

**Risk Assessment and Mitigation Plan:** The purpose of the Risk Assessment and Mitigation Plan is to assess the reliability of the project scope, cost estimate, and schedule over the course of the project life. CTIB’s independent technical advisor reviews the Risk Assessment and Mitigation Plan and provides recommendations to CTIB on additional mitigation measures to consider.<sup>16</sup>

**Technical Readiness Review:** CTIB’s funding is made available to projects that demonstrate technical readiness, including: project feasibility, project design, a reliable schedule and cost estimate, and a financial plan to build and operate the project. Funding will be available only after the selection of a locally preferred alternative, adoption in the current Transportation Policy Plan, and Federal Transit Administration (FTA) approval to commence project development (PD), if applicable.<sup>17</sup>

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<sup>14</sup> Framework, Part 8

<sup>15</sup> POP Investment Strategy, Part 6

<sup>16</sup> Framework, Part 6

<sup>17</sup> Framework, Part 5

**APPENDIX B:  
PAYABLE 2017 GRANT  
ELIGIBILITY CRITERIA**

## PAYABLE 2016 GRANT ELIGIBILITY CRITERIA

### Eligibility Criteria from the Transit Investment Framework, Part 9.C

The following grant eligibility criteria will be used by the GEARS Committee to evaluate grant applications and by the Board to select and award grants. The Board will award grants only to state and political subdivisions, as prescribed by Minn. Statute section §297A.992, subdivision 5(b). The Board retains the right to establish additional criteria on an annual basis to supplement the following criteria in order to set priorities, address funding short-falls, and/or maximize funding availability. Grant eligibility criteria are as follows:

1. Grant awards shall be consistent with the most recent version of the Transportation Policy Plan, adopted by the Metropolitan Council.
2. Grant awards shall be consistent with the Board's Program of Projects Investment Strategy.
3. Grant awards shall maximize the availability and use of federal funds.
4. No grant award made to the Metropolitan Council may supplant operating or capital funding provided to the Metropolitan Council by the state.
5. No grant award made to the Metropolitan Council may supplant the 50 percent state share of the non-federal operating subsidy for light rail and commuter rail operations.
6. No grant award shall be made for operating costs of a transitway (except for the Hiawatha Light Rail Project, the Northstar Commuter Rail Project, Cedar Avenue Bus Rapid Transit Project, and the I-35W Bus Rapid Transit Project from downtown Minneapolis south) unless the Board has previously awarded a grant for the capital costs of the transitway project.
7. Any grant awards made to an eligible county that joins the Board after July 1, 2008, shall be made only for purposes of paying that eligible county's obligation set forth in Article II.4 of the Joint Powers Agreement, until such time as said obligation has been satisfied.
8. All grants for capital dollars require a local match of at least 10 percent of the total cost of the project for which grant funding is requested. The match must be a capital contribution and may include project-related real property. If the applicant is a county, county regional railroad authority, or city, the match shall not include funds provided by Metropolitan Council, the State of Minnesota or the federal government. If the applicant is the Metropolitan Council, the match shall not include funds provided by the federal government, but may include funds provided by local government subject to the approval of the local funding partner for the purpose of

- providing temporary financing of the Project. Note, however, that the local share of the total capital costs of transitways may not exceed 10%, as provided in Minn. Statutes Section 398A.10.
9. Documented local expenditures relating to a proposed grant project made in the year of grant application may count as a local match if:
    - a. the expenditure would otherwise qualify as a local match pursuant to Part 9 of the Transit Investment Framework; and
    - b. the expenditure is needed to avoid delaying the grant project or jeopardizing other funding sources; and
    - c. the Board approves the expenditure as a qualified local match by resolution prior to the expenditure. Approval of the expenditure as a qualified local match does not obligate the Board to award a grant.
  10. If an applicant intends to use federal funding for a grant project, the applicant's expenditures that qualify as a local match for Board funding should also meet federal requirements for local matching funds, if feasible.
  11. Grant funding will be available for CTIB Transitways and Transitway Improvements Projects. Eligible costs include project development, engineering, right-of-way acquisition, rolling stock, equipment and construction of transitways.
  12. No grant will be awarded for studies, including alternative analyses. CTIB Transitways undertaking project development, engineering, or construction will be eligible for a grant, provided the project has demonstrated technical readiness.
  13. Resolutions of project support from each county or county regional railroad authority in which the transitway is located must accompany capital grant applications. A grant application for a Transitway Improvement Project must include a resolution of support from the county in which the Transitway Improvement Project is located.
  14. A CTIB transitway project for which the Board has made a funding commitment pursuant to Part 6 will be eligible for a multi-year grant agreement. Recognizing that there is significant uncertainty regarding the potential expenditures, the monthly disbursement schedule will be reviewed quarterly. If the Board or its designee finds that forecasted expenditures for the upcoming quarter are likely to be significantly less than the approved schedule, the Board or its designee may decrease the monthly disbursements. A Transitway Improvement Project will also be eligible for a multi-year grant agreement, as needed to complete the project.

**SUPPLEMENTAL ELIGIBILITY CRITERIA FOR THE 2016 GRANT SOLICITATION ESTABLISHED BY RESOLUTION #48-2016, "ESTABLISHING THE 2016 GRANT SOLICITATION PROCESS FOR GRANTS PAYABLE IN 2017"**

1. The following corridors will be eligible for a grant for operations:
  - a. METRO Blue Line Light Rail Transit (Hiawatha)
  - b. METRO Green Line Light Rail Transit (Central)
  - c. METRO Red Line
  - d. Cedar Avenue Express
  - e. Northstar Commuter Rail
  - f. I-35W Bus Rapid Express

A grant award for operating costs may be up to and no more than 50% of the net operating subsidy. Only new and expanded BRT transitway operations will be eligible for a 50% operating grant.

2. The following transitways will be eligible for a capital grant:
  - a. Bottineau Light Rail Transit (METRO Blue Line Extension)
  - b. I-35W South Bus Rapid Transit (METRO Orange Line)
  - c. Southwest Light Rail Transit (METRO Green Line Extension)
3. Washington County is eligible to apply for a grant from its guaranteed grant funds.

# **APPENDIX C:**

## **TRANSITWAY BRIEFS**

# Southwest Light Rail Transit (METRO Green Line Extension)

Metropolitan Council – Metro Transit

## Project at a glance

**Current status:**

Engineering

**Mode:** Light Rail Transit (LRT)

**New Starts or Non-New Starts:** New Starts

**Cities served:**

Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis

**Length of transitway:**

14.5 miles

**Number of stations served:**

16 new and Target Field Station (including deferred station at Eden Prairie Town Center)

**Anticipated annual ridership:**

11,300,000 (2040)

**Total estimated cost:**

\$1,858,000,000

## Timeline/Phases

**2011-2016:** Project Development

**2016:** Engineering

**2017-2020:** Construction

**2021:** Begin Passenger Service

## Southwest Light Rail Transit (LRT) Supports Jobs in the Corridor

- The METRO Green Line Extension will connect to the Blue Line (Hiawatha) and Green Line Light Rail Transit lines, the Northstar Commuter Rail line, and high-frequency bus routes in downtown Minneapolis, providing connections to the Minneapolis-St. Paul Airport, Mall of America, University of Minnesota, State Capitol and downtown St. Paul.
- The Southwest Corridor is home to some of the fastest-growing employment centers in the Twin Cities. The line will improve access to jobs in the southwest metro area by providing a reverse commute option that is not easily accessible or available today.
- Southwest LRT was conceived as a “jobs line.” The line connects the region’s top job center, downtown Minneapolis, with the region’s sixth-largest job center, Opus/Golden Triangle in Eden Prairie.
- In 2014, there were approximately 64,300 jobs within one-half mile of a Southwest LRT station and 126,800 jobs in downtown Minneapolis. By 2035, employment is expected to grow to 80,900 within one-half mile of the proposed stations and 145,300 in downtown Minneapolis, an 18% increase in employment.
- Southwest LRT is expected to have over 34,000 average weekday riders by 2040.

## A Good Investment

- In 2014, there were about 35,800 people living within one-half mile of a Green Line Extension station, and 16,400 within one-half mile of downtown Minneapolis LRT stations. By 2035, the population around Green Line Extension stations is projected to increase to 55,800 (a 56% increase) and the population around downtown stations is projected to grow to 35,600 (a 117% increase).
- In Eden Prairie, the Southwest LRT will serve Southwest Station, the Golden Triangle business park, and a new Optum Corporate Headquarters at City West Station that will employ 6,700 when complete.
- In Minnetonka and Hopkins, the line will provide access to jobs in the existing Opus business park, industrial buildings near Shady Oak Station, retail and entertainment destinations in Downtown Hopkins and industrial uses near Blake Station.
- In St. Louis Park, the line will serve industries, business, medical facilities and newer mixed use developments at Louisiana Avenue, Wooddale Stations and Beltline Boulevard. In Minneapolis, the line will serve areas of commercial and office centers at West Lake Street and industrial uses at Royalston Ave / Farmers Market.

## Project Makes Progress in 2016

- February 2016: Completed 90% design.
- March 2016: Began evaluation of proposal for procurement of 27 light rail vehicles, with options for up to 50 additional vehicles.
- May 2016: Federal Transit Administration and the Metropolitan Council published the Final Environmental Impact Statement (Final EIS).
- May and June 2016: Submitted technical capacity and readiness materials to the FTA New Starts program in support of the project's planned application for entry to the Engineering phase.
- July 2016: FTA issued its Record of Decision (ROD) for the project's Final EIS, confirming that the requirements of the National Environmental Policy Act have been satisfied for the project.
- August 2016: The Metropolitan Council determined the Final EIS for Project is adequate, concluding the state environmental review process.
- August 2016: Submitted the request for Entry into Engineering to the Federal Transit Administration.
- August 2016: Secured full local funding commitment of \$928.8 million, clearing the way for the project to receive an equal amount in federal matching funds.
- September 2016: Received federal Section 401 water quality certification.
- September 2016: Began a major hiring initiative to fill approximately 71 construction management and administrative positions in preparation for the start of construction.
- January-October, 2016: Engaged SWLRT advisory committees throughout the design and environmental process by holding 13 Community Advisory, Business Advisory Committee and Corridor Management Committee Meetings. Shared project updates and solicited public input at approximately 120 community events and meetings.

## Board Actions to Date Grants

<b>Year funding available</b>	<b>Amount awarded</b>	<b>Amount disbursed</b>
<b>2010-2013*</b>	\$28,391,783	\$19,464,963
<b>2014</b>	\$17,557,338	\$14,631,050
<b>2015</b>	\$63,604,736	\$32,698,911
<b>2016**</b>	\$84,290,122	\$20,163,440

\* Includes: 2009: \$7.0M; 2010: \$12.2M; 2011: \$13.56M, coupled with a \$4.4M reduction in 2012.

\*\* Disbursement as of August 2016.



## **Funding Commitments**

The Project has secured full local funding commitments totaling \$928.8 million:

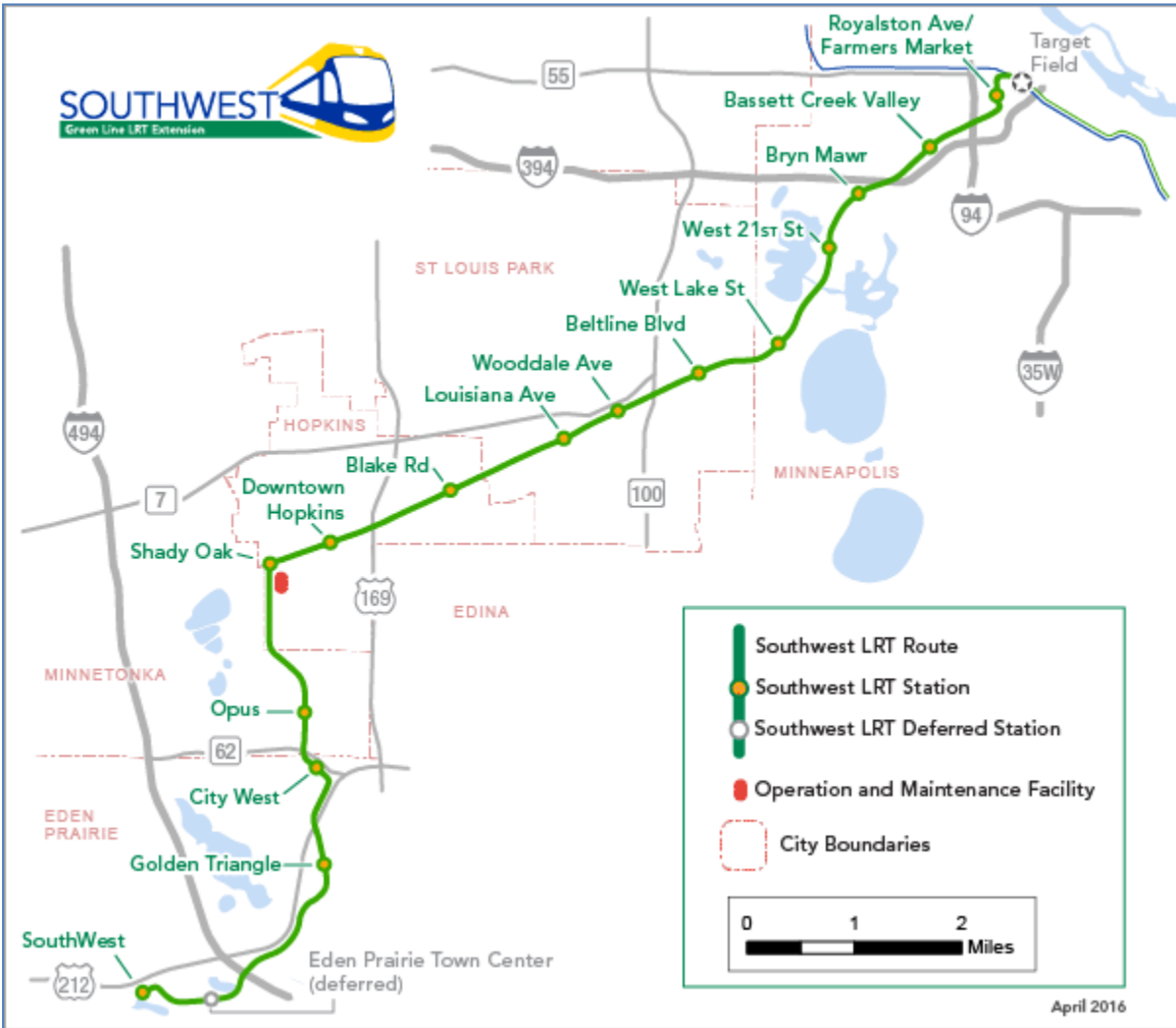
- \$516.5 million from the Counties Transit Improvement Board (CTIB);
- \$185.8 million from the Hennepin County Regional Railroad Authority (HCRRA);
- \$30.3 million from the State of Minnesota (including \$16 million in State Motor Vehicle Sales Tax funds and \$14.3 million from other sources);
- \$69 million in in-kind land transfers
- \$103.5 million in certificates of participation to be issued in 2017 (of which the Metropolitan Council will finance \$91.75 million and CTIB the remaining \$11.75 million); and
- \$23.7 million from other local sources.

## **Letters of No Prejudice (LONP) Approval**

None at this time.

*Map of corridor on next page*

# Project Map





## Blue Line Extension (Bottineau LRT)

Metropolitan Council – Metro Transit

### METRO Blue Line Extension supports reverse commute and access to jobs

- The METRO Blue Line Extension (Bottineau LRT) will serve the communities of Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar Commuter Rail line and local and express bus routes.
- The line will connect major activity centers, including the Target North campus, North Hennepin Community College, downtown Robbinsdale, Courage Kenny Rehabilitation Institute in Golden Valley and downtown Minneapolis as well as provide a one-seat ride to the VA Medical Center, Minneapolis-St. Paul International Airport and Mall of America.
- Ridership in 2040 is projected at 27,000 weekday passengers.

### Project Makes Progress in 2016

- March 2016: Received Municipal Consent from the five corridor cities and Hennepin County.
- July 2016: Federal Transit Administration and the Metropolitan Council published the Final Environmental Impact Statement (Final EIS).
- August 2016: Completed 30% design.
- August 2016: Submitted materials demonstrating completion of Project Development and Information for project evaluation and New Starts rating.
- August 2016: received local funding commitments from the Counties Transit Improvement Board, Hennepin County Regional Railroad Authority, City of Brooklyn Park, Minnesota Department of Transportation and Hennepin County
- September 2016: FTA issued its Record of Decision (ROD) for the project's Final EIS, confirming that the requirements of the National Environmental Policy Act have been satisfied for the project, and the Metropolitan Council determined the Final EIS for Project is adequate, concluding the environmental review process.
- September 2016: Revised project scope and budget adopted by Metropolitan Council.
- September 2016: Submitted the request for Entry into Engineering to the Federal Transit Administration.
- January-December, 2016: Engaged BLRT advisory committees throughout the design and environmental process through 140 community events and meetings.

### Project at a glance

**Current status:**

Project Development Continuanace; Entry to Engineering expected early 2017

**Mode**

Light Rail Transit (LRT)

**New Starts or Non-New Starts:**

New Starts

**Cities served:** Brooklyn Park, Crystal, Robbinsdale, Golden Valley, Minneapolis

**Length of transitway:**

Approximately 13.5 miles

**Number of stations served:**

11

**Anticipated annual ridership:**

8,903,900 (2040)

**Total estimated cost:**

\$1,536,175,294

### Timeline/Phases

**2014-2016:**

Project Development/ Project Development Continuanace

**2017-2018:**

Engineering

**2018-2020:**

Heavy Construction

**2021:** Revenue Service

## Board actions to date

### Grants

Year funding available	Amount awarded	Amount disbursed
2012	\$2,400,000	\$2,400,000
2015	\$15,900,00	\$15,900,000
2016*	\$17,760,000	\$9,300,000

\* Disbursement as of August 2016

### Funding Commitments

The Project has secured full local funding commitments totaling \$634.8 million:

- \$463.76 million from the Counties Transit Improvement Board (CTIB);
- \$149.6 million from the Hennepin County Regional Railroad Authority (HCRRA);
- \$1.0 million from the State of Minnesota
- \$8.19 million from the Minnesota Department of Transportation (MnDOT)
- \$8.18 million from the City of Brooklyn Park
- \$4.12 million from the Hennepin County Board of Commissioners

### Letters of No Prejudice (LONP)

None to date

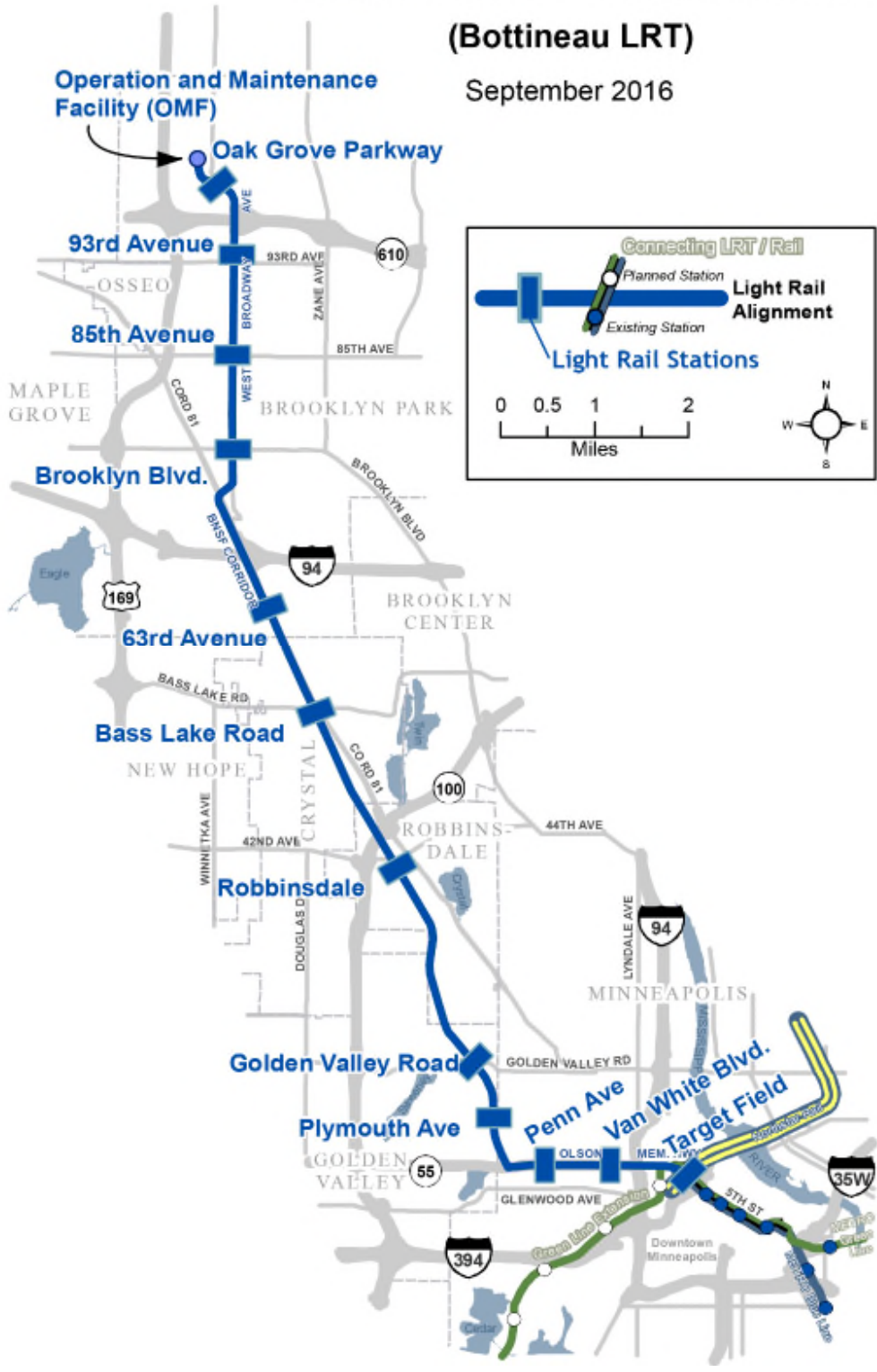
*Map of corridor on next page*

Project Map

# METRO Blue Line Extension

(Bottineau LRT)

September 2016



## METRO Orange Line Bus Rapid Transit

Metropolitan Council

### Project at a glance

**Current Status:** Project Development & Engineering

**Preferred mode:** Bus Rapid Transit

**New Starts or Non-New Starts:** New Starts (Small Starts)

**Cities served:** Bloomington, Burnsville, Minneapolis, Richfield

**Length of transitway:** 17 miles

**Number of stations served:** 8 (Not including downtown Minneapolis)

**Anticipated annual ridership:** 3,400,000

**Total estimated cost:** \$150.7 Million (Phase I)

### Timeline/Phases

**2014:** Project Plan Update

**2015:** Small Starts Project Development/Engineering, NEPA

**2015-2017:** Project Development/Engineering, NEPA

**2017-2019:** Construction

**Late 2019:** Orange Line in service

**Future:** Possible Orange Line extension to Lakeville

The METRO Orange Line Bus Rapid Transit (BRT) project will use roadway improvements, upgraded transit stations, and improved bus service to provide fast, frequent, and reliable all-day transit service along I-35W. All Orange Line stations will have upgrades in platform ticketing, information technology and customer amenities, benefitting both BRT and express bus customers on I-35W. The 17-mile corridor is the most heavily traveled express bus corridor in the region, with about 14,000 daily rides.

Buses will travel on Marquette and 2nd Avenues in downtown Minneapolis, utilizing congestion-free, transit-only lanes. South of downtown, the Orange Line will provide frequent, limited-stop service to upgraded stations at Lake Street, 46th Street, 66th Street, 76th Street, American Boulevard, 98th Street, Nicollet Avenue & Highway 13, and Burnsville Parkway.

As a part of the METRO system, the Orange Line will connect people across the region to job centers, housing options, transit stations, and key destinations in the I-35W corridor. The Orange Line will improve access to 194,000 jobs and 115,000 residents, including 56,000 jobs and 81,000 residents outside of downtown Minneapolis.

Numerous investments in the I-35W South corridor have helped to establish strong transit markets for both station-to-station and express BRT, and provided major capital improvements that both benefit existing routes and are critical to opening Orange Line service. These include the construction of an online station at 46<sup>th</sup> Street as part of the Crosstown Commons project, and the implementation of MnPASS lanes and MARQ2 stations in downtown Minneapolis. A family of corridor transitway services, including Orange Line BRT and BRT Express, will continue to benefit from shared capital improvements and complimentary service planning.

### 2016 Progress

- The Orange Line project submitted project information in September to the federal Small Starts program;
- The 35W/Transit Access Environmental Assessment, which includes the Lake Street Station, received a Finding of No Significant Impact. A final draft of the Orange Line Documented Categorical Exclusion will be submitted to the FTA in mid-October.
- Work progressed on four major areas of focus: the Knox Avenue transitway, a downtown transit-only ramp, locating downtown stations, and developing an Orange Line station design; and
- \$39.63 million of project funding was committed to the project in 2016, bringing the total committed funding from all sources to \$64.52 million.

## **Future Funding Needs**

**METRO Orange Line Bus Rapid Transit (2019).** The scope of the METRO Orange Line includes:

- A dedicated fleet of twelve articulated, three-door, METRO-branded BRT buses, and related support facilities;
- The addition of ticket vending machines and branding downtown and at 46<sup>th</sup> Street Station, as well as at all new stations;
- Complete build out of Lake Street, 66<sup>th</sup> Street, 76<sup>th</sup> Street, American Boulevard, 98<sup>th</sup> Street, Nicollet Avenue, and Burnsville Parkway Stations;
- New park-and-ride capacity potential in the vicinity of American Boulevard;
- 12<sup>th</sup> Street Transit Ramp to seamlessly connect I-35W managed lanes into downtown transit-only lanes on 12<sup>th</sup> Street, Marquette Avenue, and 2<sup>nd</sup> Avenues;
- New transit-only guideway and bridge infrastructure along Knox Avenue between American Boulevard and 76<sup>th</sup> Street; and
- Transit-signal priority at various locations to provide route reliability and on-time performance.

METRO Orange Line service will continue to be augmented by a variety of express and limited stop services, including existing BRT Express services to Lakeville, Burnsville and Bloomington. Service levels, fleet requirements, and net operating subsidy on these routes are anticipated to increase as ridership grows.

### **Board actions to date**

Of the \$1.7 million awarded through a 2011 capital grant, \$933,000 remains for use on future Orange Line infrastructure. In 2014, the Board provided a \$3,000,000 capital grant for 2015 Project Development/Engineering, and in 2015, the Board provided a \$10,738,500 grant. The I-35W corridor has also received several BRT Express operating grants for this corridor in the past.

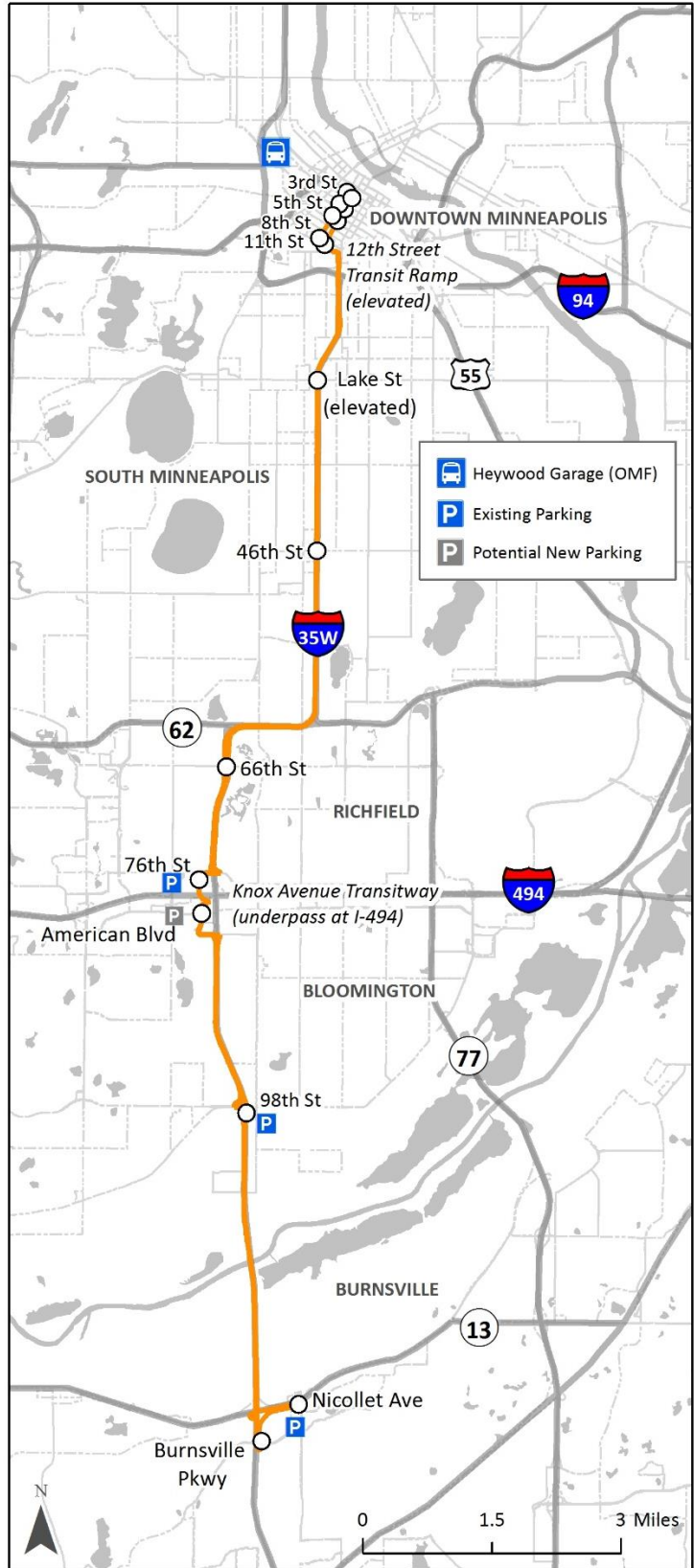
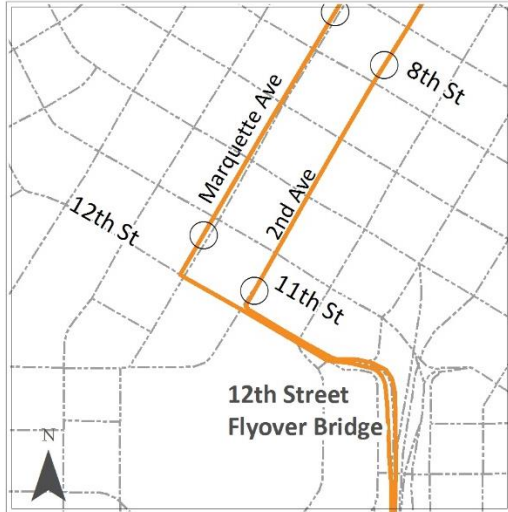
### **Funding commitments**

Board Resolution #41-2016, adopted August 17, 2016, commits the Board to a maximum total of 24.9% of the \$150.7M capital costs of the I-35W South BRT (METRO Orange Line) Project, in an amount not-to-exceed \$37.5M, subject to conditions.

Board Resolution #55-2014, adopted October 15, 2014, commits the Board to \$6,000,000 for Project Development/Engineering.

Board Resolution #18-CTIB-2008, adopted August 20, 2008, commits the Board to an amount equal to 50% of the operating subsidy for I-35W South Bus Rapid Transit.

# Map of the Corridor







## Gateway Gold Line BRT

Washington County

### Project at a glance

**Current status:**

Environmental Assessment

**Preferred mode:**

Dedicated BRT

**New Starts or Non-New Starts:**

New Starts

**Cities served:** Saint Paul,

Maplewood, Oakdale, Landfall, Woodbury

**Length of transitway:**

9 miles

**Number of stations served:**

11

**Annual number of rides:**

2,800,000 annual weekday riders

**Total estimated transitway project cost:**

\$420,000,000 estimate

### Timeline/Phases

**2010-2012:** Alternatives Analysis

**2013 -2018:** Environmental Assessment

**2017- 2019:** Project Development

**2019-2021:** Engineering

**2021-2023:** Construction

**2023:** Start of Operations

### Overview

- The Gateway Corridor is located in Ramsey and Washington Counties, Minnesota, extending approximately 9 miles, and connecting downtown Saint Paul with its East Side neighborhoods and the suburbs of Maplewood, Oakdale, Landfall, and Woodbury.
- The purpose of the project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area by providing all day bi-directional station-to-station service that compliments existing and planned express bus service in the corridor.

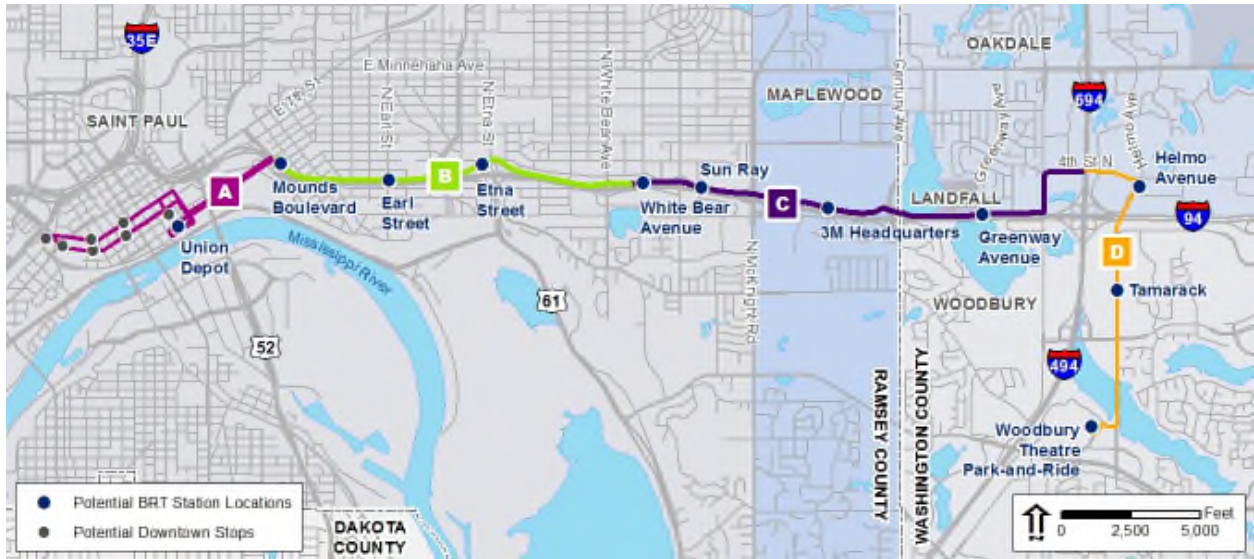
### Preferred Alternative

- A process completed in late 2016 identified a Bus Rapid Transit (BRT) line within a dedicated guideway, crossing to the south side of I-94 into Woodbury at Helmo Avenue/Bielenberg Drive, as the Locally Preferred Alternative (LPA).
- Proposed station stops will provide connections to key destinations throughout the Corridor, including: downtown Saint Paul, Metro State University, Sun Ray Shopping Center, 3M, and multiple commercial and job centers in the eastern suburbs.

### A Good Investment

- Nearly 90,000 vehicles cross the I-94 River Bridge into the Gateway Corridor each day and there are 150,000 vehicles coming in and out of St. Paul on I-94 every day.
- In 2010, approximately 440,000 people lived within Gateway Corridor communities. By 2040, that population is expected to increase by nearly 30 percent, or 100,000 people.
- Employment within Gateway Corridor communities is also projected to grow significantly, increasing from approximately 240,000 in 2010 to 315,500 in 2040, a growth rate of 30 percent. This population and employment growth will in turn increase access needs and travel demand, particularly in the I-94 corridor.
- The Gateway Corridor adds regional balance and greater connectivity to the Twin Cities transitway system.

# Map of the corridor





## Red Rock Corridor

Washington County

### Overview

- The Red Rock Corridor is a 20-mile transitway that runs from Hastings to downtown Saint Paul with express bus continuing to Minneapolis and includes Trunk Highway 61 and Interstate 94.
- The Alternatives Analysis (AA) completed in 2007 identified commuter rail as the long-term transit vision for the corridor. Additional technical data and revised conditions in the corridor and region prompted an Alternatives Analysis Update (AAU) in 2013. The AAU examined multiple alternatives and indicated that bus rapid transit (BRT) is the option best aligned with the project objectives of providing the mode choice and service plan to meet needs of corridor communities.
- In 2016 the Red Rock Corridor Implementation Plan was completed and released for public comment. The Implementation Plan builds off of the AAU to create financial, development, and service plans. The Implementation Plan has identified strategies to help build transit ridership in the corridor in the near term and phased BRT implementation in the long term.

### Newport Transit Station

- Newport Transit Station was completed in late 2014. The transit station will be a key stop along the Red Rock Corridor. The facility will initially be served by express bus with the ability to accommodate all types of enhanced transit as the ridership market grows.

### Next Steps

- In addition to the recommendations provided in the Implementation Plan there are other broad and ongoing strategies that should be pursued. These strategies include advocating for integrated multimodal investments and sustainable funding to support mobility throughout the corridor. Throughout this process it is important to continue to monitor the transit needs and performance in the corridor to determine the timing for BRT implementation.

### A Good Investment

- The corridor has seen recent population growth at a rate more than twice the state's average. In the next 20 years, the southeast sector of the metropolitan area is projected to add more than 100,000 new residents.
- The corridor will connect with other transitways at the Union Depot in Saint Paul. For daily commuters to downtown Saint Paul and Minneapolis, the Red Rock Corridor will allow for a more reliable and efficient ride.

### Project at a glance

**Current Status:**

Implementation Plan

**Preferred mode:**

Highway BRT preference

**New Starts or Non-New Starts:**

Non-New Starts

**Cities served:**

Saint Paul, Newport, St. Paul Park, Cottage Grove, and Hastings.

**Length of transitway:** 20 miles

**Number of stations served:** 7-12

**Annual number of rides:**

630,000

**Total estimated cost:**

BRT: \$44,287,000

### Timeline/Phases

**2009 - 2011:** Station Area and Site Master Planning

**2013:** Alternatives Analysis Update

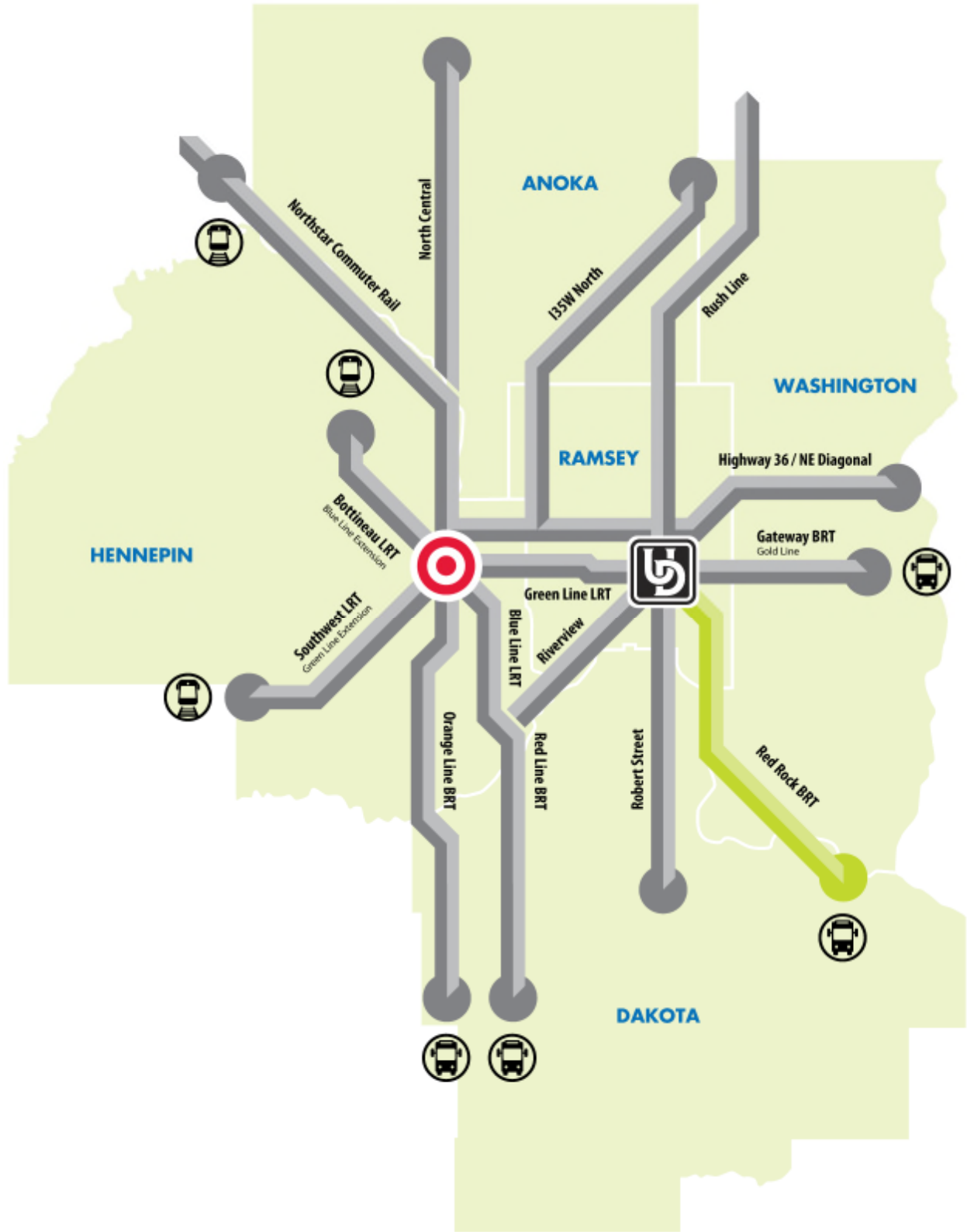
**2014:** Newport Transit Station Construction

**2015 - 2016:** Implementation Plan

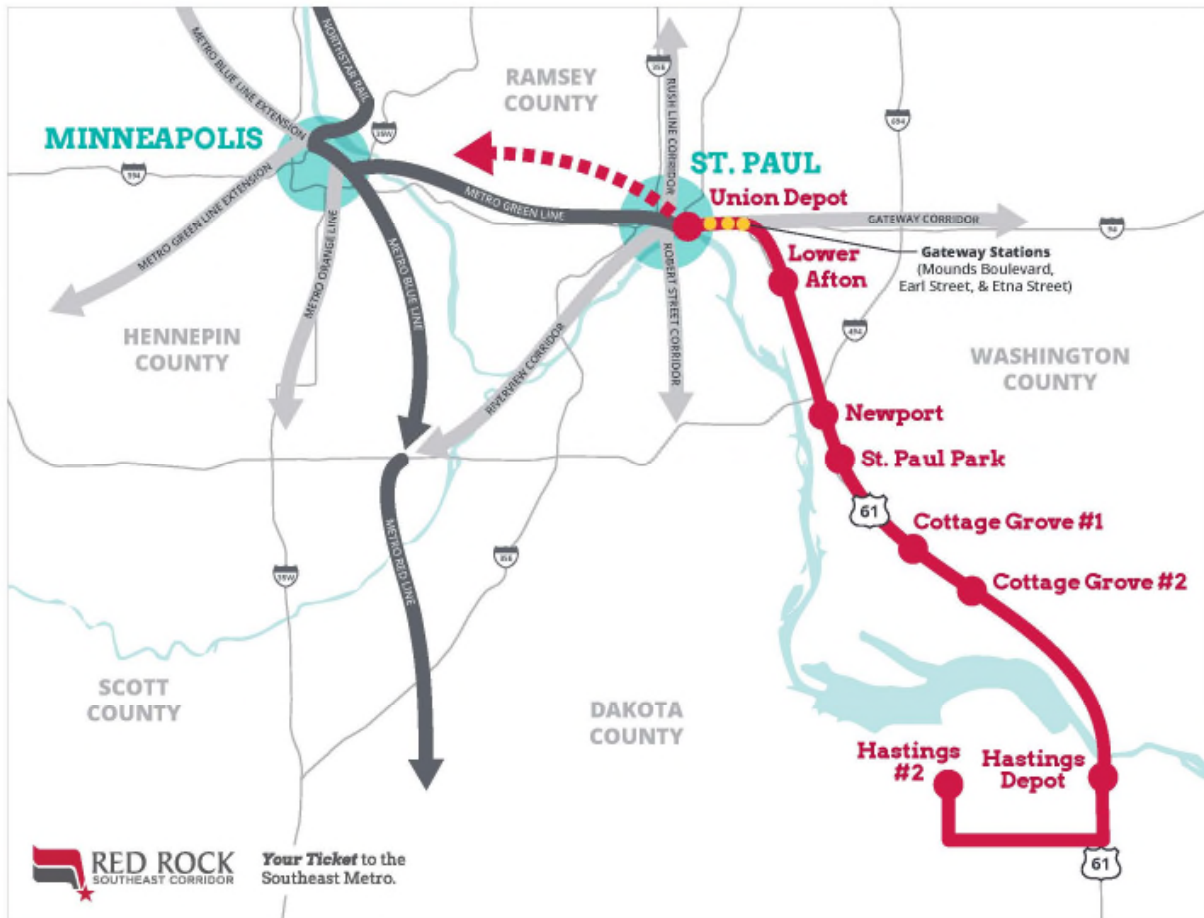
**2017 - 2018:** Land Use Planning

**Beyond 2020:**

Project Development, Construction, and Service Implementation



# Map of the corridor



# Riverview Corridor Pre-Project Development Study

## What is the Riverview Corridor Study?

The Ramsey County Regional Railroad Authority is leading a Pre-Project Development (PPD) Study to research, analyze and identify the viability of a new transitway connecting downtown Saint Paul, MSP Airport and the Mall of America, and serving the neighborhoods in the corridor.

The purpose of the Riverview Corridor Study is to:

- improve mobility and access to opportunities,
- support redevelopment and business expansion, and
- better serve transit reliant people.



## What is happening now?

The Policy Advisory Committee approved the following routes and modes as the Most Promising Alternatives to be advanced into detailed analysis:

- No Build Alternative (current Route 54 bus)
- Arterial Bus Rapid Transit on W. 7<sup>th</sup> Street crossing at Hwy 5
- Dedicated Bus Rapid Transit using W. 7<sup>th</sup> Street or CP Rail Spur crossing at Hwy 5
- Dedicated Bus Rapid Transit on W. 7<sup>th</sup> Street or CP Rail Spur through the Ford Site crossing on Ford Parkway
- Light Rail Transit or Streetcar on W. 7<sup>th</sup> Street or CP Rail Spur crossing at Hwy 5
- Light Rail Transit or Streetcar on W. 7<sup>th</sup> Street or CP Rail Spur through the Ford Site crossing on Ford Parkway

## GET INVOLVED



**Next Steps:**

The Policy Advisory Committee will use five key criteria to perform a detailed analysis of the Most Promising Alternatives.



Pedestrian and Bicycle Access; Parking Impacts  
Development Potential  
Visual and Noise/Vibration Impacts



Travel Time and Ridership  
Use of Existing Infrastructure; Traffic Impacts and Safety  
Connections to Local and Regional Transportation Systems



Location Near Population and Employment  
Location Near Affordable Housing and Transit Reliant Population  
Connections to Activity Centers



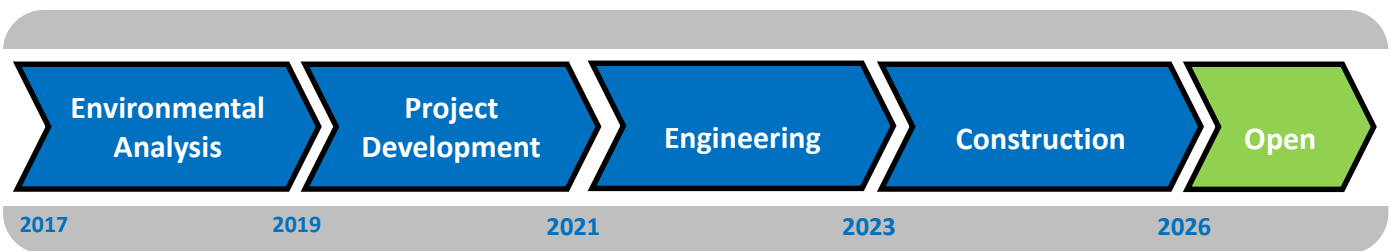
Cultural and Historic Resources  
Mississippi River and Parklands  
Wetlands and Floodplains



Capital Cost to Build  
Operating and Maintenance Cost  
Cost Effectiveness

**Schedule:**

If one of the Most Promising Alternatives is chosen in the Pre-Project Development phase, it will advance through the next phase of work, Environmental Analysis.



To talk about the Riverview Corridor Pre-Project Development Study,  
please contact Michael Rogers or Kevin Roggenbuck  
(651) 266-2760 or [info@riverviewcorridor.com](mailto:info@riverviewcorridor.com)