

TAC Planning requested additional information on the proposed TPP amendments relating to both public participation and fiscal constraint.

Public Participation

The Council will follow its *Public Participation Plan* (PPP), included in Appendix C of the TPP, in adopting these amendments. The PPP is intended to comply with the proactive public involvement requirements of 23 CFR 450.316 and other applicable federal regulations and guidelines on transportation planning and program access. Adoption of the amendments will include a public comment period and a public hearing. A draft schedule for adoption is attached.

ATTACHMENT- TPP Amendments- Bottineau LPA and Arterial BRT study results

Fiscal Constraint

The proposed amendments do not change revenue assumptions or the fiscal constraint of the TPP.

In particular in the case of the proposed Bottineau LPA amendment the current TPP specifies (pages 149 and 153) that the region can afford three additional corridors (after Central LRT) to be built as LRT or dedicated busways. The plan specifies that one can be completed by 2020, one begun before 2020 and completed soon after, and a third possibly completed by 2030. Proposed Amendment 9 adds language specifying that the Southwest and Bottineau corridors have selected LRT as the preferred mode and potentially represent two of the three corridors.

Chapter 3 of the TPP (*Regional Transportation Finance*) includes formulas and assumptions for how the capital and operating costs of these major transitways (assumed to be New Starts projects) will be funded. The expected funding formulas and revenue assumptions have not changed since the adoption of the TPP in 2010. Chapter 3 (page 38) specifies that the capital costs will be funded using the following formula: 50 percent federal funding from the New Starts program; 30 percent from the Counties Transit Improvement Board (CTIB) sales tax revenue; 10 percent from state funding, and 10 percent from County Regional Railroad Authorities where the project is located utilizing property tax revenues. The operating costs of major transitways are to be funded 50% by CTIB using the metro sales tax revenue and 50% by the state through additional general fund appropriations.

Chapter 7 of the TPP also includes assumptions for capital and operating revenues to grow the BRT, express bus and local bus system. For Arterial BRT capital revenues are assumed to come from federal formula and competitive funds (such as Small Starts or CMAQ), additional state bond funding and Regional Transit Capital (Council's property tax levy). Operating revenues for Arterial BRT will come from a combination of fares, federal CMAQ funds, motor vehicles sales tax revenues, and additional state funding. The revenue estimates within the current TPP project that capital and operating revenues will be available to fund six Arterial BRT lines by 2020, and three additional lines by 2030 (pages 150 and 153). The proposed amendments incorporating the results of the Arterial BRT study do not change this estimate. For the purposes of fiscal constraint and air quality conformity, the Arterial BRT lines assumed to be built by 2020 are Chicago/Emerson-Fremont Avenues, East 7th Street, West 7th Street, Snelling Avenue/Ford Parkway, Penn Avenue, and West Broadway and those to be built by 2030 are American Boulevard, Central Avenue, and Nicollet Avenue.