

Transportation Committee

April 28, 2014

For the Metropolitan Council meeting of April 30, 2014

Subject: 2014-2017 TIP Amendment for Reprogramming 2014 CMAQ Funds

District(s), Member(s): 1 - Rodriguez

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)

Mark Filipi, MTS Technical Services Manager (651-602-1725)

Heidi Schallberg, Senior Planner (651-602-1721)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to add project #TRS-TCMT-14H for the purchase of 5 buses for regional service (4 for Maple Grove Transit, 1 for Plymouth Metrolink) in 2014 to reprogram \$2,722,080 of federal CMAQ funds from the withdrawn project TRS-TCMT-10B with \$680,520 of local funds for a total of \$3,402,600.

Background

Metro Transit could not use \$2.7 million in 2014 CMAQ funding that by the deadline for its original bus purchase expansion project. All transit providers met in March to identify potential funding options of similar types of projects, and this amendment is the result of that process.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis.

Same week action is requested to meet Maple Grove’s desired schedule.

Funding

The project is fully funded with the existing federal and local funds.

Known Support / Opposition

No known opposition.



April 3, 2014

Bill Hargis, Chair
Transportation Advisory Board
390 North Robert Street
St. Paul MN 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Hargis:

Please amend the 2014-2017 Transportation Improvement Program (TIP) for the Twin Cities Minnesota to modify this program in the program year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION

STATE FISCAL YEAR	ROUTE SYSTEM	PROJECT NUMBER (S.P. #)	AGENCY	DESCRIPTION	MILES
2014	BB	TRS-TCMT-10B	Met Council - MT	Purchase of 5 buses for regional service (4 for Maple Grove Transit; 1 for Plymouth Metrolink)	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
TR			\$3,402,600	\$2,722,080	\$0	\$0	\$0	\$680,520

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

Rt 673 articulated bus expansion:

- In 2005, Metro Transit was awarded \$2,722,000 of Federal CMAQ for the purchase of six articulated buses to support a growing express service from the County Road 73/I-394 park-ride.
 - This service was planned to support the additional customer demand projected to use the 500 additional park-ride spaces which were built in 2007.
 - At the time of the application, employment in downtown Minneapolis was growing and it was anticipated that park-ride usage at Co 73 would grow from 972 in 2000 to 1,622 in 2030. It was also determined that the existing level of service on express route 673, the principal route serving the Co. 73 park-ride, had, at the time of the application, little to no surplus capacity to handle the anticipated growth and thus needed additional buses to support additional service.
 - Unfortunately, since 2008 downtown Minneapolis employment has decreased and is reflected by a decrease in park-ride usage at County Road 73. Based on the decline in employment and subsequent stagnation of ridership from Co Rd 73 & I-394, Metro Transit requests to defer this project one year while the I-394 to downtown Minneapolis commuter market recovers.
- In 2011, Metro Transit requested, and was granted by TAB, a sunset date extension to 2012
- In 2012, TAB requested project sponsors to consider shifting projects later to better balance federal funding for regional projects that year. Metro Transit agreed to move this project to 2014.
- In 2014, growth in demand on I-394 at CR 73 has not developed as projected and Metro Transit is not able to utilize these funds in 2014.
- At its April meeting, TAC recommended reprogramming these funds for use as follows:
 - \$2,323,200 CMAQ funds to support purchase of four buses for Maple Grove Transit
 - \$398,880 CMAQ funds to support purchase of one bus for Plymouth Metrolink
 The two purchases will be let as one contract, which is why this is shown as a single project.
- This amendment modifies the project description in the TIP from "Purchase 6 articulated buses and related spare parts and equipment for expanded weekday service on Rte 673, Minnetonka & Minneapolis" to the one included in the above-listed table.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of _____
- other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other _____X_____

The federal and local funds are currently programmed in the 2014-2017 TIP; this amendment changes the project scope but does not affect the funding, which is sufficient to fully fund the project. The project will be matched with Regional Transit Capital (RTC) funds.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis* X
- N/A (not in a nonattainment or maintenance area)..... _____

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis [reason T-10 for Purchase of new buses to replace existing vehicles or for minor expansions of the fleet].

If you have any questions, please call me at (612) 349-7797.

Sincerely,

Adam Harrington
Director of Service Development

cc: Colleen Brown, MnDOT
Dan Erickson, MnDOT
Mary Gustafson, Metro Transit