

## Committee Report

*Business Item No. 2014-324*

Consent

### Transportation Committee

For the Metropolitan Council meeting of January 14, 2014

**Subject:** 2015-2018 TIP Amendment for Metro Transit: C Line Design and Engineering

#### Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to include project design and engineering for future C Line (Penn Avenue) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center.

#### Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda at the Transportation Committee.

Motion by Schreiber, seconded by Munt and passed.

## Transportation Committee

Meeting date: December 22, 2014

For the Metropolitan Council meeting of January 14, 2015

**Subject:** 2015-2018 TIP Amendment for Metro Transit: C Line Design and Engineering

**District(s), Member(s):** 2 – Schrieber, 7 – Cunningham

**Policy/Legal Reference:** TAB Action

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

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

Joe Barbeau, Senior Planner (651-602-1705)

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

### Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to include project design and engineering for future C Line (Penn Avenue) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center.

### Background

Metro Transit's design and engineering for a future C Line ABRT corridor in Minneapolis and Brooklyn Center will be funded with FTA Section 5307 formula funds allocated to Metro Transit and matched by Regional Transit Capital Bonds for corridor design and environmental work. No construction is included with this project. The funding is available as a result of deferral of other projects.

See attached project information.

### 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 state and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

### Funding

The project is fully funded with federal, and local funds.

### Known Support / Opposition

No known opposition.

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2015	M	M		New	Metropolitan Council - MT	5307 - Design of C Line ABRT corridor improvements, Penn Ave, Minneapolis and Brooklyn Center	

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
5307	Design and Engineering-transit stop improvements		1,800,000	0	0	1,440,000	0	360,000

**PROJECT BACKGROUND:**

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

The project is a design and engineering project for a future C Line Arterial Bus Rapid Transit (ABRT) corridor in Minneapolis and Brooklyn Center. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Regional Transit Capital bonds, to be used for corridor design and environmental work. The project does not include construction. Construction funds will include future federal and state funds and related local match. The requested amendment is a separate project that includes only design work.

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 MnDOT Adjustment by deferral of other projects   X
- Earmark or HPP not affecting fiscal constraint \_\_\_\_\_
- Other \_\_\_\_\_

Previously programmed projects, funded by FTA bus and rail formula funds apportioned to the Metropolitan Council, will be deferred to other years or eliminated in order to complete this project at this time as a result of a change in priority for these transit projects.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

**AIR QUALITY CONFORMITY:**

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

\*Exempt from regional level analysis: O-2 (Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action).