

Committee Report

Business Item No. 2015-159

Consent

Transportation Committee

For the Metropolitan Council meeting of July 22, 2015

Subject: 2015-2018 TIP Amendment: Metro Transit Orange Line Design

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to add design and engineering for the future Orange Line BRT Corridor in Burnsville, Bloomington, and Minneapolis.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda. Motion was made, seconded and carried.

Transportation Committee

Meeting date: July 13, 2015

For the Metropolitan Council meeting of July 22, 2015

Subject: 2015-2018 TIP Amendment: Metro Transit Orange Line Design

District(s), Member(s): District 5 – Elkins; District 7 – Cunningham; 8 – Letofsky; District 15 - Chavez

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 add design and engineering for the future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis.

Background

The project is the design and engineering of the Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis, currently in FTA Capital Investment Grant (CIG) Project Development. This project does not include construction. The total cost of the project is \$2,250,000 with \$1,800,000 consisting of FTA funds and \$450,000 from local funds.

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 is exempt from air quality conformity analysis.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2015 – 2018 Transportation Improvement Program (TIP) to include this project in program year 2015. This project is being submitted with the following information:

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	Metro Transit	Design of Orange Line BRT corridor improvements	

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
5307	Design and Engineering-Orange Line	FTA	2,250,000	0	0	1,800,000	0	450,000

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 Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis, currently in FTA Capital Investment Grant (CIG) Project Development. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Counties Transit Improvement Board funds, to be used for corridor design and environmental work included in professional services contracts supporting the Project Development phase of METRO Orange Line.

The project does not include construction. Construction funds will include future FTA Sec. 5309 CIG funds, FHWA CMAQ funds, state funding, local funding, and Counties Transit Improvement Board Funds. Secured funds are in various placeholders in regional budget documents. The requested amendment includes only environmental, design, and related pre-construction activities supporting Small Starts Project Development.

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

Federal formula funds apportioned to Metro Transit, matched by Counties Transit Improvement Board funds, will be used.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category #O-1 (Specific activities that do not involve or lead directly to construction) per Section 93.126 of the Conformity Rules