

ACTION TRANSMITTAL 2014-76

DATE: December 3, 2014
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2015-2018 TIP Amendment for Metro Transit: C Line Design and Engineering
REQUESTED ACTION: Metro Transit requests an amendment to include in the 2015-2018 TIP, project design and engineering for the future C Line (Penn Ave) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2015-2018 TIP to include project design and engineering for future C Line ABRT corridor in Minneapolis and Brooklyn Center.

BACKGROUND AND PURPOSE OF ACTION: Metro Transit's design and engineering for a future C Line (Penn Avenue) arterial bus rapid transit (ABRT) corridor in Minneapolis and Brooklyn Center will be funded with FTA Section 5307 funds 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.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because a previous project planned for 5307 funding in FFY 2015 is not moving forward at this time. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its November 20, 2014, meeting, the Funding and Programming Committee unanimously approved the recommendation. At its December 3, 2014 meeting, the Technical Advisory Committee unanimously approved the recommendation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	November 20, 2014
Technical Advisory Committee	Review & Recommend	December 3, 2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

Re: Amendment to the Twin Cities 2015-2018 Transportation Improvement Program (TIP)

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	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).