

**ACTION TRANSMITTAL No. 2014-54**

**DATE:** July 2, 2014

**TO:** Transportation Advisory Board

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** 2014-2017 TIP Amendment for Metro Transit: Design of West 7<sup>th</sup> Street BRT Corridor Improvements

**REQUESTED ACTION:** Metro Transit requests an amendment to include in the 2014-2017 TIP project design and engineering for future B Line Arterial Bus Rapid Transit (ABRT) corridor in St. Paul and Bloomington (SP# TRF-TCMT-14BI).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the amendment into the 2014-2017 TIP to include project design and engineering for future B Line Arterial Bus Rapid Transit (ABRT) corridor in St. Paul and Bloomington (SP# TRF-TCMT-14BI).

**BACKGROUND AND PURPOSE OF ACTION:**

Metro Transit's design and engineering for a future B Line arterial bus rapid transit (ABRT) corridor in St. Paul and Bloomington 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. This 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 the local and federal funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project does not require a new conformity determination because it is already in the TIP. Public input opportunities for this amendment is provided through the TAB's and Council's regular meetings. This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend	7/7/2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

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

### 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
2014	M	M	BB	TRF-TCMT-14BI	Metropolitan Council - MT	5307 - Design of B Line ABRT corridor improvements, West 7 <sup>th</sup> Street, St. Paul and Bloomington	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
B9	Design and Engineering-transit stop improvements	FTA	\$1,800,000	0	0	\$1,440,000	0	\$360,000

### PROJECT BACKGROUND:

- 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 B Line Arterial Bus Rapid Transit (ABRT) corridor in St. Paul and Bloomington. 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 2015 CMAQ funds, 2016 CMAQ funds, MnDOT Trunk Highway bonds, and related local match. These funds have been secured in various placeholders in regional budget documents and the TIP. The requested amendment is a separate project that includes only design work.

- 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 November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

**AIR QUALITY CONFORMITY:**

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

The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is Appendix B of the TIP. The analysis in the appendix has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.