

ACTION TRANSMITTAL No. 2015-28

DATE: June 17, 2015
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Steve Peterson, MTS Planning Analyst, 651-602-1819
SUBJECT: Project Funding Options to Reallocate \$13.3 M of 2016 CMAQ Funds

REQUESTED ACTION: Approve project funding option for the reallocation of available 2016 CMAQ funds.

RECOMMENDED MOTION: That the TAB approve Option 1 for reallocation of the available 2016 CMAQ funds and include the projects in the draft 2016-2019 Transportation Improvement Program (TIP).

BACKGROUND: Due to previous project withdrawals on the West 7th Street Arterial Bus Rapid Transit project, TAB currently has \$12.3 M in 2016 CMAQ funds that must be reallocated to new projects. In addition, it is expected that an additional approximately \$1.0 M in past CMAQ funding will become available for reallocation this summer due to two current transit CMAQ projects (i.e., the Metro Transit Highway 610 and Noble Parkway Park & Ride and the Minnesota Valley Transit Authority Driver Assist Project) closing out under budget. Decisions regarding the \$13.3 M must be made at the June TAB meeting in order for the selected projects to be included in the draft 2016-2019 Transportation Improvement Program (TIP), to be released for public review in late June.

At its March 2015 meeting, TAB adopted a new Federal Funds Management Process that addresses how federal funds will be reallocated when TAB-selected projects are deferred, withdrawn or advanced.

At the April TAB Executive Committee meeting, potential reallocation policy alternatives for allocating the \$13.3 M were discussed. A number of policy direction comments were expressed by members. Votes were not taken. The comments are recorded below:

- Utilize the adopted Federal Funds Management Process.
- Allocate the available funds to projects in the transit modal category to the degree possible since this is the modal category where the available funds originated.
- Focus on getting more projects funded using projects that were submitted but likely will not be funded in the recently approved Regional Solicitation.
- Consider funding the Transit On-Board Survey as a unique special project request. This project would be in the transit modal category.

- Advance previously selected transit projects to 2016 or repay eligible 2017 Advance Construction so that the 2016 funds are used and the available funding is essentially moved into 2017 or later.

STAFF ANALYSIS: Following TAB adoption of projects for the Regional Solicitation on May 20, 2015, staff has compiled two options for further consideration.

Attached is Table 1, which illustrates how the 2016 CMAQ funds could be allocated to projects given the policy priorities. The explanation of the process utilized and resulting options follows below:

- Step 1: Use \$11,514,527 of the \$13,300,000 of 2016 CMAQ dollars to fund the next three highest ranked Transit Expansion projects not yet funded in the recently approved Regional Solicitation (Metro Transit Route 62 Service Expansion, MVTA Minnesota River Valley 169 Connector, and the Metro Transit Route 2 Service Expansion), plus a unique transit request (Transit On-Board Survey). Project sponsors for all four of these projects indicated that they could be delivered in 2016.
- Step 2: Use the remaining \$1,785,473 of 2016 CMAQ dollars on Advance Construction Payback, thereby freeing up these 2016 dollars for use in a later program year, 2017.
- Step 3: Use the newly freed up \$1,785,473 of 2017 CMAQ dollars to advance construct the highest ranked Transit Expansion project funded in the current Regional Solicitation that project sponsors indicated could use the funds in 2017 (Penn Avenue Corridor Bus and Technology Improvements). This frees up \$1,785,473 of 2019 dollars.
- Step 4: Use the \$1,785,473 of 2019 funds on the next two highest ranked projects from the recent Regional Solicitation’s Bicycle and Pedestrian Facilities modal category since there is not enough money remaining to fund another Transit project. The potential projects selected as part of Step 4 is where Option 1 and Option 2 differ.

RELATIONSHIP TO REGIONAL POLICY: The options provided are consistent with the TAB’s newly adopted Federal Funds Management Process. The use of regional funds for a special request is consistent with the process adopted by TAB for projects that fall outside of the Regional Solicitation application categories.

COMMITTEE COMMENTS AND ACTION: At its May 21, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended the list of projects in Option 1. At the June 3, 2015, Technical Advisory Committee also unanimously recommended Option 1. As shown in Table 1, Option 1 would fund one Multiuse Trail and Bicycle Facilities project and there was a desire expressed by both committees to fund a multiuse trail since only 11 of the 30 projects submitted in this category were funded in the Regional Solicitation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review	May 6, 2015
TAC Funding & Programming Committee	Review & Recommend	May 21, 2015
Technical Advisory Committee	Review & Recommend	June 3, 2015
Transportation Advisory Board	Review & Adopt	

Table 1: Project Funding Options to Reallocate \$13.3M 2016 CMAQ Funds

Total 2016 \$ Available: \$13,300,000

Option 1	Sub-Category	Federal Request	2016 \$ Remaining	Program Year
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
Burnsville Lake Marion Greenway CR 42 Underpass (12 th ranked out of 30 Multiuse Trails and Bicycle Facilities projects)	Multiuse Trails and Bicycle Facilities	\$1,480,000	\$305,473	2019
Bloomington Sidewalk Gap Infill Project (4 th ranked out of 9 Pedestrian Facilities projects)	Pedestrian Facilities	\$525,826	(\$220,353)	2019

Total 2016 \$ Available: \$13,300,000

Option 2	Sub-Category	Federal Request	2016 \$ Remaining	Program Year
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
Bloomington Sidewalk Gap Infill Project (4 th ranked out of 9 Pedestrian Facilities projects)	Pedestrian Facilities	\$525,826	\$1,259,647	2019
West St. Paul Oakdale and Marie Streetscaping (5 th ranked out of 9 Pedestrian Facilities projects)	Pedestrian Facilities	\$1,000,000	\$259,647	2019