

ACTION TRANSMITTAL – 2019-53

DATE: November 7, 2019

TO: Transportation Advisory Board

FROM: TAC Executive Committee

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

SUBJECT: 2019-2022 and 2020-2023 TIP Amendment for SouthWest Transit: Eden Prairie to Mall of America Connector Service

REQUESTED ACTION: SouthWest Transit requests an amendment to the 2019-2022 and 2020-2023 TIPs to change the type and number of buses for its Eden Prairie to Mall of America Connector Service (SP# TRS-TCMT-20B).

RECOMMENDED MOTION: That the Transportation Advisory Board adopt an amendment into the 2019-2022 and 2020-2023 TIPs to change the type and number of buses for SouthWest Transit's Eden Prairie to Mall of America Connector Service (SP# TRS-TCMT-20B).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to change in number and size of vehicles from the originally submitted eight 35'-40' cutaway vehicles to 10 cutaway vehicles, including required ancillary equipment, with minimum seating capacities of 10 passengers. The need for smaller-than-requested vehicles is due to the service needing to potentially access locations that are not easily accessed by 35'-40' cutaway vehicles as part of the originally planned deviated fixed route service. The need for more vehicles than originally requested is to ensure enough capacity remains for the service and to ensure a sufficient spare fleet exists for the service. The change in vehicle number and size does not require a change in the capital budget that was proposed as part of the original application. The project was funded by Congestion Mitigation/Air Quality (CMAQ) funds through the Regional Solicitation.

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 per these requirements.

STAFF ANALYSIS: This TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, and with FHWA/FTA conformity determination established on May 9, 2019. 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: This amendment meets the criteria for using TAB's streamlined TIP amendment process and was approved for streamlining by the TAC Executive Committee.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Recommend	11/07/2019
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2019-2022 and 2020-2023 Transportation Improvement Program (TIP) to amend this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2020	M	BB	TRS-TCMT-20B	SouthWest Transit	Purchase eight 35-40 foot cutaway vehicles and operate service for connector service between Eden Prairie and Mall of America <u>Purchase 10 cutaway vehicles and operate transit service between Eden Prairie and the Mall of America</u>	No Change

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
TR	Transit	CMAQ	\$7,004,381	\$5,603,505	\$1,400,876

PROJECT BACKGROUND:

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

The purpose for this TIP amendment is to request a change in number and size of vehicles from the originally submitted eight 35'-40' cutaway vehicles to ten cutaway vehicles, including required ancillary equipment, with minimum seating capacities of 10 passengers. The need for smaller than requested vehicles is due to the service needing to potentially access locations that are not easily accessed by 35'-40' cutaway vehicles as part of the originally planned deviated fixed route service. The need for more vehicles than originally requested is to ensure enough capacity remains for the service and to ensure a sufficient spare fleet exists for the service. The change in vehicle number and size does not require a change in the capital budget that was proposed as part of the original application.

This change does not involve any changes in service delivery or type. The service that was submitted under the original application is the service that is planned to be operated.

- 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
- Earmark or HPP not affecting fiscal constraint
- Other X

The federal funding remains the same, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

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 T10 – Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet