

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2021-02**

**DATE:** January 13, 2021

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)

**SUBJECT:** 2021-2024 TIP Amendment for MnDOT: FTA Section 5310, Enhanced Mobility for Seniors and Persons with Disabilities

**REQUESTED ACTION:** MnDOT requests an amendment to include in the 2021-2024 TIP funding for 12 “Enhanced Mobility for Seniors and Persons with Disabilities” projects.

**RECOMMENDED MOTION:** That the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to include funding for 12 “Enhanced Mobility for Seniors and Persons with Disabilities” projects, sponsored by MnDOT.

**BACKGROUND AND PURPOSE OF ACTION:** MnDOT was awarded funding from Federal Transit Administration (FTA) Section 5310’s Enhanced Mobility for Seniors and Persons with Disabilities program, which is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with TIP development and for the agencies to purchase their vehicles an amendment is needed to identify them in the current TIP.

FTA Section 5310 funding is not programmed through TAB’s 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 four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the local and federal funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB’s and the Council’s regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

**COMMITTEE COMMENTS AND ACTION:** At its January 6, 2021, meeting, the Technical Advisory Committee voted unanimously to recommend adoption of an amendment to the 2021-2024 TIP to include funding for 12 “Enhanced Mobility for Seniors and Persons with Disabilities” projects, sponsored by MnDOT.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	1/6/2021
Transportation Advisory Board	Review & Recommend	1/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	1/25/2021
Metropolitan Council	Review & Adopt	1/27/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to include these projects. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

*Please see list of projects below.*

**PROJECT BACKGROUND:**

1. 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).

Section 5310: The Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with the TIP/STIP development and for the agencies to purchase their vehicles an amendment is needed to identify them in the current STIP. These projects need to be included in the TIP so that FTA can apply for the federal funding for the projects and enter into contracts with the subrecipients for those funds.

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
- Earmark or HPP not affecting fiscal constraint
- Other (includes State TH funds under Corridors of Commerce Program) ✓

✓ FTA Section 5310 Program Fund

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

✓ Exempt from regional level analysis: T-1: Operating assistance to transit agencies.

**List of Projects**

Data for each Project

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT

Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA

Project-Specific Data:

Project Number (S.P. #)	Description	Type of Work	State Fiscal Year	Total \$	FTA \$	Other \$
TRF-9134-21	Section 5310: Anoka County Transportation Coordination Assistance Project	Mobility Management	2021	150,000	120,000	30,000
TRF-0011-22	Section 5310: Lifeworks Services, Inc.; 1 (Class 400) Vehicle Replacement	Purchase Bus	2022	93,000	74,400	18,600
TRF-0260-22	Section 5310: Midwest Special Services, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	2022	186,000	148,800	37,200
TRF-9056-22A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement	Purchase Buses	2022	558,000	446,400	111,600
TRF-9056-22A	Section 5310: Newtrax, Inc.; 2 (Class 400) Vehicle Expansion	Purchase Buses	2022	186,000	148,800	37,200
TRF-0890-22	Section 5310: Pro-Act, Inc. – Eagan; 1 (Class 400) Vehicle Replacement	Purchase Bus	2022	93,000	74,400	18,600
TRF-1767-22	Section 5310: Rise, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	2022	186,000	148,800	37,200
TRF-0260-23	Section 5310: Midwest Special Services, Inc.:1 (Class 400) Vehicle Replacement	Purchase Bus	2023	96,000	76800	19,200
TRF-0260-23	Section 5310: Midwest Special Services, Inc.:1 (Class 500) Vehicle Replacement	Purchase Bus	2023	165,000	132,000	33,000
TRF-9056-23A	Section 5310: Newtrax, Inc.: 6 (Class 400) Vehicle Replacement	Purchase Buses	2023	576,000	460,800	115,200
TRF-9056-23A	Section 5310: Newtrax, Inc.: 2 (Class 400) Vehicle Expansion	Purchase Buses	2023	192,000	153,600	384,000
TRF-1767-23	Section 5310 Rise, Inc.; 3 (Class 400) Vehicle Replacement:	Purchase Buses	2023	288,000	230,400	57,600