

ACTION TRANSMITTAL No. 2021-39

DATE: October 6, 2021

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

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

SUBJECT: Streamlined 2021-2024 and 2022-2025 TIP Amendment Request: Addition of Three Clean Transportation Grants Projects

REQUESTED ACTION: MnDOT requests an amendment to the to add three projects: Start-up operating costs for electric carshare (SP # 8825-963); mobility hub equipment and engagement in Minneapolis (SP# 8825-964); and purchase of two battery electric buses and two charging stations for Southwest Transit (SP # TRS-TCMT-22G).

RECOMMENDED MOTION: That the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 and 2022-2025 TIPs to add three Clean Transportation Grant projects (SP# 8825-963, 8825-964, and TRS-TCMT-22G).

BACKGROUND AND PURPOSE OF ACTION: MnDOT requests the addition of three new projects funded through Clean Transportation Grants to the 2021-2024 and 2022-2025 TIPs. These are:

1. A new project to fund start-up operating costs for electric carshare in Minneapolis and St. Paul (SP # 8825-963).
2. A new project funding mobility hub equipment and community engagement in Minneapolis (SP# 8825-964).
3. A new project funding the purchase of two battery electric buses and two charging stations with associated electrical upgrades for Southwest Transit (SP # TRS-TCMT-22G).

The proposed projects are to be funded by Congestion Management and Air Quality (CMAQ) funds not programmed through the Regional Solicitation. The funding is from MnDOT-programmed Surface Transportation Block Grant (STBG) funds but will be transferred to CMAQ due to the nature of the projects.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments 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.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. 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 projects are exempt from air quality conformity analysis.

COMMITTEE COMMENTS AND ACTION: At its October 6, 2021, meeting, the TAC Technical Advisory Committee recommended adoption of an amendment the 2021-2024 and 2022-2025 TIPs to add three Clean Transportation Grant projects.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	10/25/2021*
Metropolitan Council	Review & Adopt	10/27/2021*

*Following the Transportation Advisory Board, the amendment to the 2021-2024 TIP will be forwarded to Transportation Committee. However, the amendment to the 2022-2025 TIP will not be forwarded until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	8825-963	MNDOT	HOURCAR: Start-up operating costs for electric carshare in Mpls and St. Paul

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	Transit	CMAQ	450,000	300,000	150,000

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).

This amendment is needed to add a new federally funded project into SFY 2022

- 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

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation 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 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 Project Category NC—Non-classifiable per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	8825-964	MNDOT	City of Minneapolis; Mobility hub equipment and community engagement

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	TRANSIT	CMAQ	170,000	136,000	34,000

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).

This amendment is needed to add a new federally funded project into SFY 2022

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
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- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category NC—Non-classifiable per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	TRS-TCMT-22G	MNDOT	Southwest Transit; Purchase two (2) battery electric buses and two charging stations with associated electrical upgrades

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	TRANSIT	CMAQ	295,088	236,071	59,017

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).

This amendment is needed to add a new federally funded project into SFY 2022

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

X

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation 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 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 Project Category T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.