

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-47

DATE: November 15, 2012
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
REQUESTED BY: Kate Garwood, Anoka County
Jon Solberg, MnDOT Metro District
PREPARED BY: Kevin Roggenbuck, TAB Coordinator (651-602-1728)
Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: 2013-2016 TIP Amendment for Anoka County's TH 65 Transit Service projects, a CMAQ funded project from the 2009 regional solicitation

MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to revise the scope and costs SP# TRS-TCMT-13F, SP# TRS-TCMT-13G, SP# 002-596-016 and SP# 002-596-018 (the four components of the Anoka County TH 65 Transit Service project).

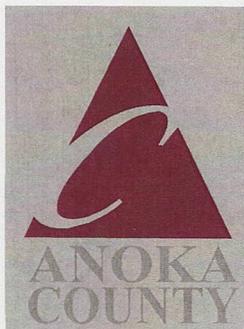
BACKGROUND AND PURPOSE OF ACTION: Anoka County was awarded \$6,630,762 in CMAQ funds (adjusted for inflation) in the 2009 regional solicitation for the TH 65 Transit Service and Park and Ride Facility project. The project was programmed in 2013 in four separate components; land acquisition at the intersection of TH 65 and CSAH 14 in Blaine, construct 400 space surface park and ride lot, purchase six coach buses and fund transit service start-up from the facility to Minneapolis.

The requested action to amend the 2013-2016 TIP reflects the previous action to recommend approval of the scope change submitted by Anoka County. The revised project descriptions and costs are attached.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming	Review & Recommend	November 15, 2012
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

(763) 862-4200 FAX (763) 862-4201

November 12, 2012

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP) State Project Number: TRS-TCMT-13F, TRS-TCMT-13G, 002-596-016, 002-596-018 Federal Project Number: _____

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to address changes in the following projects in SFY 2013 of the TIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on Page 5.

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).

As Anoka County began the work to purchase property and develop service, the County Board asked staff to investigate the possibility of beginning the transit service on TH 65 farther north along the corridor in East Bethel and Ham Lake, then continue service to Blaine. This was due to the fact that, in Anoka County congestion on TH 65 begins farther north along TH 65 in the south half of Ham Lake. To provide more comprehensive service and take vehicles off the highway sooner, the County considered the impact of including stops in East Bethel, eight (8) miles north of the Blaine park and ride site, and in Ham Lake, five (5) miles north of the Blaine park and ride site.

As we have progressed through project development phases to the point of understanding costs more completely, we have found that it would be possible to include the changes in service within the parameters of the existing grant. These changes are more specifically explained, below:

Park and Ride Lots

Park and ride sites would be added in East Bethel and in Ham Lake.

- a. The East Bethel park and ride would be located at the East Bethel Theaters, located at 187th Avenue NE and TH 65 (See Figure 1)
- b. The Ham Lake park and ride would be located at the Constance Church, located approximately 3 miles farther south at 165th Avenue NE and TH 65 (See Figure 1)
- c. The Blaine park and ride lot would remain in the same general location, at the intersection of Paul Parkway (approximately 121st Avenue NE) and the west frontage road to TH 65 (Ulysses Avenue NE). (See Figure 1)

Service and Operations

Service and operating hours would be expanded farther north by approximately 8 miles and would serve an additional 2 communities in Anoka County.

- a. The service operating hours would be expanded to accommodate the additional lots.
- b. The number of trips from Blaine (9 morning and 9 evening trips) would not be changed.
- c. The number of trips from the East Bethel and Ham Lake lots would be less than the number to Blaine (between 2 – 4 morning and 2 – 4 evening trips)

No additional funding is required; however, the allocation funds would change as shown below.

<u>From:</u>	Land	\$1,336,000
	Buses	\$3,300,000 (6 buses @ \$550,000 each)
	Park and Ride	\$1,600,000
	Service (3 years)	<u>\$2,246,235</u> (\$748,745/year)
	TOTAL	\$8,482,235
<u>To:</u>	Land	\$ 953,000
	Buses	\$3,850,000 (7 buses @ \$550,000 each)
	Park and Ride	\$1,330,000
	Service (3 Years)	<u>\$2,349,235</u> (\$783,079/year)
	TOTAL	\$8,482,235

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – _____
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other _____ **X***

* The County is not requesting any additional federal funds for the project. The County funds will be utilized to cover the increased cost of the project.

Fiscal Constraint

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update 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..... _____
- Exempt from regional level analysis*..... Yes
- Exempt from project level analysis*..... Yes
- Exempt by virtue of interagency consultation*..... _____
- N/A (not in a nonattainment or maintenance area) _____

Per Section 93.126 of the Conformity Rules

*See list of projects on Page 5

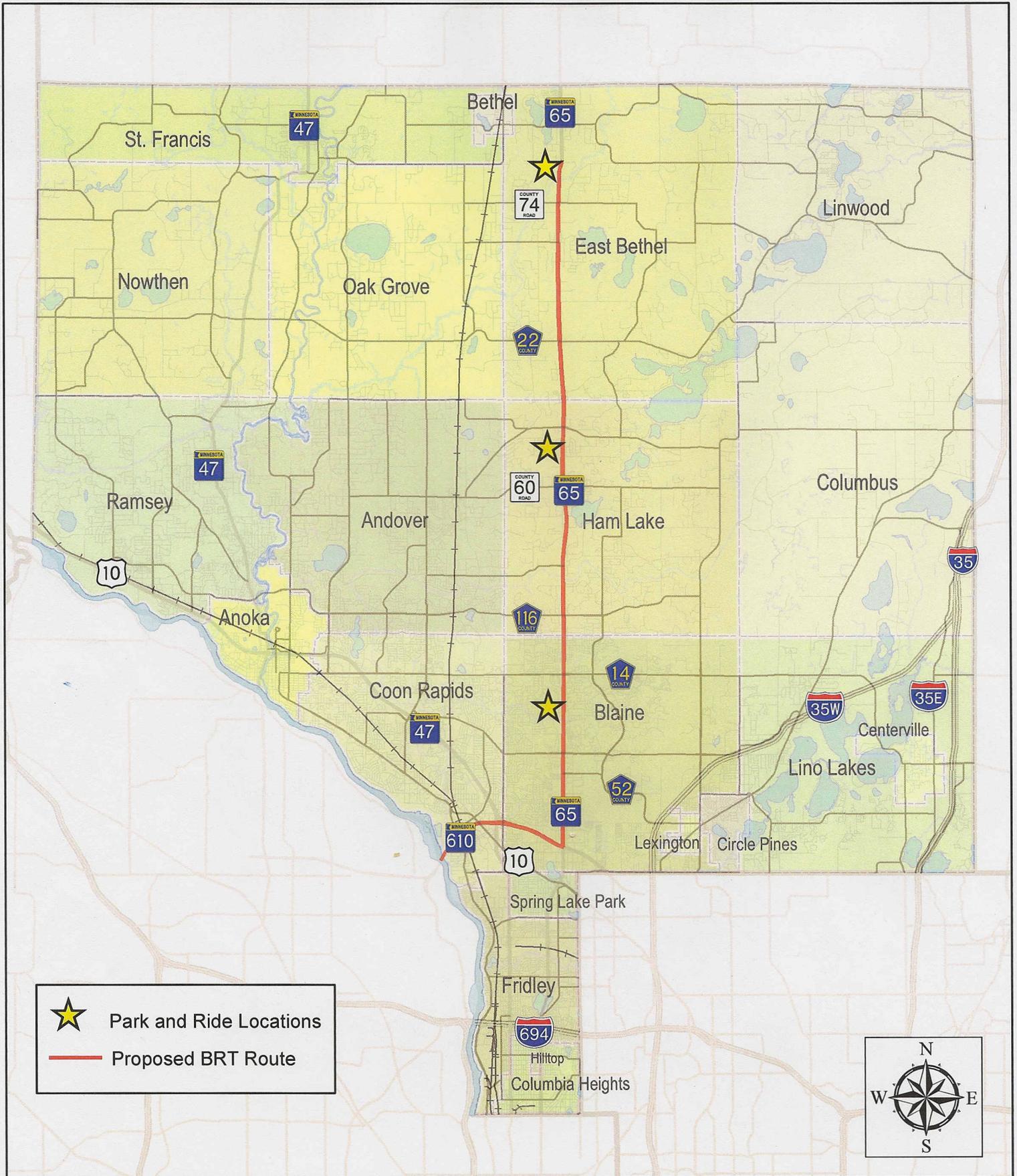
We are requesting approval of this TIP amendment at this time. If you have any questions, please call Kate Garwood at 763-862-4230.

Sincerely,



Kate Garwood, AICP
Multimodal Transportation Director
Anoka County

cc: Jon P. Solberg, Metro Program Management
Cindy Krumsieg, Metro Program Management
Heidi Schallberg, Metropolitan Council



 Park and Ride Locations
 Proposed BRT Route

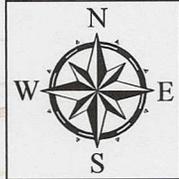


FIGURE 1

