

**ACTION TRANSMITTAL No. 2015-04**

**DATE:** December 29, 2014

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and Programming Committee

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

**SUBJECT:** Withdrawal and Reallocation of CMAQ Regional Solicitation Funds

**REQUESTED ACTION:** Metro Transit requests that \$5,307,855 in FY15 and \$7,000,000 in FY16 of turned back CMAQ funds from the W. 7<sup>th</sup> arterial BRT project be re-allocated as follows: \$566,527 in FY15 funds to the Snelling Avenue ABRT project (TRS-TCMT-15A and TRS-TCMT-15B) to cover inflation costs; the remaining \$4,741,328 in FY15 funds be used to advance a programmed FY16 project for E. 7th Street bus purchases and service demonstration (TRS-TCMT-16C and TRS-TCMT-16D); and that the turned back \$7,000,000 in FY16 funds along with \$4,471,328 in FY 16 funds available from advancing the E 7<sup>th</sup> project be allocated for the Penn Avenue arterial BRT project.\*

**RECOMMENDED MOTION:** That the Transportation Advisory Board reallocate \$5,307,855 of turned back FY 2015 CMAQ funds to advance Metro Transit's East 7<sup>th</sup> Street bus purchase and service demonstration projects (TRS-TCMT-16C and TRS-TCMT-16D) from 2016 to 2015; and reallocate the \$5,307,855 of freed-up FY16 CMAQ funds along with \$7,000,000 of turned back FY16 CMAQ funds in early 2015 after TAB has adopted an updated federal funds reallocation policy.\*

**BACKGROUND AND PURPOSE OF ACTION:** In November, Metro Transit informed TAB that it was withdrawing two CMAQ awards for the B-Line (W. 7th Street) arterial bus rapid transit (ABRT) project, which Ramsey County and the City of St. Paul asked to be removed from the Transportation Policy Plan (TPP). The W. 7<sup>th</sup> Street CMAQ awards total \$5,307,855 in FY 2015 and \$7,000,000 in FY 2016.

Under the existing federal funding reallocation procedure (see Relationship to Regional Policy below), available funds are first reallocated to pay for project inflation or over-programming of regionally selected projects. The available federal funds for FY15 and FY16 are currently not over- programmed. Inflation adjustments are provided when projects are selected for a funding year by TAB. The selected projects in the TIP have already received any allowable inflationary adjustment. Past practice has been to provide inflation adjustments only for construction projects – transit bus purchases and service demonstration projects have been expected to apply for actual project amounts.\*

The next step in the reallocation process would be to advance a regionally selected project from a future program year. Metro Transit has indicated that it does have a CMAQ project award for E. 7<sup>th</sup> Street for bus purchases and service demonstration totaling \$7,000,000 that can be moved into 2015. Because the available 2015 funds

total only \$5,307,855, advancing the E. 7<sup>th</sup> Street project would require Metro Transit to advance fund the remaining \$1,692,145 in E. 7<sup>th</sup> Street project costs with the AC payback in 2016. The table below shows the project funding amounts.

Given that this option follows the current revenue reallocation procedure, staff recommends moving the E 7<sup>th</sup> Street projects to 2015. This proposed reallocation will enable the 2015 amount of \$5,307,855 to be deferred until 2016, along with the \$7,000,000 from 2016 that is also available from the W. 7<sup>th</sup> Street project and allow TAB and TAC more time to determine how to program this funding. Total available CMAQ funding to be allocated for FY 2016 would be \$12,307,855 (\$5,307,855 advanced for East 7<sup>th</sup> Street and \$7,000,000 withdrawn from West 7<sup>th</sup> Street).

East 7<sup>th</sup> Street Project (Present):

Year	Description	Total	FHWA	AC	Other
2016	CMAQ: Purchase five buses for limited stop service on E 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood	\$2,009,150	\$1,476,725	\$0	\$532,425
2016	CMAQ: Service demonstration for limited stop service on East 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood	\$7,514,836	\$5,523,275	\$0	\$1,991,561

East 7<sup>th</sup> Street Project (After Proposed Action):

Year	Description	Total	FHWA	AC	Other
2015	CMAQ: Purchase five buses for limited stop service on E 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood	\$2,009,150	\$1,476,725 #	\$0	\$532,425
2015	<b>**AC**</b> CMAQ: Service demonstration for limited stop service on East 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood (AC project, payback in FY16)	\$7,514,836	\$3,831,130 #	\$1,692,145	\$1,991,561
2016	<b>**AC**</b> CMAQ: Service demonstration for limited stop service on East 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood (AC Payback 1 of 1)	\$1,692,145	\$1,692,145		

# The FHWA amounts for the two different projects add up to the \$5,307,855 total withdrawn for FY15.

The attached letter from Metro Transit highlights their proposal for use of the withdrawn project:

- Provide \$566,527 from FY 2015 to the Snelling Avenue (A-Line) arterial BRT line to cover cost inflation since programming.

- Award the remaining funds FY 2015 and 2016 funds to the Penn Avenue (C-Line) arterial BRT Line. However, because FY 2015 is too soon to obligate funds for the C-Line, Metro Transit proposes Advancing the program year of its East 7<sup>th</sup> Street bus and service improvement project.

**RELATIONSHIP TO REGIONAL POLICY:** Current TAB policy authored in 2002 is written:

Assigning alternative uses for federal transportation funds when projects in the TIP are, deferred, withdrawn, sunset, or advanced.

The TAB gives the MnDOT Office of Investment Management (OIM) the authority to manage changes in the Twin Cities TIP and State TIP. Projects in these programs can be advanced or deferred based on project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, sunset, or advanced. The priority for use of funds made available when projects are withdrawn, sunset, or advanced will be (for projects selected by TAB):

Project Deferrals	Projects withdrawn or sunset
1. Advance a regionally selected local project. 2. Advance a regionally selected MnDOT project. 3. Advance other Mn/DOT projects in the metro area. 4. Payback local Advance Construction (AC). 5. Payback other metro area AC.	1. Pay for project cost inflation or overprogramming on regionally selected projects.  Then follow steps 1-5 from project deferrals.

**STAFF ANALYSIS:** With the FY 2015 funding needing to be addressed quickly, the recommended motion enables a project that is ready to be moved ahead to do so without disruption to the program. It also keeps the available funding within the same funding source and mode as the project from which it was withdrawn. The soon-to-be updated TAB federal funding reallocation policy may be able to be used to determine how to reallocate the FY 2016 funds in the coming months.

A Transportation Improvement Program (TIP) administrative modification is required to advance the E. 7<sup>th</sup> Street project. A full TIP amendment is not required because no project cost increase or change in scope will occur.

Attached is a full listing of CMAQ-funded projects as currently shown in the TIP.

**COMMITTEE COMMENTS AND ACTION:** At its December 18, 2014 meeting, the Funding and Programming Committee recommended the staff-recommended motion for approval. The Funding & Programming Committee did not recommend providing the requested inflation adjustment to the Snelling Avenue project because past practice has been to include an inflation adjustment only for construction projects. The Committee

did not suggest reallocating the FY16 funds to the Penn Avenue project because that project has not been through a Regional Solicitation scoring process.

The Committee also desired that the existing reallocation policy be followed as closely as possible. The E. 7<sup>th</sup> Street projects are the only CMAQ-funded public transit projects able to move from 2016 to 2015. Advancing these projects and freeing-up 2016 funds will allow for additional time for decision-making by TAB.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	12/18/2014
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

- \* Following the Funding and Programming committee meeting, the Requested Motion section was revised to reflect the actions requested by Metro Transit as outlined in the attached letter. In addition, clarifying text was added to the recommended motion to indicate that additional decisions related to the FY16 returned funds will occur in early 2015 and to the section on inflationary adjustments to clarify that inflationary adjustments are made only to construction projects.

Year	Route	Proj Num	Description	Total	FHWA	AC	State	Other	% FED	Agency
2015	CSAH 23	019-623-029	CMAQ: CSAH 23 & CSAH 42-Fiber optic installation, traffic signal mgmt sys, signal timing	\$1,153,900	\$923,120	\$0	\$0	\$230,780	80%	Dakota County
2015	CSAH 32	019-632-032	CMAQ: Install fiber optic cable for signal interconnection along CSAH 32 in Eagan including traffic monitoring equipment, flashing yellow arrows and retiming and coordination	\$519,200	\$415,360	\$0	\$0	\$103,840	80%	Dakota County
2015	Ped / Bike	091-090-078	**AC**CMAQ:Pedestrian/bicycle trail between Tracy Ave and France Ave/Edina Promenade in Edina (AC project, payback in FY16)	\$11,424,000	\$2,400,000	\$3,760,000	\$0	\$5,264,000	54%	Three Rivers Park District
2015	Local 999	141-030-021	CMAQ: Upgrade of the traffic signal control system at 262 locations in Mpls enhancing the ITS and signal coordination capabilities through new controllers, advanced detector techniques and TMC upgrades	\$3,245,000	\$2,596,000	\$0	\$0	\$649,000	80%	Minneapolis
2015	MN 51	6216-133	FROM Dan Patch Ave/Midway Pkwy in Falcon Heights/St. Paul to I694 in Arden Hills-Signal Coordination, deploy CC cameras, and dynamic message signs	\$708,225	\$566,580	\$0	\$141,645	\$0	80%	MnDOT
2015	Local 999	TRS-TCMT-15	CMAQ TDM: Activities to reduce SOV use by van pools, car pool & ride matching programs, marketing, transit ridership incentives by supporting several transportation management organizations.	\$4,375,000	\$3,500,000	\$0	\$0	\$875,000	80%	Met Council-MT
2015	BB	TRS-TCMT-15A	CMAQ: Purchase five buses and technology improvements for limited stop service on Snelling Avenue in Roseville and St. Paul, Ford Parkway in St Paul, and 46 <sup>th</sup> St. in Mpls	\$3,709,150	\$2,967,320	\$0	\$0	\$741,830	80%	Metro Transit
2015	BB	TRS-TCMT-15B	CMAQ: Service demonstration for limited stop service on Snelling Ave in Roseville and St Paul, Ford Parkway in St Paul, and 46 <sup>th</sup> St in Mpls	\$4,332,691	\$3,466,153	\$0	\$0	\$866,538	80%	Metro Transit

2015	BB	TRS-TCMT-15C	CMAQ: Purchase 3 coach buses for express bus service from Marshall Road Transit Station to the U of M	\$1,800,000	\$1,440,000	\$0	\$0	\$360,000	80%	Shakopee
2015	BB	TRS-TCMT-15D	CMAQ: Three years of startup operating funds for express bus service from Marshall Road Transit Station to the U of M	\$1,600,533	\$1,280,426	\$0	\$0	\$320,107	80%	Shakopee
2015	BB	TRS-TCMT-15E	CMAQ: Purchase six buses and technology improvements for limited stop service on West 7 <sup>th</sup> Street in St Paul, Bloomington, and MSP International Airport	\$3,510,980	\$2,808,784	\$0	\$0	\$702,196	80%	Metro Transit
2015	BB	TRS-TCMT-15F	CMAQ: Service demonstration for limited stop service on West 7 <sup>th</sup> Street in St Paul, Bloomington, and MSP International Airport	\$3,123,839	\$2,499,071	\$0	\$0	\$624,768	80%	Metro Transit
2016	Ped / Bike	091-090-078AC	**AC**CMAQ:Pedestrian/bicycle trail between Tracy Ave and France Ave/Edina Promenade in Edina (AC Payback 1 of 1)	\$3,760,000	\$3,760,000	\$0	\$0	\$0	100%	Three Rivers Park District
2016	Local 999	107-030-006	CMAQ: Installation of interconnect infrastructure, communications equipment and management software, implementation of phasing modifications and development and installation of new coordinated timing plans through Bloomington	\$1,120,000	\$896,000	\$0	\$0	\$224,000	80%	Bloomington
2016	MN 252	2748-62	FROM MN610 In Brooklyn Park to I694 in Brooklyn Center-signal coordination, deploy CC cameras, and dynamic message signs	\$839,039	\$671,232	\$0	\$167,807	\$0	80%	MnDOT
2016	US 169	2750-82	From MN610 in Brooklyn Park to US10 in Anoka-signal coordination, deploy CC cameras, and dynamic message signs	\$1,152,197	\$921,758	\$0	\$230,439	\$0	80%	MnDOT
2016	Local 999	TRS-TCMT-16	CMAQ TDM: Activities to reduce SOV use by van pools, car pool & ride matching programs, marketing, transit ridership incentives by supporting several transportation management organizations	\$4,375,000	\$3,500,000	\$0	\$0	\$875,000	80%	Met Council-MT

2016	BB	TRS-TCMT-16C	CMAQ: Purchase five buses for limited stop service on E 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood	\$2,009,150	\$1,476,725	\$0	\$0	\$532,425	73%	Metro Transit
2016	BB	TRS-TCMT-16D	CMAQ: Service demonstration for limited stop service on East 7 <sup>th</sup> St, Arcade Ave, Maryland Ave and White Bear Ave in St Paul and White Bear Ave in Maplewood	\$7,514,836	\$5,523,275	\$0	\$0	\$1,991,561	73%	Metro Transit
2016	BB	TRS-TCMT-16E	B Line(W 7 <sup>th</sup> St) Bus Rapid Transit Station Construction	\$14,164,000	\$7,000,000	\$0	\$0	\$2,164,000	49%	Metro Transit
2017	BB	132-080-002	Downtown Hopkins LRT station park-and-ride structure right-of-way	\$4,800,000	\$2,000,000	\$0	\$0	\$2,800,000	42%	Hopkins
2017	BB	132-080-003	Downtown Hopkins LRT station park-and-ride structure construction	\$7,400,000	\$4,000,000	\$0	\$0	\$3,400,000	54%	Hopkins
2017	Local 999	880M-CMAQ-17	Metro ATP setaside for CMAQ (Including TDM) projects yet to be selected for FY 2017	\$9,213,455	\$7,370,764	\$0	\$0	\$1,842,691	80%	MnDOT
2017	BB	TRS-TCMT-17	Mall of America Transit station renovation project	\$22,873,730	\$7,000,000	\$0	\$0	\$15,873,730	31%	Metro Transit
2017	BB	TRS-TCMT-17A	Lake Street Station at I-35W bus rapid transit station construction	\$40,970,100	\$7,000,000	\$0	\$0	\$33,970,100	17%	Metro Transit
2018	Local 999	880M-CMAQ-18	Metro ATP setaside for CMAQ (Including TDM) projects yet to be selected for FY 2018	\$33,875,000	\$27,100,000	\$0	\$0	\$6,775,000	80%	MnDOT



December 8, 2014

Bill Hargis, Chair  
Transportation Advisory Board  
390 North Robert St  
St. Paul MN 55101

RE: 2015-2016 Congestion Mitigation Air Quality (CMAQ) Funding Awards

Dear Chair Hargis:

This letter serves as notice that Metro Transit withdraws the past West 7th/B Line project awards and also proposes potential alternate uses of the CMAQ funds prior to their expiration in mid-2015 (\$5,257,855) and 2016 (\$7,000,000) for TAB to consider. In May 2014 the Transportation Advisory Board (TAB) accepted a proposal by Metro Transit to shift awarded Congestion Mitigation Air Quality (CMAQ) funds between two regional transit projects. The action moved \$7,000,000 of CMAQ funds awarded for program year 2016 from a Chicago Avenue service demonstration and bus purchase project, to the B Line project, an arterial bus rapid transit line along West 7th Street in St. Paul. These additional funds for the B Line project supplemented a program year 2015 CMAQ award for West 7th Street buses, technology, and service demonstration. These two CMAQ awards joined other awarded funds that fully funded the \$28 M B Line project.

Since TAB's action, Ramsey County commissioners and St. Paul policymakers expressed new concerns that implementing the B Line project could negatively impact the future implementation of a larger New Starts transitway project in the Riverview Corridor. The County had previously supported near-term B Line implementation as Riverview Corridor planning began in 2013 - this support has since reversed. The Metropolitan Council has subsequently agreed to suspend B Line implementation; the two TAB CMAQ funding awards will not be used within the awarded 2015 and 2016 program years.

Developing a regional program of arterial BRT corridors is a top priority for the Metropolitan Council. If Metro Transit had known past local support for B Line implementation would not continue, other arterial BRT corridors would have been advanced for funding consideration. As a result of Ramsey County's request to suspend the B Line implementation, Metro Transit has shifted its near-term BRT implementation work to other corridors.

In 2013 and 2014 Metro Transit, Minneapolis, and Hennepin County have developed a project to implement improvements along Penn Avenue north in coordination with the Penn Avenue Community Works project. A major component of this project would implement Metro Transit's C Line BRT project. If funding allows the C Line project can be constructed in 2016. The C Line project includes buses, technology, and station improvements that will significantly improve speed, reliability, and facilities in the Penn Avenue corridor. Over 25% of Penn Avenue corridor users today are on buses, which carry over 6,000 passengers daily. BRT implementation would increase ridership to 9,300 daily in 2030. Despite high ridership throughout the corridor, narrow sidewalks prevent installation of even basic bus shelters. Implementing BRT would widen sidewalks to allow pedestrian improvements as well as robust transit infrastructure including heat, lighting, security cameras, real-time signage, and enhanced fare collection enforcement by Metro Transit Police. The project also has strong local support, with Minneapolis,

A service of the Metropolitan Council



Brooklyn Center and Hennepin County having recently passed resolutions supporting the project's implementation.

In addition, Metro Transit is completing final design of improvements for Snelling Avenue/A Line arterial BRT, which was awarded \$6,430,000 by TAB in the 2011 Regional Solicitation for bus and technology improvements in program year 2015. Detailed designs and inflation since 2011 have revealed additional funding needs. Consistent with TAB policy, the project would benefit from an additional award to deliver the awarded project scope.

Metro Transit proposes the following funding actions for TAB's consideration regarding the withdrawn CMAQ funds for 2015 and 2016:

- Award \$566,527 of the state fiscal year 2015 (SFY2015) CMAQ funds to supplement TAB's \$6,433,473 CMAQ award to Snelling Avenue/A Line transit improvements, reaching the \$7,000,000 project cap (and within 80% Federal match requirement) as established in the 2011 Solicitation. Metro Transit would commit the additional match of \$141,632 to the project.
- Award the remaining \$4,691,328 of SFY2015 CMAQ funds from the B Line/West 7th buses, service, and technology project to C Line bus expansion and technology improvements. Metro Transit commits to identify non-federal matching funds of \$1,172,832 for this project award.
- Award the \$7,000,000 of SFY2016 CMAQ funds allocated to the B Line project to the C Line project. Metro Transit commits to identify the necessary non-federal matching funds of \$1,750,000 to this project award.

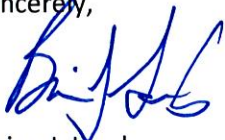
Because of the late withdrawal of B Line local support, it will not be possible to obligate the proposed C Line SFY2015 funds within program year 2015. As a potential solution to this issue, Metro Transit proposes to:

- Advance the program year of a separate project to which TAB awarded SFY2016 CMAQ funds through the 2011 Regional Solicitation: East 7th Street bus and service improvement project.
- This project is a new limited-stop bus service project on the east side of St. Paul. The route will provide a significant increase in service frequency and speed along East 7th Street. The project can be started in program year 2015. The area will also benefit from new bus shelters installed under a separate effort by Metro Transit in calendar years 2015-2016.

The proposed approach solves a funding challenge posed by the late withdrawal of local support for the B Line project, brings additional bus service to the east side of St. Paul, and allows for significant and timely investment in bus service, shelter, security, and technology infrastructure in areas of significant need.

Metro Transit has submitted a Penn Avenue application for TAB's active regional solicitation for 2018-2019 funds. If the requested funding awards in this letter are provided, Metro Transit will withdraw its 2018-2019 Penn Avenue funding application, potentially allowing additional projects to receive future funds. I request your evaluation, discussion, and approval of this action at the January TAB meeting. Please don't hesitate to contact Charles Carlson, Senior Manager of BRT and Small Starts (612-349-7639) with any questions.

Sincerely,



Brian J. Lamb  
General Manager