

ACTION TRANSMITTAL – 2020-12

DATE: February 21, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: 2020-2023 TIP Amendment for Metro Transit: Route 63 Service Improvement

REQUESTED ACTION: Metro Transit requests an amendment to the 2020-2023 Transportation Improvement Program to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years its Route 63 Service Improvement project (SP # TRS-TCMT-21B).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of an amendment into the 2020-2023 Transportation Improvement Program to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years Metro Transit's Route 63 Service Improvement project (SP # TRS-TCMT-21B).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to reflect changes in project scope and cost for Metro Transit's CMAQ/TAB-funded Route 63 service improvement project. The project is currently programmed to improve the frequency of service on Route 63 (St. Paul) to every 15 minutes for most of the day on weekdays and Saturdays. The requested amendment would reflect Action Transmittal 2020-11, a scope change to:

- End Route 63 at Sun Ray Transit Center, removing the easternmost 2.8 miles from the 16.9-mile route.
- Establish a suburban-local route, Route 323, from Sun Ray Transit Center, to Woodbury.
- Reduce the number of buses purchased from five to three. The shortened Route 63 will not need new buses. New buses are only needed for Route 323.
- Increase operating cost.
- Use \$526,551 of CMAQ available in 2020 due to a project completed under budget, enabling service to start in the summer of 2020. The rest would remain in 2021.
- Reduce the total project cost from \$7,653,055 to \$6,682,000, which would reflect a federal reduction from \$6,122,444 to \$5,345,600

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: At its February 20, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval an amendment to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years Metro Transit's Route 63 Service Improvement project.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	2/20/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to amend this 2021 project as two projects. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

	Current Project	Proposed Project 1	Proposed Project 2
Fiscal Year	2021	2020	2021
ATP/Dist	Metro	Metro	Metro
Route System	BB	BB	BB
Project Number	TRS-TCMT-21B	To be assigned	TRS-TCMT-21B
Agency	Metro Transit	Metro Transit	Metro Transit
Description	Purchase five buses and operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, 3rd St East, and McKnight Rd in St Paul	Operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, and 3rd St East in St Paul. New suburban local route to replace existing service on Old Hudson Rd and McKnight Rd, extended along Lower Afton Rd, Century Ave, and Valley Creek Rd in St. Paul, Maplewood and Woodbury	Purchase three buses for new suburban local service on Old Hudson Rd, McKnight Road, Lower Afton Rd, Century Ave, and Valley Creek Rd in St. Paul, Maplewood and Woodbury and operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, and 3rd St East
Prog	TR	TR	TR
Type of Work	Transit	Transit	Transit
Prop Funds	STBGP	STBGP	STBGP
Total \$	7,653,055	658,189	6,023,811
FTA \$	6,122,444	526,551	4,819,049
Other \$	1,530,611	131,638	1,204,762

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 suburban local Route 323 (service along Old Hudson Rd, McKnight Road, Lower Afton Rd, Century Av, and Valley Creek Rd in St. Paul, Maplewood and Woodbury) to the Transportation Improvement Program and to reduce the number of buses needed and the length of existing local Route 63 by moving the terminus from the intersection of McKnight Road and Londin Lane to the intersection of Old Hudson Road and Pedersen Street (Sun Ray Transit Center). The current project includes an improvement in service to 15-minute headways on weekdays and Saturdays on Route 63. This will now only occur on the reduced route. New buses will be used for Route 323, while the reduced Route 63 no longer needs additional buses.

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

Total project cost, and federal funding, is reduced. 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) X

Exempt Project Category T-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet.