

**ACTION TRANSMITTAL No. 2018-05**

**DATE:** December 13, 2017  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for Metro Transit's Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project  
**REQUESTED ACTION:** Metro Transit requests a scope change to its Penn Avenue (C-Line) Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B) to add a new project electrifying buses and related charging equipment.  
**POSSIBLE ACTIONS:** The Committee can recommend approval or denial of the request.

**BACKGROUND AND PURPOSE OF ACTION:** Metro Transit was awarded \$7,000,000 (\$7,420,000 after inflation adjustment) in Congestion Management and Air Quality (CMAQ) Program funds in the 2014 Regional Solicitation to purchase buses and technology for the Penn Avenue (C-Line) corridor. The project included:

- Three expansion 60-foot articulated buses
- Incremental capacity increase to purchase nine larger 60-foot buses (as opposed to planned 40-foot buses)
- Premium bus features, including three larger vehicle doors for faster service
- Ticket purchase and fare validation machines
- Electrical and communications connections (wireless, solar, or wired, as feasible)

The funds were obligated in 2017. Metro Transit was awarded discretionary funds that it wishes to use for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line bus rapid transit (BRT) corridor. This will lead to complete electrification of eight of the 14 60' articulated buses anticipated for expanded and improved transit service on the corridor.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

**STAFF ANALYSIS:** This project was funded through the Transit Expansion category in the 2014 Regional Solicitation. The project scored 850 points out of a possible 1,000, 111 better than the next-ranked project, which was funded, and 218 better than the top-scoring unfunded project. Staff did not share the scope change request with scorers because the only possible score reduction could come

from reduced cost effectiveness, as the total project cost rises from \$8.47M to \$11.45M. Staff added the new funding to the project and determined that reduced cost effectiveness (without accounting for the improved emissions that will likely result) would bring the project down to 822, which is significantly higher than all un-funded projects in the funding category.

None of the additional funding would be programmed through the Regional Solicitation. No project benefits or elements are being reduced. For these reasons, there is no need to consider a reduction in regional funds.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>COMPLETION DATE</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

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December 12, 2017

Tim Mayasich  
Chair, TAC Funding and Programming  
Metropolitan Council  
390 Robert St N  
St Paul MN 55101

**Re: Scope Change to Reflect FTA Discretionary Grant for Electric Buses**

Dear Mr. Mayasich,

This letter is to request that the Metropolitan Council TAC Funding & Programming Committee consider a scope change for the Penn Avenue Corridor Bus and Technology Improvements Project (SP # TRS-TCMT-17C and TRS-TCMT-17B). The scope change recognizes \$1.75 million of discretionary funds received from the Federal Transit Administration and local match for electric buses and equipment.

Metro Transit received funding through the 2014 Regional Solicitation for bus improvements in the Penn Avenue corridor. The base project funds added vehicles and larger-than-planned replacement vehicles, added bus features for customer experiences, and off-board fare equipment and infrastructure. A total of 12, 60-foot vehicles were included in the grant scope.

In September 2017, Metro Transit was awarded discretionary federal funding to be used for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line (Penn Avenue) Bus Rapid Transit (BRT) corridor. These new funds would add a new project related to the original scope of the CMAQ-funded project to provide:

- Terminal and garage vehicle charging infrastructure
- Additional buses to support electric fleet service. Electric buses require additional recovery time at the route terminal for charging, creating a higher fleet requirement for the service
- Upgrades to up to eight buses for 100% electric propulsion instead of internal combustion
- In total, 14 buses will be purchased and eight of these buses will have 100% electric propulsion

No funds from the original project will support these added elements. No other changes are planned in the base project, which has funding encumbered through an FTA grant. Metro Transit plans to receive these new vehicles in January 2019 and to begin service in March 2019.

Respectfully,

A handwritten signature in black ink, appearing to read 'Charles Carlson'.

Charles Carlson  
Senior Manager  
Bus Rapid Transit/Small Starts Project Office  
Metro Transit  
612-349-7639

CC: Mary Gustafson, Grants Manager

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