

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** March 17, 2022

**Date:** March 10, 2022

## Action Transmittal: 2022-13

TIP Amendment: Southwest LRT (Green Line Extension)

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Senior Planner, 651-602-1705

### Requested Action

Metro Transit requests an amendment to the 2022-2025 TIP to increase the 2022 cost of the Southwest LRT (Green Line Extension) project (SP # TRF-TCMT-22AG) by \$50 million.

### Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project (SP # TRF-TCMT-22AG) by \$50 million.

### Background and Purpose

This request is to add \$50 million to the fiscal year 2022 project line of the Southwest LRT (Green Line Extension) project. No scope change is proposed.

The project has been funded by FTA Section 5309. This amendment adds \$50 million in FTA Section 5307 funds taken from unspent 2020 and 2021 funds and other 2022 Metro Council projects, shown below. Projects 1 and 2 represent the Green Line Extension, while projects 3 through 9 highlight the projects from which the FTA funds are coming. Note that these projects will still be completed in full but those being removed will be funded with non-federal funding.

Projects 3 through 9 show a total of \$36,535,004 in FTA Section 5307 funds being removed from planned 2022 projects and reallocated to the Green Line Extension project. In addition, \$13,464,996 of Section 5307 funding is being provided to the project (project 2) from unspent fiscal year 2020 and 2021 Section 5307 funds (which are not shown in the current TIP). This amendment would therefore create a net increase of \$13,464,996 in 5307 funds allocated to 2022 projects in the TIP. Metro Transit is plans to increase the amount of local funding allocated to each of these projects and the projects will continue to be fully funded.

Proj	Proj #	Description	Total Cost	FTA \$	Other \$
1	TRF-TCMT-22AG (no change)	**PRS**Sect 5309: Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$214,600,921	\$100,000,000	\$114,600,921
2	TRF-TCMT-22AG	**PRS**Sect 5307: Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$0 \$60,000,000	\$0 \$50,000,000	\$0 \$10,000,000
3	TRF-TCMT-22AB	Operations, equipment and expansion	<del>\$225,000</del> \$0	<del>\$180,000</del> \$0	<del>\$45,000</del> \$0
4	TRF-TCMT-22AD	Public facilities: signs, lights, heat, pads, real-time signs	<del>\$850,000</del> \$0	<del>\$680,000</del> \$0	<del>\$170,000</del> \$0
5	TRF-TCMT-22G	Preventive maintenance	<del>\$10,000,000</del> \$0	<del>\$8,000,000</del> \$0	<del>\$2,000,000</del> \$0
6	TRF-TCMT-22R	Lake St-Marshall Ave BRT	<del>\$9,800,000</del> \$0	<del>\$7,840,000</del> \$0	<del>\$1,960,000</del> \$0
7	TRF-TCMT-22T	Facilities energy enhancements and new energy initiatives	<del>\$795,675</del> \$626,920	<del>\$636,540</del> \$501,536	<del>\$159,135</del> \$125,384
8	TRF-TCMT-22U	Fare collection capital equipment, hardware and software	<del>\$9,625,000</del> \$0	<del>\$7,700,000</del> \$0	<del>\$1,925,000</del> \$0
9	TRF-TCMT-22N	Bus acquisition	<del>\$24,214,133</del> \$10,096,486	<del>\$20,582,013</del> \$8,582,013	<del>\$3,632,120</del> \$1,514,473

### 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 recommend TIP amendments to the Council for adoption, provided these four requirements are met.

### 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, and amended on March 9, 2022, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this TIP amendment is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the request is exempt from air quality conformity analysis, as the cost increase does not impact the project's scope and previously determined regional significance and air quality conformity.

### Routing

To	Action Requested	Date Completed / Scheduled
TAC Funding & Programming Committee	Review & Recommend	March 17, 2022
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	May 11, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to change the below projects in 2022. The projects are being submitted with the following information:

**PROJECT IDENTIFICATION:**

**(Each project is fiscal year 2022, Metro District, Route System BB, Prog TR, Type-of-Work Transit, Proposed Funds FTA)**

Project Number	Agency	Description	Miles	Total \$	FTA \$	Other \$
TRF-TCMT-22AG (Existing; no proposed change)	Met Council-MT	**PRS**Sect 5309 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation	14.50	274,600,921	150,000,000	124,600,921
TRF-TCMT-22AG (Proposed addition)	Met Council-MT	<u>**PRS**Sect 5307 Southwest light Rail transit (Green Line Extension)</u> <u>New Start FFGA appropriation</u>	14.50	<u>60,000,000</u>	<u>50,000,000</u>	<u>10,000,000*</u>
TRF-TCMT-22AB	Met Council-MT	Sect 5307: Twin Cities met Council MT-Bus and rail operations communications and control capital equipment replacement and expansion	0	225,000	180,000	45,000
TRF-TCMT-22AD	Met Council-MT	Sect 5307: Twin Cities Met Council MT Bus and rail public facilities additions or improvement: signs, lights, heat, pads, real time signs	0	850,000	680,000	170,000
TRF-TCMT-22G	Met Council-MT	Sect 5307: Twin Cities Met Council MT Preventive maintenance	0	10,000,000	8,000,000	2,000,000
TRF-TCMT-22R	Met Council-MT	<del>**PRS**SECT 5307: Twin Cities Met Council MT Lake St Marshall Ave bus rapid transit arterial line construction and other non-vehicle</del>	0	9,800,000	7,840,000	1,960,000
TRF-TCMT-22T	Met Council-MT	Sect 5307: Twin Cities met Council MT Facilities energy enhancements and new energy initiatives	0	795,675 626,920	636,540 501,536	159,135 125,384
TRF-TCMT-22U)	Met Council-MT	Sect 5307: Twin Cities Met Council MT Bus and rail fare collection capital equipment, hardware and software replacement and expansion	0	9,625,000	7,700,000	1,925,000
TRF-TCMT-22N	Met Council-MTS	Sect 5307: Twin Cities Met Council MTS Bus acquisition	0	24,214,133 10,096,486	20,582,013 8,582,013	3,632,120 1,514,473

\*Reflects previously used additional local funds.

**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 to increase the total project cost of TRF-TCMT-22AG. The scope remains the same. The source of the funds for the change is Section 5307 funds from federal fiscal years 2020, 2021, FFY 2022. This is an increase in 5307 funds allocated to 2022 Southwest Light Rail project expenditures of \$50,000,000 and a reduction of \$36,535,004 in 5307 funds allocated to other 2022 TIP projects. There is therefore a net increase of \$13,464,996 in 5307 funds allocated to 2022 projects in the TIP. The projects proposed to release the \$36,535,004 in Section 5307 funds will still be completed; they will be funded with local sources. These funds are in state fiscal year 2022 (beginning 7/1/2021) which coincides with federal fiscal year 2022 (ending 9/30/2022).

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 net increase in 5307 funds used for 2022 projects in the TIP. However, this increase is based on the finite amount of 5307 funds available in total to spend. Metro Transit is shifting 5307 funds within its organization between projects and increasing local funds revenues for other projects. 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)

\*While the project is an A-30 regionally significant project, a cost change that does not impact the scope does not require a conformity determination.