

Transportation Committee

July 14, 2014

For the Metropolitan Council meeting of July 23, 2014

Subject: 2014-2017 TIP Amendment for Metro Transit: Design of West 7th Street BRT Corridor Improvements

District(s), Member(s): 5 – Elkins, 13 – Kramer, 14 – Commers

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)

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Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council, contingent on TAB approval, concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to include project design and engineering for future B Line Arterial Bus Rapid Transit (ABRT) corridor in St. Paul and Bloomington (SP# TRF-TCMT-14BI).

Background

Metro Transit's design and engineering for a future B Line arterial bus rapid transit (ABRT) corridor in St. Paul and Bloomington will be funded with FTA Section 5307 funds and matched by Regional Transit Capital Bonds for corridor design and environmental work. No construction is included with this project.

Because this funding needs to be obligated by the end of the Federal Fiscal Year, it should be completed in July. To have this TIP Amendment processed by the end of July, it is necessary to request Transportation Committee concurrence contingent on TAB action.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP, and the Metropolitan Council concurs with the action of the TAB. This project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund them. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that this amendment does not require a new conformity determination because it is already in the TIP. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

This TIP amendment is utilizing the streamlined process adopted by TAB on April 19, 2014.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

Ramsey County very recently expressed concern with this TIP amendment.

Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2014	M	M	BB	TRF-TCMT-14BI	Metropolitan Council - MT	5307 - Design of B Line ABRT corridor improvements, West 7 th Street, St. Paul and Bloomington	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
B9	Design and Engineering-transit stop improvements	FTA	\$1,800,000	0	0	\$1,440,000	0	\$360,000

PROJECT BACKGROUND:

- Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

The project is a design and engineering project for a future B Line Arterial Bus Rapid Transit (ABRT) corridor in St. Paul and Bloomington. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Regional Transit Capital bonds, to be used for corridor design and environmental work. The project does not include construction. Construction funds will include 2015 CMAQ funds, 2016 CMAQ funds, MnDOT Trunk Highway bonds, and related local match. These funds have been secured in various placeholders in regional budget documents and the TIP. The requested amendment is a separate project that includes only design work.

- 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 X
- Earmark or HPP not affecting fiscal constraint _____
- Other _____

Previously programmed projects, funded by FTA bus and rail formula funds apportioned to the Metropolitan Council, will be deferred to other years or eliminated in order to complete this project at this time as a result of a change in priority for these transit projects.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, 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 X
- Exempt from regional level analysis....._____
- N/A (not in a nonattainment or maintenance area)....._____

The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is Appendix B of the TIP. The analysis in the appendix has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.