

Transportation Committee

Meeting date: January 22, 2018

For the Metropolitan Council meeting of January 24, 2018

Subject: 2018-2021 TIP Amendment: Metro Transit Electrification of C-Line Buses

District(s), Member(s): 2 – Schreiber and 7 – Cunningham

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

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

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to add a project electrifying buses and related charging equipment for Metro Transit's C-Line Project.

Background

This amendment is needed because Metro Transit was awarded discretionary funds that will be used 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 funding represents part of the cost associated with complete electrification of eight of the 14 60' articulated buses anticipated for expanded and improved transit service on the Penn Avenue Corridor; running mostly along Penn Avenue North between Brooklyn Center and downtown Minneapolis. The funding source for the project is FTA Section 5339.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Thrive Lens Analysis

This action promotes *livability* by providing fully-electric buses, thereby reducing emissions.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2018-2021 Transportation Improvement Program (TIP) to add the following project in program year **2018**. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed# if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)				M I L E S
-	2018 (State and Fed)	M	M	BB		Met Council-MT	Sect 5339: Twin Cities Met Council MT-C-Line – Fund electrification of eight (8) 60-foot buses and related charging equipment				0
PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	
BB	Transit (P)			FTA 5339	\$2,975,000	-	-	\$1,750,000	-	\$1,225,000	

PROJECT BACKGROUND:

- 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 because Metro Transit was awarded discretionary funds. Metro Transit will be purchasing eight (8) electric 60-foot buses and related charging equipment for use on the C-Line Bus Rapid Transit (BRT) corridor, with expected delivery in 2018. This funding represents part of the cost associated with complete electrification of eight (8) of the fourteen (14) 60’ articulated buses anticipated for expanded and improved transit service on the Penn Avenue Corridor; running mostly along Penn Avenue North between Brooklyn Center and downtown Minneapolis.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- N/A (not in a nonattainment or maintenance area)
- Other

New Money: The funding for this project is FTA 5339; it is new discretionary funding.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis*
- N/A (not in a nonattainment or maintenance area)

*No conformity analysis required.