

## Transportation Committee

Meeting date: March 23, 2020

For the Metropolitan Council meeting of March 25, 2020

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

**District(s), Member(s):** 11 – Vento, 12 – Gonzalez, 13 – Lee, and 14 – Fredson

**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 approve an amendment to the 2020-2023 Transportation Improvement Program (TIP) 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.

### Background

This amendment is needed to reflect changes in project scope and cost for Metro Transit's Regional Solicitation-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 a scope change, approved by TAB, 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

### Rationale

The Transportation Advisory Board and the Metropolitan Council approve formal amendments to the TIP. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state 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 stewardship by responding to public input and livability by expanding the reach of Metro Transit's fixed-route service.

### Funding

The project is fully funded with local and federal funds.

**Known Support / Opposition**

This proposed action was reviewed and recommended by the Transportation Advisory Board. No known opposition.

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:**

	<b>Current Project</b>	<b>Proposed Project 1</b>	<b>Proposed Project 2</b>
<b>Fiscal Year</b>	2021	2020	2021
<b>ATP/Dist</b>	Metro	Metro	Metro
<b>Route System</b>	BB	BB	BB
<b>Project Number</b>	TRS-TCMT-21B	To be assigned	TRS-TCMT-21B
<b>Agency</b>	Metro Transit	Metro Transit	Metro Transit
<b>Description</b>	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
<b>Prog</b>	TR	TR	TR
<b>Type of Work</b>	Transit	Transit	Transit
<b>Prop Funds</b>	STBGP	STBGP	STBGP
<b>Total \$</b>	7,653,055	658,189	6,023,811
<b>FTA \$</b>	6,122,444	526,551	4,819,049
<b>Other \$</b>	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

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.