

# Business Item

Transportation Committee



Committee Meeting Date: May 22, 2023

For the Metropolitan Council: May 24, 2023

## Business Item: 2023-115 SW

2023-2026 TIP Amendment: Metro Transit Fare Collection Equipment and Expansion

**District(s), Member(s):** All

**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 adopt an amendment to the 2023-2026 Transportation Improvement Program (TIP) to increase the cost of its bus and rail fare collection capital equipment project.

### Background

This amendment is needed to increase funds for a fare collection equipment project in fiscal year 2023. Metro Transit is implementing a cubic fare collection system upgrade, which costs in excess of the 2023 funds anticipated to be spent at the time the original TIP was drafted (December 2021/early January 2022). This amendment will add an additional \$27,332,750 (\$21,886,200 federal) to the existing project with funds transferred from Metro Transit's bus acquisition project.

### Rationale

The Metropolitan Council approves formal amendments to the TIP. The projects are consistent with the Transportation Policy Plan (TPP) and meet fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects.

### Thrive Lens Analysis

This action promotes *livability* by enabling efficient transit operations.

### Funding

The projects are fully funded with federal, state, and local funds.

Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend the costs of these projects for fiscal year 2023. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

	<b>Increase</b>	<b>Decrease</b>
<b>Seq#</b>	TBD	TBD
<b>State Fiscal Year</b>	2023	2023
<b>ATP/Dist</b>	M	M
<b>Route System</b>	Transit	Transit
<b>Project Number (S.P. #)</b>	TRF-TCMT-23L	TRF-TCMT-23AE
<b>Agency</b>	Met Council	Met Council
<b>Description</b>	Sect 5307: Twin Cities met Council MT bus and rail fare collection capital equipment, hardware and software replacement and expansion	Sect 5307: Twin Cities Met Council MT bus acquisition
<b>Miles</b>	0.0	0.0
<b>Prog</b>	Transit (TR)	Urbanized area formula (B9)
<b>Type of Work</b>	Transit	Transit
<b>Prog Funds</b>	FTA	FTA
<b>Total \$</b>	<del>1,800,024</del> 29,132,774	<del>89,595,511</del> 62,262,761
<b>FTA \$</b>	<del>1,440,019</del> 23,306,219	<del>71,676,409</del> 49,810,209
<b>Other \$</b>	<del>360,005</del> 5,826,555	<del>17,919,102</del> 12,452,552

**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 shift funds from TRF-TCMT-23AE to TRF-TCMT-23L to accommodate these cost changes as bus purchases are much lower than anticipated in FY 2023. This action would increase funds for fare collection equipment in state fiscal year 2023. Metro Transit is implementing a Cubic Fare Collection System Upgrade, which has costs well in excess of the 2023 TIP funds anticipated to be spent at the time the original TIP was drafted (December 2021/early January 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 \*

\*The Metropolitan Council has sufficient FTA 2023 5307 and local match funds to pay the full cost of this project. We are shifting funds from another project that needs less funds. 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.