

## **Transportation Committee**

For the Metropolitan Council meeting of March 26, 2014

**Subject:** 2014-2017 TIP Amendment for SouthWest Transit bus purchase

### **Proposed Action**

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the project sponsor from SouthWest Transit to Metropolitan Council and the description for SP# TRS-TCMT-11B for bus purchases.

### **Summary of Committee Discussion/Questions**

Motion by Schreiber, second by Rodriguez, carried.

## Transportation Committee

March 10, 2014

For the Metropolitan Council meeting of March 26, 2014

**Subject:** 2014-2017 TIP Amendment for SouthWest Transit CMAQ Grant Reassignment

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

**Policy/Legal Reference:** TAB Action

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

Mark Filipi, Manager, MTS Technical Services (651-602-1725)

Heidi Schallberg, Senior Planner (651-602-1721)

**Division/Department:** Transportation/Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the project sponsor from SouthWest Transit to Metropolitan Council and the description for SP# TRS-TCMT-11B for bus purchases.

### Background

SouthWest Transit received \$6,600,000 in federal Congestion Mitigation and Air Quality (CMAQ) funds in the 2007 solicitation for bus purchases for expansion. The TIP amendment would change the project sponsor from SouthWest Transit to the Metropolitan Council and modify the project description to include bus purchases for local and arterial bus rapid transit service in addition to express service.

### 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 was exempt from air quality conformity analysis.

### Funding

The project is fully funded with the existing federal and local funds.

### Known Support / Opposition

No known opposition.

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January 2, 2014

Karl Keel, Chair  
TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street N.  
St. Paul, Minnesota 55101

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

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to modify this project in program year 2014. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

<b>STATE FISCAL YEAR</b>	<b>A T P</b>	<b>DIST</b>	<b>ROUTE SYS</b>	<b>PROJECT NUMBER (S.P. #) (Fed # if available)</b>	<b>AGENCY</b>	<b>DESCRIPTION include location, description of all work, &amp; city (if applicable)</b>	<b>MILES</b>
2014	M	M	BB	TRS-TCMT-11B	Met Council-MT	Purchase 15 buses for express, local and arterial BRT service	N/A

<b>PROG</b>	<b>TYPE OF WORK</b>	<b>PROP FUNDS</b>	<b>TOTAL \$</b>	<b>FHWA \$</b>	<b>A C \$</b>	<b>FTA \$</b>	<b>TH \$</b>	<b>OTHER \$</b>
TR			8,250,000	6,600,000	0	0	0	1,650,000

**PROJECT BACKGROUND:**

1. 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).

This amendment is contingent on approval of a request for reassignment of the CMAQ funds from SouthWest Transit to the Metropolitan Council. This bus expansion project was originally scheduled to begin in 2011 but has not moved forward as planned due to fiscal constraints on needed operating expansion funds, most notably MVST underperformance and State funding shortfalls. In 2011, MnDOT sought volunteers to defer capital projects to balance federal funding in the region and SouthWest Transit voluntarily deferred their project to FY14. The deferment has ended and SouthWest Transit's current service planning analysis indicates it immediately requires eight expansion vehicles rather than the 15 vehicles originally sought in the original application. To expedite these vehicle purchases, the Metropolitan Council, which purchases buses for the whole region, will use other existing bus expansion grants, and this project will be transferred from SouthWest Transit to the Council for use in purchasing expansion buses for service and providers throughout the region. This will assure that the project funds are used in a timely manner as SouthWest will not have expansion needs beyond the eight vehicles for a number of years.

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 Mn/DOT Adjustment by deferral of other projects \_\_\_\_\_
- Earmark or HPP not affecting fiscal constraint \_\_\_\_\_
- Other \_\_\_\_\_X\_\_\_\_\_

The federal and local funds are currently programmed in the 2014-2017 TIP; this amendment changes the project sponsor and project scope but does not affect the funding, which is sufficient to fully fund the project. The project will be matched with Regional Transit Capital (RTC) funds regardless of the project sponsor.

**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 .....\_\_\_\_\_
- Exempt from regional level analysis.....X\_\_\_\_\_
- N/A (not in a nonattainment or maintenance area).....\_\_\_\_\_

Karl Keel  
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The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis [reason T-10 for Purchase of new buses to replace existing vehicles or for minor expansions of the fleet].

Sincerely,

David Jacobson, SouthWest Transit  
Paul Colton, Metropolitan Council

cc: Cindy Krumsieg, MnDOT Metro Program Management  
Dan Erickson, MnDOT Metro State Aid  
Heidi Schallberg, Metropolitan Council