ACTION TRANSMITTAL

No. 2011-39

DATE:

April 14, 2011

TO:

Transportation Advisory Board

FROM:

Technical Advisory Committee

SUBJECT:

TIP Amendment Request for Metro Transit Pilot Project for Two Hybrid-

Drive Buses

MOTION:

That the TAB adopts an amendment to the 2011-2014 TIP that adds a

Metro Transit TIGGER funded pilot project for two hybrid-drive buses.

BACKGROUND AND PURPOSE OF ACTION: Metro Transit received funding through the competitive TIGGER program for projects that reduce greenhouse gas emissions. This project is a pilot to operate and test the performance of two hybrid electric buses with hybrid drive systems and electric accessories. This pilot will allow Metro Transit to test the feasibility of operating vehicles exclusively using electric power for short times especially indoors during layover and maintenance, which should cut down on the energy used to heat bus garages. This is new money and is exempt from air quality conformity analysis. Additional background material is attached.

ROUTING

ТО	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming	Review & Recommend	March 17, 2011
Committee		
Technical Advisory Committee	Review & Recommend	April 6, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	

February 17, 2011

Karl Keel, Chair TAC Funding & Programming Committee 390 North Robert Street St. Paul MN 55101

Re:

TIP/STIP Amendment to add FTA funds for TIGGER II grant for the purchase of two hybrid buses with electric accessories

Dear Mr. Keel:

Please consider this formal request from Metro Transit to amend the Minnesota 2011 – 2014 Transportation Improvement Program (TIP) for the Twin Cities, Minnesota. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL	ATP	DIST	ROUTE SYSTEM	PROJECTNU MBER(S.P. #)	AGENCY	DESCRIPTION	MILES
YEAR							
2011	M	M	ВВ	NEW Discretionary Award	Met Council – Metro	Purchase two hybrid drive buses with fully electrified accessories (TIGGER II	0.0
					Transit	Funds)	

PROG	TYPE OF WORK	PROP FUND S	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
В3	Bus Grant Capital Improvement	FTA	\$1,440,000	\$0	\$0	\$1,200,000	\$0	\$240,000

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 project has received FTA discretionary funds as part of a TIGGER II grant. These funds will enable Metro Transit to purchase two hybrid buses with series hybrid drive systems and electric accessories. The buses will allow Metro Transit to demonstrate the feasibility of operating vehicles exclusively under electric power for short time periods, especially inside buildings.

cc:

Sherry Narusiewicz, Mn/DOT

Operating buses electrically inside could reduce the amount of energy used to heat bus garages, since a large portion of that energy is lost when exhaust ventilation systems are in use. These buses will also allow a direct comparison between series hybrid systems and the parallel hybrid systems currently operated by Metro Transit. Metro Transit needs to understand the benefits and disadvantages of these and other new technologies in order to ensure that the metro area's bus fleet remains as energy efficient as possible.

 2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)? New Money- FTA TIGGER II Grant Funds Anticipated Advance Construction ATP or MPO or Mn/DOT Adjustment by deferral of other projects
These funds are in addition to the regular federal formula funding. Therefore, fiscal constraint is maintained.
AIR QUALITY CONFORMITY:
 Subject to conformity determination Exempt from regional level analysis*
*Exempt Project Category #T11 – Construction of new bus or rail storage/maintenance facilities categorically excluded in 23CFR771 per Section 93.126 of the Conformity Rules
CONSISTENCY WITH MPO LONG RANGE PLAN: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.
We are requesting approval of this TIP amendment at this time. If you have any questions, please call me at (612) 349-5007. Metro Transit staff will be available for questions at your January meeting.
Sincerely,
Chuck Wurzinger Assistant Director, Bus Maintenance

Mary Gustafson, Metro Transit Brian J. Lamb, Metro Transit Jan Homan, Metro Transit