

T Transportation Committee

Meeting date: March 28, 2011

Metropolitan Council meeting: April 13, 2011

ADVISORY INFORMATION

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|----------------------------------|--|
| Date: | March 17, 2011 |
| Subject: | 2011-2014 TIP Amendment: Include Metro Transit FTA Section 5309 Funds for Real Time Transit Arrival Signs and Transit Signal Priority (TAB Action 2011-29) |
| District(s), Member(s): | All |
| Policy/Legal Reference: | TAB Action |
| Staff Prepared/Presented: | Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning 651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719) |
| Division/Department: | Metropolitan Transportation Services |

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to adopt an amendment to the 2011-2014 Transportation Improvement Program (TIP) to add a Metro Transit project: Federal Transit Administration (FTA) Section 5309 Funds for real time transit arrival signs and transit signal priority.

Background

Metro Transit applied for and secured discretionary funding from FTA's Bus and Bus Facility Livability Program. The funds would be used along high frequency bus corridors serving the two downtowns and at transit centers. The project includes electronic signs which will show real time transit arrivals. Transit signal priority will also be provided. Implementation sites will be selected in part on their ability to improve accessibility for economically disadvantaged and senior populations.

Rationale

In order to use federal transportation funds, the project must be in the current TIP.

Funding

The FTA will provide 80% of the cost of the project (\$1.248M) and \$312,000 of Regional Capital Transit (RTC) funds will be used for the 20% required local match. Since this is new money, fiscal balance of the TIP is maintained.

Known Support / Opposition

No opposition was presented at TAC or TAB.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

March 23, 2011

County Commissioners

Andy Westerberg
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Roszbach
Mayor of Maplewood

Robert Lilligren
Minneapolis City Council

Russ Stark
St. Paul City Council

Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Ms. Haigh,

On March 16, 2011, the Transportation Advisory Board voted to amend the 2011-2014 Transportation Improvement Program to include FTA 5309 Funds for Real Time Transit Arrival Signs and Transit Signal Priority.


Metro Transit was awarded a grant from FTA's Bus and Bus Facilities Livability Program. Because these are federal funds, the project must be included in the region's Transportation improvement Program. The local match for this funding will come from the Metropolitan Council's Regional Transit Capital funds.

The TAB forwards the TIP amendment action to the Metropolitan Council along with additional information described in TAB action transmittal 2011-29.

Sincerely,

Citizen Members - Precinct

Andrew Reinhardt - A
Thomas Heffelfinger - B
James Meyers - C
vacant - D
Bart Ward - E
Bill Hargis - F
Jill Smith - G
Ken Johnson - H

for 
Bill Hargis,
Chair

Agency Representatives

vacant
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

vacant
Transit

Ron Have
Freight

David Gepner
Non-motorized

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-29

DATE: March 23, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: TIP Amendment Request for Metro Transit: FTA 5309 Funds for Real Time Transit Arrival Signs and Transit Signal Priority.
MOTION: The TAB adopted an amendment to the 2011-2014 TIP to include Metro Transit: FTA 5309 Funds for Real Time Transit Arrival Signs and Transit Signal Priority.

BACKGROUND AND PURPOSE OF ACTION: Metro Transit was awarded a grant from FTA's Bus and Bus Facilities Livability Program. This project would expand the real time signs and transit signal priority that exist on Marquette and 2nd Avenue in Downtown Minneapolis to other locations in Minneapolis and St Paul along high frequency corridors that serve the two downtowns. The local match for this funding will come from the Metropolitan Council's Regional Transit Capital funds. This project is funded with new funds and is exempt from air quality conformity analysis. Additional background material is attached.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | February 17, 2011 |
| Technical Advisory Committee | Review & Recommend | March 2, 2011 |
| TAB Programming Committee | Review & Recommend | March 16, 2011 |
| Transportation Advisory Board | Review & Adopt | March 16, 2011 |
| Metropolitan Council | Concurrence | |



February 4, 2011

Karl Keel, Chair
 TAC Funding and Programming Committee
 Metropolitan Council
 230 East Fifth St.
 Mears Park Centre
 St. Paul, Minnesota 55101

**Re: Amendment to the Twin Cities 2011-2014 Transportation Improvement Program (TIP)
 State Project #: Sect 5309 Twin Cities Met Council-MT Real Time Transit Arrival Signs**

Dear Mr. Keel:

Please amend the 2011 – 2014 Transportation Improvement Program (TIP) to include this project in 2011. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| STATE FISCAL YEAR | ATP | DIST | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------------------|-----|------|-----------|--|------------------|--|-------|
| 2011 | M | M | BB | New – Discretionary Award | Met Council - MT | Twin Cities Met Council-MT Real Time Transit Arrival Signs and Transit Signal Priority (Livability Initiative Program) | 0.0 |

| PROG | TYPE OF WORK | PROP FUND | TOTAL \$ | FHWA Target | HPP \$ | FTA 5309 \$ | FHWA Target AC \$ | HPP AC \$ | TH \$ | OTHER \$ |
|------|-------------------------------|-----------|-----------|-------------|--------|-------------|-------------------|-----------|-------|------------------------------------|
| B3 | Bus Grant Capital Improvement | FTA | 1,560,000 | 0 | 0 | 1,248,000 | 0 | 0 | 0 | 312,000 (Regional Transit Capital) |

A service of the Metropolitan Council

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not included; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP)

In 2009, the Met Council-Metro Transit in partnership with the Federal Transportation Administration (FTA), the Minnesota Department of Transportation (Mn/DOT), the City of Minneapolis and the Minnesota Valley Transit Authority implemented transit technology improvements as part of the broader Urban Partnership Agreement (UPA) program of work. The UPA's aim was to improve traffic conditions by expanding transportation choices through transit, road pricing, technology and telecommuting enhancements. Two aspects of the technology improvements were the installation of electronic signs which displayed real time transit arrival information and the implementation of signal priority for buses. These real time signs were largely implemented along bus lanes on Second and Marquette Avenues South in downtown Minneapolis. Transit signal priority was implemented along local roadways connecting to the I-35W and Cedar Avenue corridors. The UPA upgrades have been successful in improving transit capacity, reliability and speed.

Based in part on the experience gain through the UPA, Metro Transit applied for and was successful in securing a grant from the FTA's Bus and Bus Facilities Livability Program. This project would expand real time signs and transit signal priority to more locations in the Twin Cities metropolitan area. The implementation of this project is intended to create more convenient transit options and reliability for travelers thereby improving mobility. Implementation will occur at transit centers and along high frequency corridors serving the two downtowns. Implementation sites will also be selected in part on their ability to improve accessibility for economical disadvantaged and senior populations.

Funding available for this phase of expansion to the region's real time signs and transit signal priority is \$1,560,000. This funding consists of FTA 5309 Bus and Bus Facilities Livability Program funds (\$1,248,000) and Regional Transit Capital funds (\$312,000). Real time signs and transit signal priority expansion was identified in Met Council's 2010-2016 Capital Improvement Plan. To access FTA 5309 funds, a project must be identified in the STIP and have a local funding match of 20%. A TIP and subsequent STIP amendment are sought to enable Metro Transit to apply for these funds. Availability of Federal funds is anticipated during the second quarter, 2011.

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

- New Money-Section 5309 FTA funds _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other** _____

*These funds are from the FTA Bus and Bus Facilities Livability Program, which are in addition to regular federal formula funds, therefore, fiscal constraint is maintained.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis* X
- Exempt from project level analysis** X
- Exempt by virtue of interagency consultation..... _____
- N/A (not in a nonattainment or maintenance area)..... _____

* Exemption Code #T7 Construction of small passenger shelters and information kiosks per Section 93.126 of the Conformity Rules, also Exemption Code#S-7 Traffic control devices and operating assistance other than signalization projects per Section 83.126 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, and with the 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 Mn/DOT 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 contact Mary Gustafson, Grant Manager, at 612-349-7603.

Sincerely,



Maurice Roers
Manager – Facilities Planning
Metro Transit

cc: Sherry Narusiewicz, Metro Program Management
Cynthia Krumsieg, Metro Program Management
Tom Thorstenson, Director Engineering & Facilities
Brian Lamb, General Manager Metro Transit
Mary Gustafson, Grant Manager
Arlene McCarthy, Director Metropolitan Transportation Services