

T Transportation Committee

Business Item

Item: 2007-399

Meeting date: December 10, 2007

For Metropolitan Council Meeting: January 9, 2008

ADVISORY INFORMATION

Date:	December 3, 2007
Subject:	Urban Partnership Agreement Sub-recipient Agreements with City of Minneapolis, Minnesota Valley Transit Authority, University of Minnesota, Dakota County, and Minnesota Department of Transportation
District(s), Member(s):	All
Policy/Legal Reference:	Minnesota Statutes 473.129 and 473.405 FTA Master Agreement (http://www.fta.dot.gov/documents/14-Master.pdf)
Staff Prepared/Presented:	Brian Lamb, General Manager, 612-349-7510 Tom Thorstenson, Director, Engineering & Facilities, 612-349-7689 John Levin, Director, Service Development, 612-349-7789 Susan Stensland, Manager, Grants, 612-349-7603 Craig Lamothe, Manager, Facilities Planning, 612-349-7690
Division/Department:	Metro Transit/Engineering & Facilities

Proposed Action

That the Metropolitan Council authorize the Regional Administrator to negotiate and execute subrecipient agreements with the five UPA Transit Project Partners: City of Minneapolis, Minnesota Valley Transit Authority (MVTA), University of Minnesota, Dakota County, and the Minnesota Department of Transportation (MnDOT) for the FTA Section 5309 Bus and Bus Capital grant as part of the Urban Partnership Agreement (UPA) project.

Background

The UPA project provides a comprehensive approach to congestion reduction that includes congestion pricing, transit improvements, telecommuting/telework, and the use of advanced technologies. Under the UPA program, the US Department of Transportation (USDOT) awarded a series of grants totaling \$133.3 million jointly to MnDOT and the Metropolitan Council including an FTA grant for \$85.9 million to fund transit improvements. Passage of enabling legislation and allocation of local match funding is required within 90 days of the opening of the State legislative session. With few exceptions, all elements of the UPA program must be complete by September 30, 2009.

Metropolitan Council, as the grantee, is responsible for administration and management of the grant in compliance with the grant agreement and applicable FTA circulars and regulations. The grantee is also responsible for funds that “pass through” to a subrecipient. A subrecipient agreement with each of the five UPA Transit Project Partners is necessary to codify each party’s responsibilities and obligations to the other, thereby establishing the “pass through” mechanism.

By entering into the subrecipient agreements now, before passage of enabling legislation and commitment of local match, the Metropolitan Council is providing subrecipients with the necessary guidance to allow for future reimbursement, upon action by the Legislature, of expenses incurred now. There is no financial commitment on the part of the Metropolitan Council if the Legislature fails to act.

Rationale

- FTA requires subrecipient agreements be established to flow through FTA regulations and funding to external partners.
- Council approval is required to enter into interagency agreements, which includes subrecipient agreements.

Funding

Of the \$133.3 million award, \$85.9 million was specifically awarded for transit improvements. A legislative request has been made by the Metropolitan Council for the local match on the transit improvements in the amount of \$21,475,000. The transit components totaling \$107,375,000 (\$85.9 + \$21.475 million) will be implemented jointly by Metropolitan Council/Metro Transit, City of Minneapolis, MVTA, University of Minnesota, Dakota County and MnDOT.

The table below identifies project scope elements and budgets per subrecipient.

Sub-recipient	Project Description	Project Budget ¹
City of Minneapolis	Construct double-lane contra flow bus lanes in Downtown Minneapolis on Marquette and 2 nd Avenues along with improved streetscapes.	\$32,166,000
Minnesota Valley Transit Authority	Construct a transit station with park-and-ride in the vicinity of the proposed Cedar Grove Development along Nichols Road, south of Highway 13 and north of Diffley Road. Construct a station stop at Palomino Drive. Construct a transit station with park-and-ride at 140 th Street. Construct a station stop at 147 th Street. Construct a park-and-ride on a former weigh station site along northbound I-35 between CR 46 and CR 50.	\$11,000,000
University of Minnesota	Implement a lane guidance system for shoulder running buses on Cedar Avenue.	\$5,300,000
Dakota County	Construct a transit station with park-and-ride in the vicinity of 185 th Street and Cedar Avenue.	\$2,100,000
MN Dept of Transportation	Construct a bypass lane/ramp at the interchange of TH 77 and TH 62 to facilitate the movement of transit vehicles.	\$2,000,000
Sub-Recipient Budget Total (Federal 5309 Funding plus Local Match)		\$52,566,000

Metro Transit is responsible for implementing the following additional transit improvements not subject to a sub-recipient agreement.

Project Description	Project Budget
Construct two park-and-rides	\$30,700,000
Purchase 26 buses	\$13,000,000
Install bus shelters along Marquette Ave and 2 nd Ave	\$9,394,000
Install customer information systems	\$1,715,000
Metro Transit Budget Total (Federal 5309 Funding plus Local Match)	\$54,809,000

All Transit Improvements Budget Total (Federal 5309 Funding plus Local Match)	\$107,375,000
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Known Support / Opposition

USDOT selected the Minneapolis/St. Paul region as one of five urban partners in August 2007. A letter supporting the UPA projects as proposed and now awarded was submitted by Governor Pawlenty, Senator Steve Murphy, Chair of the Minnesota State Transportation Committee, and Representative Bernie Lieder, Chair of the Minnesota House Transportation Committee. The UPA application was signed by Lieutenant Governor and Commissioner of Transportation Carol Molnau and Metropolitan Council Chair Peter Bell.

¹ These are maximum allocations. The values may not represent total project cost since some project elements may have additional funding sources.