

T Transportation Committee
Meeting date: August 24, 2009
Metropolitan Council Meeting: September 9, 2009

ADVISORY INFORMATION

Date: August 17, 2009
Subject: Urban Partnership Agreement (UPA) Transit Technologies – Transit Signal Priority (TSP) Amendment #3
District(s), Member(s): District 2, Tony Pistilli
District 8, Lynette Wittsack
District 10, Kris Sanda
Policy/Legal Reference: MN Statutes 473.405, subdivision 3
Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Tom Thorstenson, Director, Engineering & Facilities, 612-349-7689
Craig Lamothe, Senior Project Manager, UPA, 612-349-7690
Division/Department: Metro Transit / Engineering & Facilities and Bus Transportation

Proposed Action

Authorize the Regional Administrator to execute an amendment with Egan Company for installation of Transit Signal Priority (TSP) equipment on up to an additional 272 buses plus 16 spares at a cost of up to \$1,100,000.

Background

Transit Signal Priority (TSP) provides transit vehicles the ability to extend a green light or shorten a red light to maintain trip reliability. Originally, TSP deployment under the Urban Partnership Agreement (UPA) included installation of equipment on the entire Metro Transit bus fleet, as well as at intersections along the Central Avenue corridor and near the new County Road C and the existing 98th Street park-and-rides. The original final design and installation contract was scaled back to approximately two thirds of the bus fleet and intersections along the Central Avenue corridor only, due to perceived budget restrictions.

On March 11, 2009, the Council authorized the Regional Administrator to execute a contract with Egan Company for final design and installation of TSP at a cost of \$3,089,095. The current amended value of the contract is \$3,388,909.

Rationale

The installation of additional Transit Signal Priority (TSP) equipment for the entire bus fleet is consistent with the original vision for TSP under our UPA. Additional installations utilize unallocated funds which would otherwise be returned. These additional installations could be accomplished before the December 31, 2009 UPA deadline. The execution of an amendment in excess of 10 percent of the original contract value requires Council approval.

Funding

Funding consists of unallocated federal UPA grant funds supplemented by regional transit capital funding requested in the Capital Budget Amendment #4.

Known Support / Opposition

The Cities of Minneapolis and Columbia Heights, Counties of Hennepin and Anoka and Minnesota Department of Transportation have all expressed support for this project. There is no known opposition.