

T Transportation Committee

Meeting date: May 24, 2010

Metropolitan Council meeting: June 9, 2010

ADVISORY INFORMATION

Date: May 18, 2010

Subject: Amendments to the Minnesota Valley Transit Authority and University of Minnesota Urban Partnership Agreement Subrecipient Grant Agreements

District(s), Member(s): District 8, Councilmember Lynette Wittsack
District 15, Councilmember Daniel Wolter
District 16, Councilmember Wendy Wulff

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

Craig Lamothe, Sr. UPA Project Mgr., 612-349-7690

Division/Department: Metro Transit / Engineering & Facilities

Proposed Action

Authorize the Regional Administrator to negotiate and execute amendments to the Subrecipient Grant Agreements (SGA) with the Minnesota Valley Transit Authority (MVTA) and the University of Minnesota (U of M) for the Driver Assist System (DAS) as identified in the Urban Partnership Agreement (UPA) between the Council and US Department of Transportation (USDOT) in the total amount of \$165,000.

Background

On January 9, 2008, the Council authorized the Regional Administrator to negotiate and execute SGAs with the MVTA and the U of M for the DAS identified in our UPA with USDOT. The MVTA SGA and U of M SGA were executed by both parties on August 14, 2008 and July 8, 2008, respectively. In fall 2009, an Amendment #1, which extended the project activity period end date to October 31, 2010, was executed for both SGAs.

The DAS project is being carried out jointly by the MVTA and the U of M. As the project is nearing substantial completion, the MVTA is projecting \$165,000 balance in their authorized budget while at the same time the U of M has identified an enhancement to augment the Differential Global Positioning System (DGPS) that would improve system reliability for an estimated cost not to exceed \$165,000. Currently, the DGPS experiences brief outages (approx. 15 seconds) as buses pass under overpasses and travel in the "trench" section of southbound I-35W traveling at up to 35 mph on bus only shoulders. The augmentation enhancement is expected to reduce the outage duration.

Rationale

FTA requires amendments to subrecipient grant agreements for term, scope or budget changes. Council approval is required for amendments impacting scope or budget.

Funding

Funding consists of federal UPA grant funds matched by state and local funds from Project 63740. Since this action is a reallocation of previously authorized funds, it is cost neutral. If this action is not passed, the \$165,000 balance from the MVTA SGA will automatically revert back to the federal, state and local funding source, and will not be available for reallocation to other Council projects.

Known Support / Opposition

The MVTA and the U of M have expressed support for this amendment.