

T Transportation Committee
For the Metropolitan Council meeting of May 11

ADVISORY INFORMATION

Date May 10, 2011
Prepared:
Subject: 2011-2014 TIP Amendment: Metro Transit TIGGER II funded pilot project for two hybrid-drive buses (TAB Action 2011-39)

Proposed Action:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2011-2014 Transportation Improvement Program (TIP) to include a Metro Transit pilot project that will use TIGGER II Section 5309 funds to purchase two hybrid-drive buses.

Summary of Committee Discussion / Questions:

Chair Elkins explained this item was going "same week" t the Council to meet federal deadlines associated with this competitive federal program. Carl Ohrn, MTS Planning Analyst, presented this item. Duininck had questions whether natural gas buses had been studied and Brian Lamb answered that staff has studied and performed a cost-benefit analysis of natural gas buses. The study determined that at this time the buses would not be in the best interest for Metro Transit.

Motion by Munt, seconded by Duininck and passed.

T Transportation Committee
Meeting date: May 9, 2011
Council meeting: May 11, 2011

ADVISORY INFORMATION

Date:	April 21, 2011
Subject:	2011-2014 TIP Amendment: Metro Transit TIGGER II funded pilot project for two hybrid-drive buses (TAB Action 2011-39)
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 amend the 2011-2014 Transportation Improvement Program (TIP) to include a Metro Transit pilot project that will use TIGGER II Section 5309 funds to purchase two hybrid-drive buses.

Background

Metro Transit was awarded a discretionary FTA TIGGER II grant (Transit Investments for Greenhouse Gas and Energy Reduction) based on a national competitive program solicitation. This project, for a total of \$1.44M, will allow Metro Transit to purchase two hybrid-drive vehicles and test the feasibility of operating vehicles exclusively using electric power for short time periods, particularly during layover and maintenance periods.

Rationale

The project must be in the current TIP in order to spend Federal Transportation Funds.

Funding

The federal grant is \$1,200,000 which will be matched with \$240,000 in Regional Transit Capital (RTC) bonds, for a total of \$1,440,000.

Known Support / Opposition

No opposition was presented at either the TAC or TAB meetings.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

April 21, 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

Mike Trepanier
Brooklyn Park City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lilligren
Minneapolis City Council

Steven Gallagher
Newport City Council

Russ Stark
St. Paul City Council

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

Agency Representatives

Adam Duinick
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

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

Ms. Haigh,

On April 20, 2011 the Transportation Advisory Board voted to amend the 2011-2014 Transportation Improvement Program to include a Metro Transit TIGGER funded pilot project to purchase two hybrid-drive buses.

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.

The TAB forwards the TIP amendment action to the Metropolitan Council along with additional information described in TAB action transmittal 2011-39.

Sincerely,



for Bill Hargis,
Chair

Kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-39

DATE: April 21, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: TIP Amendment Request for Metro Transit Pilot Project for Two Hybrid-Drive Buses

MOTION: The TAB adopted 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

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	March 17, 2011
Technical Advisory Committee	Review & Recommend	April 6, 2011
TAB Programming Committee	Review & Recommend	April 20, 2011
Transportation Advisory Board	Review & Adopt	April 20, 2011
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 YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER(S.P. #)	AGENCY	DESCRIPTION	MILES
2011	M	M	BB	NEW Discretionary Award	Met Council – Metro Transit	Purchase two hybrid drive buses with fully electrified accessories (TIGGER II Funds)	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
B3	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.

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

*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

cc: Sherry Narusiewicz, Mn/DOT

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