

TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, August 1, 2018

Metropolitan Council

9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of June 6, 2018 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Jan Lucke, Chair)
 - a. **2018-40 2019 Unified Planning Work Program**
 - b. **2018-43 Federal Performance Measure Adoption**
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2018-41 Scope Change: Dakota County CSAH 50**
 - b. **2018-42 TIP Amendment: Dakota County CSAH 50**
 - c. **Scope Change Policy Update**
6. **Special Agenda Items**
 - **Geographic Balance in the Regional Solicitation** (Steve Peterson and Dave Burns, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 6 2018
9:00 A.M.**

Members Present: Doug Fischer, Lyndon Robjent, Brian Sorenson, John Doan, Ted Shoenecker, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Adam Harrington, Brian Isaacson, Innocent Eyoh, Andrew Emanuele, Dave Jacobson, Peter Dahlberg, Danny McCullough, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jen Hager, Jack Byers, Bill Dermody, Paul Kurtz (Excused: Bridget Rief, Jim Kosluchar, Michael Larson)

1. Call to Order

The meeting was called to order by Lisa Freese at 9:03 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Elaine Koutsoukos and seconded by Paul Oehme. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Brian Isaacson and seconded by Steve Peterson. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the May 16 TAB meeting.

Committee Reports

A. Executive Committee (Lisa Freese, Chair)

Lisa Freese reported on the Executive Committee meeting, which discussed the day's agenda. She also welcomed John Doan, now representing Hennepin County, to the group.

B. Planning Committee (Jan Lucke, Chair)

Jan Lucke reported that there was no May committee meeting.

C. Funding and Programming Committee (Paul Oehme, Chair)

2018-32 TIP Amendment: Washington County Hadley Interchange. Paul Oehme presented the item. Jan Lucke moved and Lyndon Robjent seconded the recommended motion. Motion passed. Lyndon Robjent asked why this was not a streamlined amendment. Joe Barbeau responded that there was a 35% increase in project cost which was significant. MnDOT also indicated that this was not a time-sensitive request so streamlining was not required.

2018-33 Scope Change: Anoka County Hanson Boulevard Expansion. Paul Oehme presented the item. Robert Ellis moved and Innocent Eyoh seconded. Motion passed.

2018-34 TIP Amendment: Anoka County Hanson Boulevard Expansion. Paul Oehme presented the item. Michael Thompson moved and Brian Isaacson seconded. Motion passed.

2018-35 Draft 2018-2022 Transportation Improvement Program. Paul Oehme presented the item. Brian Isaacson moved and Doug Fischer seconded. Motion passed.

6. Special Agenda Items

MnDOT Project Selection. (Philip Schaffner, MnDOT) Philip Schaffner presented on the progress on this work. Ted Schoenecker asked the intent behind stating that the urban context can be less than half a mile long. Philip Schaffner said that projects don't need to be that short, but it was included as an example. Brian Sorenson commented that there is a good focus on pavement quality, but safety should be addressed as well. Philip Schaffner said that was still under consideration. Doug Fischer said that bridge replacement should consider functional obsolete characteristics as well, such as lack of pedestrian facilities, since this is considered for roadway projects as well.

Doug Fischer commented that the mobility category doesn't take safety into consideration either. Philip Schaffner noted that this is included in the cost/benefit component, along with the outcomes of various regional plans and studies. Brian Sorenson recommended that the coordination/synergy category be incorporated into the pavement category too. Doug Fischer asked how local governments can recommend expansion projects for MnDOT's consideration. Philip Schaffner responded that projects must be in the TPP or other regional study for consideration.

Ted Schoenecker asked how much overlap that is between this process and the Corridors of Commerce screenings. Philip Schaffner responded that COC was legislatively-based for its criteria. They ran parallel but distinct processes. Lyndon Robjent asked how scoring relates to the proposed budget, as many of these projects tend to balloon in scope. Philip Schaffner responded that the CHIP and STIP are fiscally constrained. John Doan asked how locals can review the scoring before ratings are released. Philip Schaffner responded that scores are available with the CHIP process and can be contested.

Doug Fischer asked how the Metro vs. Outstate split is occurring, given that so many Metro projects were skipped from COC in order to get to Outstate projects. Philip Schaffner responded that the split has already been adjusted as part of MnDOT's program. Doug Fischer asked how far out they are identifying projects. Philip Schaffner said ten years.

MnDOT Transportation Asset Management Plan. (Shannon Foss, MnDOT) Shannon Foss presented on this work. Doug Fischer asked if there was a model to determine the deterioration of the pavement; Shannon Foss responded in the affirmative. Robert Ellis encouraged MnDOT to include stormwater and floor control assets in this work. Shannon Foss agreed and said that they want to include more hydrology components, including flood vulnerability to consider as part of risk. Steve Peterson asked what the update cycle for this work will be. Shannon Foss responded that it is every four years. Lyndon Robjent asked if the interstate pavement quality number in the year 2027 was accurate; Shannon Foss responded in the affirmative.

Innocent Eyoh asked if climate change indicators were part of this work. Shannon Foss responded yes, that this shows up in the risk analysis for flood and slope vulnerability. Lyndon Robjent advocated for a

central system for this data, similar to how the Metropolitan Council operates MetroGIS. Shannon Foss said that that is a goal for MnDOT as well. There are currently three asset management databases at MnDOT. Lisa Freese asked if this work includes the non-MnDOT operated PAs. Shannon Foss said not yet.

TPP Update on New Highway Projects. (Steve Peterson, MTS) Steve Peterson presented this work, updated since the TAC voted to release the TPP for public comment. Lisa Freese asked about the two projects in Scott County. Lyndon Robjent asked about the green project dots. Steve Peterson clarified that they are included because they are either PAs or on A Minors greater than one mile.

7. Agency Reports

Brian Isaacson reported that MnDOT and FHWA will allow local governments to contribute to HSIP projects for widening shoulders beyond the two foot maximum.

Adam Harrington reported that on Friday, June 8 I-35W into downtown Minneapolis will close for four months. Route 54 extension begins operation on June 9.

Steve Peterson reported that the July TAC meeting is cancelled. Joe Barbeau will be setting up solicitation scoring committees over the summer.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:37AM.

Prepared by:

Katie White

ACTION TRANSMITTAL 2018-40

DATE: July 26, 2018
TO: Technical Advisory Committee
FROM: TAC-Planning
PREPARED BY: Katie White, Senior Planner, 651-602-1716
SUBJECT: 2019 Unified Planning Work Program (UPWP)
REQUESTED ACTION: Request that the Transportation Advisory Board adopt the draft 2019 Unified Planning Work Program and recommend adoption to the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the 2019 Unified Planning Work Program (UPWP) for the Twin Cities Metropolitan Area.

BACKGROUND AND PURPOSE OF ACTION: The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of many participants. Projects with Metropolitan Council participation are detailed with staff hours and consultant costs that detail how the estimated \$4.2 million of federal planning money will be spent, along with a 20 percent local match. In 2019 the Council is committing to overmatching the federal grant to approximately 35 percent in order to support a robust transportation planning program.

New this year is a more detailed listing of consultant projects with estimated dollar values and staff hours attached. Many of the tasks are required by state or federal law and are ongoing, including the TAC/TAB committee process and corridor studies, or they repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation.

As the UPWP goes through the review process there may be changes from one committee to the next as edits are incorporated at the request of the committee, or as new budgeting information is made available by the Metropolitan Council.

RELATIONSHIP TO REGIONAL POLICY: The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area.

COMMITTEE COMMENTS: There were no questions at TAC-Planning. The committee approved the recommended motion.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	7-12-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

2019 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA



July 26, 2018

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

Metropolitan Council Members

Alene Tchourumoff	Chair
Katie Rodriguez	District 1
Lona Schreiber	District 2
Jennifer Munt	District 3
Deb Barber	District 4
Steve Elkins	District 5
Gail Dorfman	District 6
Gary L. Cunningham	District 7
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Sandy Rummel	District 11
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Jon Commers	District 14
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ACRONYMS

3-C - Continuing, Comprehensive, Cooperative
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
ATM – Active Traffic Management
ATP – Area Transportation Partnership
BRT – Bus Rapid Transit
CAA – Clean Air Act
CAM – Clean Air Minnesota
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
CTS – Center for Transportation Studies
DBE – Disadvantaged Business Enterprise
EA – Environmental Assessment
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FAST Act – Fixing American’s Surface Transportation Act
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HSIP – Highway Safety Improvement Program
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LRT – Light Rail Transit
MAC – Metropolitan Airports Commission
MnDOT – Minnesota Department of Transportation
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NEPA – National Environmental Policy Act
NHS – National Highway System
RTMC – Regional Transportation Management Center
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STPBG – Surface Transportation Program Block Grant
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TBI – Travel Behavior Inventory
TED – Transportation and Economic Development
TH – Trunk Highway
TIP – Transportation Improvement Plan
TMA – Transportation Management Area
TOD – Transit Oriented Development
UPWP – Unified Planning Work Program

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Twin Cities metropolitan area for 2019. The Metropolitan Council jurisdiction includes seven counties (see map on next page). In addition, the 2010 Census identified the developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) and a small portion of Houlton, Wisconsin to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2012 Transportation Planning and Programming Guide](#).

The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See section C below for roles and responsibilities of the participants.) Since the 2019 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how the federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

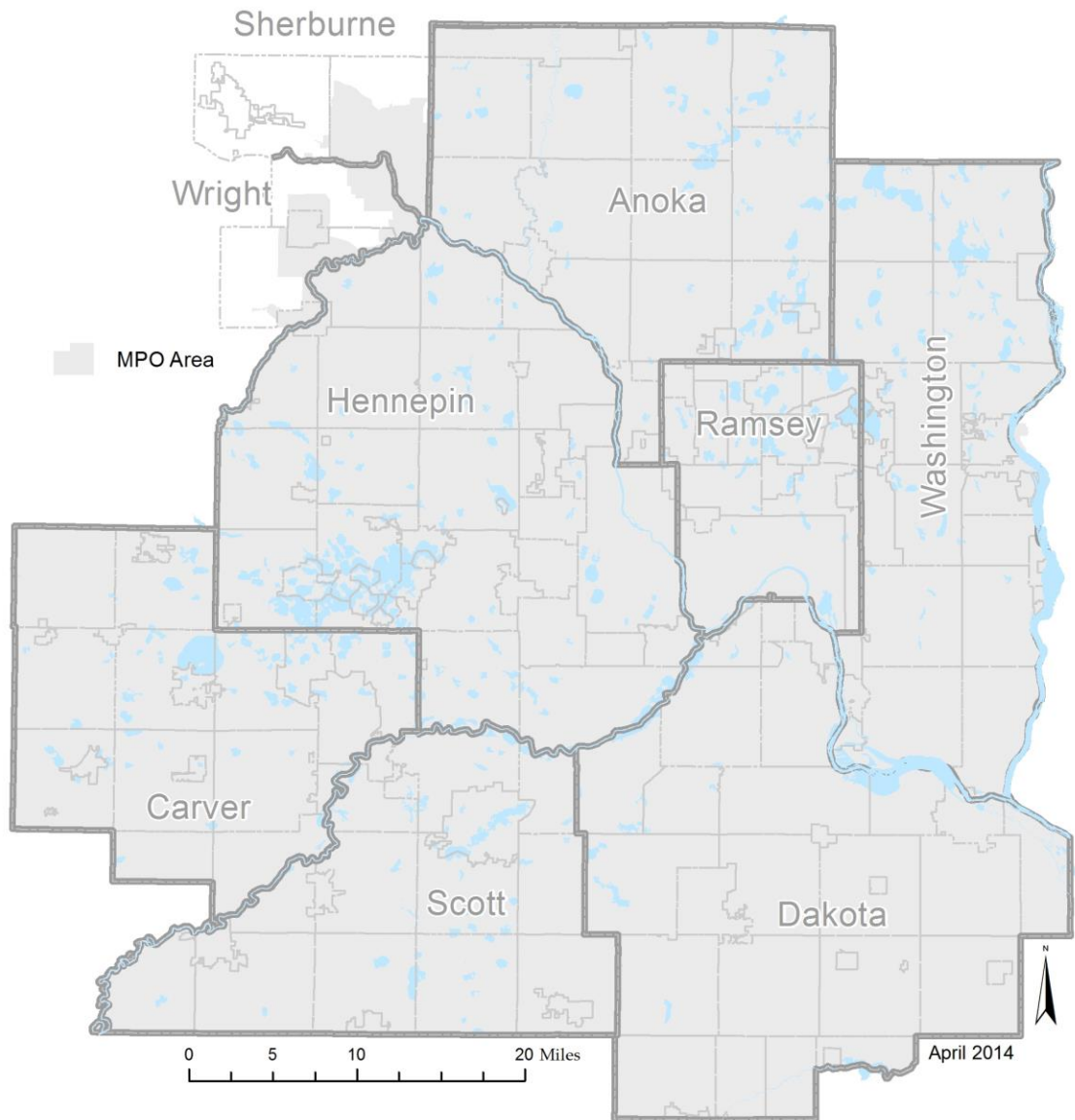
Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's [2040 Transportation Policy Plan](#) was adopted in January 2015, with an update scheduled for completion in October 2018. This long-range transportation plan complements the region's overall development plan, [Thrive MSP 2040](#), which is mandated by state law and was updated in 2014.

Many of the projects in this UPWP have been reviewed for consistency with the existing *2040 Transportation Policy Plan*. Other projects listed have emerged as priorities from stakeholders as the *TPP Update* has been developed over the past year and a half. The *TPP Update* has been informed by enthusiastic feedback and input from local agency partners, which has in turn provided direction to the Council on what issues need to be studied. The projects in the *TPP Update* can be found in the Work Program chapter and have therefore been incorporated into this document for execution. This cycle of project feedback and inclusion from TPP to UPWP is part of the continuous process of regional transportation planning.

Some studies that begun in earlier years will continue into 2019, including work on congestion management, implementation of performance-based planning, and a before-and-after study on the impacts of the Regional Solicitation.

The Metropolitan Council is committed to a proactive, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated [public participation process](#) was adopted in 2017 after two public comment periods and considerable review and feedback from the Federal Highway Administration (FHWA) and MnDOT.

Metropolitan Planning Organization Jurisdiction



B. Organization of the UPWP

The individual work activities and projects are divided into six major activities. They are:

1. Planning and Programming Process
2. Modal System Planning
3. Long Range System Planning
4. Travel Forecasting and Model Development
5. Short Range Planning and Performance Monitoring
6. Non-UPWP Planning Activities

A comparison of the federal planning factors that apply to each element of the Unified Planning Work Program is located in Appendix D.

C. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since there are no federal transportation funds expended on the study, or federally funded transportation staff of the Metropolitan Council are not involved to a significant level. No major transportation studies are expected to be conducted in 2019 that are not mentioned in this UPWP. Council staff will continue to work with local partners on work impacting the region.

D. Roles and Responsibilities of Participants

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the Metropolitan Council; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; tribal nations; local officials; residents of the region; and U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 2 in the [Transportation Planning and Programming Guide](#) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

E. Work Continuing Beyond 2019

The draft 2040 TPP update is currently available for public comment. The update includes a Work Program with studies to be completed over the next four-year period prior to the next TPP update. Many of these studies will require consultant assistance and will begin in late 2018 or sometime during 2019 in order that they be complete prior to the next update. In most instances these are major studies that require two to three years to complete and hence carry through into subsequent UPWPs. Specifically, the Travel Behavior household survey work was begun in 2018 and will continue into 2019 and beyond with related work tasks. Other consultant work to begin in 2019 and carry into subsequent years includes the Transit Service Allocation Study; Interchange System Study and model update work.

II. WORK ACTIVITIES

A. PLANNING AND PROGRAMMING PROCESS

The Tasks and Activities in this section support the management of the MPO functions including the work of the Council and Transportation Advisory Board, creation of the annual Transportation Improvement Program and UPWP and Regional Solicitation for federal funds.

TASK A-1 PLANNING PROGRAM PROCESS SUPPORT

PURPOSE: To provide planning and administrative support to the metropolitan transportation planning process of the Council, MnDOT, and others pursuant to state and federal statutes and regulations. The process is required under federal law to certify the region for continued federal transportation funding.

ACTIVITIES:

- Provide a forum and input process for regional transportation decision making and review of plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and residents.
- Draft Action Items and move necessary actions through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed when necessary by action from the Council Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB and TAC members due to membership changes.
- For specific information of the TAB, TAC, or Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the *Transportation Planning and Programming Guide*.
- Prepare the 2019 UPWP in cooperation with MnDOT, FHWA, MPCA, and MAC
- Attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO workshop.

RELATIONSHIP TO OTHER AGENCY WORK:

- MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues.
- MnDOT administers the federal planning funds that finance a majority of the planning work done by the Council and provides guidance to ensure that federal planning requirements are met.
- MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the FAST Act by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serves as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

PRODUCTS

Committee Agendas, Minutes, Reports
Submittal of Functional Classification Changes
Audited 2018 (Consolidated Planning Grant) Fund Statements
Annual Update of Title VI and DBE Goals
2019 Unified Planning Work Program
UPWP Progress Reports to MnDOT

COMPLETION DATES

Ongoing
Ongoing
April
July
September
Quarterly

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

PURPOSE: Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP).

ACTIVITIES:

- Prepare the 2020-2023 TIP.
- Review and process requests for TIP amendments.
- Prepare the Annual Listing of Obligated Projects showing projects with federal funds obligated in the previous fiscal year (2019).

RELATIONSHIP TO OTHER AGENCY WORK:

- MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions.
- MnDOT coordinates and monitors TIP data for all federally funded projects, along with MnDOT Trunk Highway projects.
- MnDOT also processes the STIP and administers STIP amendments to reflect the TIP and TIP amendments, respectively.
- MPCA participates in air quality conformity analysis.

PRODUCTS

2020-2023 TIP
Annual Listing of Obligated Projects
TIP amendments

COMPLETION DATES

September
December
As needed

TASK A-3 REGIONAL SOLICITATION

PURPOSE: The Regional Solicitation for federal transportation project funding selects projects as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality Improvement (CMAQ).

ACTIVITIES:

- Select Regional Solicitation projects in early 2019 for 2022 and 2023.
- Showcase project successes of completed projects funded through the Regional Solicitation.
- Update online mapping tool and database of past funded projects.
- Review the performance of completed projects through a before-and-after study.
- Propose changes for the 2020 Regional Solicitation based on stakeholder feedback and other regional prioritization efforts such as the Congestion Management Process Plan.

PRODUCTS

2018 Regional Solicitation Project Selection
Regional Solicitation Project Showcase
Regional Solicitation Project Before-and-After
Study

COMPLETION DATES

2018/2019
2020
2019

Activity A	2019 Budget
ACTIVITY STAFF WEEKS:	280

Before/After Study	14
CONSULTANT TOTAL:	\$45,000
Before/After Study	\$45,000
TOTAL ESTIMATED EXPENDITURES:	\$1,681,855
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,093,842
LOCAL: Met Council	\$588,013
TOTAL	\$1,681,855

B. Modal System Planning

Metropolitan Council staff work closely with MnDOT and other agency partners to further plan and implement all modes within the regional transportation system. The tasks and activities within this section are meant to further refine the investment philosophy and direction for each mode and identify modal system investment priorities for the region.

TASK B-1 HIGHWAY SYSTEM PLANNING

PURPOSE: To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2040 Transportation Policy Plan. Lead and participate in regional studies that inform highway investments decisions.

ACTIVITIES:

- Council staff will lead system studies and contribute to corridor studies or statewide efforts led by partner agencies.
- Participate in MnDOT’s update of their State Highway Investment Plan (MnSHIP)
- Contribute to MnDOT’s metro area functional classification review
- Participate in the Wright County Long-Range Transportation Plan
- Implement recently completed studies such as the Principal Arterial Intersection Conversion Study, County Arterial Preservation Study, MnPASS System Study 3, and Congestion Management Safety Plan 4.
- Continue to examine the feasibility of “superstreets”
- Help to prioritize bridge replacements based, in part, on other identified needs on the bridge besides its condition
- Participate in the development of MnDOT’s Capital Highway Investment Plan (CHIP)
- Assist with the implementation of MnDOT’s Project Selection Policy
- Track approved highway performance measures.
- Assist with Highway Safety Improvement Program (HSIP) project selection and any updates to the selection process.

RELATIONSHIP TO OTHER AGENCY WORK:

- The Council works closely with MnDOT partners in both the Central office and Metro District office to coordinate planning activities for roadways across the region. These MnDOT offices lead planning studies from the statewide level through a corridor or interchange level and the Council engages where appropriate.
- The Council works closely with local regional partners, commonly the counties but also including the areas in region 7W and the Shakopee Mdewakanton Sioux Community, on roadway needs connecting and through these jurisdictions.

PRODUCTS

Highway Interchange Approvals (Appendix F)

COMPLETION DATES

As Needed

TASK B-2 FREIGHT PLANNING

PURPOSE: To continue an integrated regional freight planning program for the Twin Cities Metropolitan Area that is implemented by MnDOT, Metropolitan Council, and public and private sector transportation partners.

ACTIVITIES:

- Represent the Council on the Minnesota Freight Advisory Committee (MFAC) and its Executive Committee
- Inform and consult MFAC members on regional freight transportation policies and initiatives
- Coordinate with MnDOT on regional and state freight policy directives and Metro Freight Initiative strategies implementation.
- Develop a regional truck data collection framework in collaboration with MnDOT and city/county transportation staff.
- Create performance measure(s) specific to regional truck corridors.
- Provide assistance and resources on the Council's Thrive Economic Competitiveness Implementation Team to guide the implementation of economic competitiveness policies of Thrive MSP 2040.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Support integration of freight needs in land use and transportation planning work of the Council, including updates to Regional Solicitation scoring criteria and technical assistance to local agencies, as needed.

RELATIONSHIP TO OTHER AGENCY WORK:

- Metropolitan Council staff work closely with MnDOT's Office of Freight and Commercial Vehicle Operations on regional and statewide freight planning effort including collaborating in planning MFAC meetings and events, coordination in regional and state policy directives and technical review and assistance in state freight project solicitation process
- Council staff worked closely with Counties and key cities in developing Regional Truck Freight Corridors which are used in the state freight project funding solicitations, the Regional Solicitation and in the development of regional truck data collection framework and performance measures.

PRODUCTS

Metro Freight Initiative implementation
Thrive MSP 2040 economic competitiveness initiatives
Regional truck data collection framework
Regional truck freight corridor performance measures

COMPLETION DATES

Ongoing
Ongoing
2019
2019

TASK B-3 TRANSIT PLANNING

PURPOSE: To work with partners to plan a regional transit system that is consistent with the goals and objectives in the *2040 Transportation Policy Plan (TPP)*. To conduct the short-, mid- and long-range regional transit studies, policy, and planning activities that inform transit corridor and transit system implementation activities consistent with the *2040 TPP*.

ACTIVITIES:

- Activities in this category include short-, mid- and long-range transit planning and implementation conducted by the Council's MTS planning staff which is not related to a specific corridor, as described below in Products.
- Lead or partner on regional planning studies that inform investment opportunities and priorities for the regional transit system
- Develop technical planning resources and planning guidance to help implementation of regional plans by transit agencies and other implementing partners
- Provide technical expertise on transit planning for coordination with other planning efforts including other modal efforts and local government comprehensive planning.

RELATIONSHIP TO OTHER AGENCY WORK:

- The Council works closely with regional transit providers that plan and implement local transit improvements to coordinate the evaluation and planning of the regional transit system.
- The Council works closely with local governments (primarily counties) on corridor-specific work to ensure consistency with regional system planning and development. This includes coordination with cities, counties, and transit providers that may be leading specific efforts or be affected by plans through their own land use planning or implementation activities.
- MnDOT, the Council, Metro Transit, other transit providers, and local governments work jointly on various ad hoc committees to coordinate the planning and implementation of the regional transit system (e.g. Team Transit for transit advantages and Regional Solicitation review subcommittees).
- The Transportation Advisory Board to the Metropolitan Council continues to invest in the federally-funded regional travel demand management program, which includes implementation efforts for the promotion of transportation alternatives such as transit, bicycling, and walking.

PRODUCTS

Bus Service Allocation Study
 Speed and Reliability Initiative Summary
 Arterial Bus Rapid Transit Corridors Study
 Transportation Policy Plan Appendix G Refinements

COMPLETION DATES

2020
 2019
 2019
 2019

TASK B-4 BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Participate in bicycle and pedestrian planning in the region and provide technical assistance to and coordination with transportation agency partners.

ACTIVITIES:

- Coordinate with and provide technical assistance to state and local agencies on variety of bicycle/pedestrian planning issues, studies, and initiatives.
- Regional Bicycle Transportation Network implementation and updates.
- Participate on key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad hoc committees such as:
 - o Minneapolis Pedestrian Advisory Committee
 - o Minneapolis Bicycle Advisory Committee
 - o Dakota County Bicycle and Pedestrian Plan TAC
 - o Ramsey County Bicycle Plan TAC
 - o Statewide Non-motorized Transportation Committee
- Provide technical assistance on Regional Solicitation scoring committees for bicycle and pedestrian project grant applications.
- Refine regional bicycle barrier crossing areas and incorporate into regional planning processes.
- Coordinate with local agencies on Regional Bicycle System Inventory update.

- Participate on studies, such as on a Technical Advisory Panel for MnDOT research project on pedestrian crossings.

RELATIONSHIP TO OTHER AGENCY WORK:

- Coordination, review and advisement on state and local bicycle and pedestrian plan updates such as:
 - o MnDOT Statewide Bicycle System Plan
 - o MnDOT Metro District Bicycle Plan
 - o Bicycle and pedestrian elements of local comprehensive plans
 - o Active transportation plans
 - o Regional Trail Master Plans
- Review draft regional bike and pedestrian transportation policies and RBTN implementation issues with following groups and committees:
 - o Bicycle-Pedestrian Peer Discussion Group
 - o TAC Planning
 - o TAC/TAB
 - o County Boards/Commissions
 - o City Councils, as appropriate
 - o Council’s Land Use and Transportation Accessibility Advisory Committees, as needed
- Present at local and regional conferences on Council studies and planning work to inform local and state agencies and other MPOs on current planning issues.

PRODUCTS

COMPLETION DATES

Regional Bicycle System Inventory updates	Ongoing
Regional Bicycle Transportation Network implementation	Ongoing
Bicycle and Pedestrian Data Development	Ongoing
RBTN Refinement Concept Progression	2020
Pedestrian Safety and Crash Analysis	2019

TASK B-5 CORRIDOR STUDIES AND WORK LED BY PARTNER AGENCIES

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies of the Council.

ACTIVITIES:

- Participate in transitway studies or transit area studies that evaluate and/or prioritize transit improvements for recommended implementation, typical on a corridor or subregional level for the following:
 - o Ford Site Redevelopment Area transit study
- Participate in ongoing work for transitway corridor development including environmental review, engineering, station-area planning, and other implementation-related planning work for the following corridors:
 - o Green Line Extension
 - o Blue Line Extension
 - o Orange Line
 - o Gold Line
 - o Red Line Future Stages
 - o Rush Line Dedicated Bus Rapid Transit
 - o Riverview Modern Streetcar
 - o Nicollet-Central Modern Streetcar
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users:

- MnDOT's Rethinking I-94 Study
- MnDOT's Highway 65 Study
- City of Ramsey's Highway 10 Study
- MnDOT's I-94 from I-494 to Highway 101 Study
- MnDOT's I-494/Highway 62 Study
- Hennepin County's Highway 252/I-94 Study
- MnDOT's I-35W Gap Study (Ramsey County Road C to Mississippi River)
- MnDOT's I-94/I-494/I-694 Study
- Washington County Highway 36/Manning Avenue Study
- MnDOT's Highway 13/Dakota Avenue interchange improvements
- Participate in corridor studies for intercity passenger rail including environmental review, engineering, and other implementation-related planning work for the following corridors:
 - Twin Cities to Milwaukee-Chicago Passenger Rail Service Improvements
 - Northern Lights Express Passenger Rail

RELATIONSHIP TO OTHER AGENCY WORK:

- MnDOT is usually the lead agency for state highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies and projects.
- For transit corridors, the regional railroad authorities are often the lead agencies for feasibility, alternatives analysis or environmental studies, although responsibility is usually transferred to the implementing agency when project development or engineering commences. The cities of Minneapolis and Saint Paul, Metro Transit, and MnDOT have also led a limited number of corridor and subsystem transit studies in the past. MnDOT typically leads when transit analyses are coordinated as part of a highway corridor study.
- Local governments collaborate on transit corridors work by coordinating with or leading land use planning efforts. These efforts are often station- or corridor-specific where a county or transit agency is leading the transportation project but the authority for land use implementation falls on cities.

PRODUCTS

Gold Line Station Area Planning
 Blue Line Extension Station Area Planning

COMPLETION DATES

2019
 2019

Activity B	2019 Budget
ACTIVITY STAFF WEEKS:	410
Freeway System Interchange Study	20
Bus Service Allocation Study	20
RBTN Refinement and Concept Program	15
Best Practices Research (tbd)	2
CONSULTANT:	\$450,000
Freeway System Interchange Study	\$200,000
Bus Service Allocation Study	\$200,000
RBTN Refinement and Concept Prog.	\$25,000
Best Practices Research (tbd)	\$25,000
TOTAL ESTIMATED EXPENDITURES:	\$2,462,716
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,601,698
LOCAL: Metropolitan Council	\$861,019

C. Long Range System Planning

This work relates to planning policies, studies and federal and state requirements for regional transportation planning that cross all modes including preparing and implementing the region's long range plan, land use planning activities, equity and environmental justice planning, environmental and air quality planning activities and transportation finance.

TASK C-1 TRANSPORTATION POLICY PLAN

PURPOSE: To coordinate with MnDOT and other partners on TPP investment changes and as necessary, move amendments through a public review and participation and adoption process; incorporate any necessary administrative changes to the TPP; and ensure implementation of the Council's long-range *2040 Transportation Policy Plan*.

ACTIVITIES:

- The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015 and as of this writing the update is expected to be adopted in October 2018.
- Significant outreach and engagement activities have taken place through the TAB/TAC committees and also directly with regional transportation partners and stakeholders. After adoption staff will continue presentations and work with regional partners to communicate the new TPP investments and other changes.
- Process necessary plan amendments for major investments including the Riverview corridor LPA.
- Incorporate any needed administrative amendments to the TPP
- As part of its on-going engagement efforts, the Council coordinated and documented discussions with the Shakopee Mdewakanton Sioux community and will continue meeting with the tribe after adoption.
- The Council analyzed the Plan's impact on disadvantaged communities, documented procedures for environmental mitigation, and updated the natural and historic resources inventory.
- In 2019 the priority will focus on implementing the policies from the *2018 TPP Update* and working on studies that the Work Program recommended.

RELATIONSHIP TO OTHER AGENCY WORK: The *2018 TPP Update* was created with significant input from local and regional partners. Collaboration with counties and MnDOT on roadway spending is one example. Meetings with local jurisdictions and MnDOT were crucial to the Plan's development.

PRODUCTS

Continuing TPP Engagement Activities
Riverview Corridor LPA Amendment Adoption

COMPLETION DATES

On-going
Spring 2019

TASK C-2 LAND USE PLANNING

PURPOSE: To ensure land use planning and development activities are supported by and consistent with the Council's *Thrive MSP 2040*, the region's metropolitan development guide, and the Transportation Policy Plan.

ACTIVITIES:

- Review of the transportation chapters and components of comprehensive plan updates (these were due 12/31/2018 but many communities had this deadline extended in 2019),

comprehensive plan amendments, and environmental review documents for major developments

- Participate in the review and scoring of Livable Communities grant program applications and other funding opportunities that support development and have a transportation relationship
- Participate in the development of best practices and guidance related to land use planning for use by local governments and other regional partners
 - o Transit-Oriented Development Guide ongoing updates
 - o Best practices for transportation inclusion in local planning (e.g. bike parking, walkable neighborhood design)
- Support Community Development Division in initial work leading up to the update of *Thrive MSP 2040*, leading efforts related to the transportation elements.

RELATIONSHIP TO OTHER AGENCY WORK:

- Local governments implement land use policies and strategies through their comprehensive plans and other land use implementation tools. These are reviewed by the Council for consistency with regional policies and systems, such as *Thrive MSP 2040* and the Transportation Policy Plan.
- The Metropolitan Council works with other cabinet-level state agencies to implement the wide-ranging impacts of *Thrive MSP 2040*.

PRODUCTS

Reviews of Local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests
Reviews of Livable Communities Grants

COMPLETION DATES

As Needed, significant in Q1
Semi-annually

TASK C-3 ENVIRONMENTAL JUSTICE AND EQUITY

PURPOSE: To ensure planning addresses the needs of people who have been historically underrepresented, including people with disabilities, communities of color, and low-income residents, and to coordinate specialized transportation services in accordance with the Americans with Disabilities Act (ADA).

ACTIVITIES:

- Participate in internal organization-wide and division equity committees to change policies, practices, and procedures to implement the Council’s Racial Equity Work Plan.
- Coordinate the specialized transportation services throughout the region including Metro Mobility, other ADA transit services and community-based paratransit services.
- Participate with review of MnDOT 5310 capital funding requests for paratransit vehicles.
- Provide staff support to the Transportation Accessibility Advisory Committee (TAAC).
- Continue to coordinate on cooperative activities with the counties and other social service providers on transportation assistance to clients.
- Continue to study the likely increase in demand for Metro Mobility services.
- Update the Human Services Coordination Plan with assistance from the Metropolitan Transportation Services operations department in 2019; this was last updated in 2013.

RELATIONSHIP TO OTHER AGENCY WORK:

- As part of the I-94 corridor study between the downtowns, Metropolitan Council staff will work with MnDOT project leaders to enhance the engagement activities for users of and residents near the corridor.
- Provide support to other agencies in learning best practices and capacity building for outreach and engagement.
- Work with other agencies on achieving equitable outcomes related to transportation.

PRODUCTS

Coordination of Regional Specialized Transportation Services
 Coordinate TAAC Meetings
 Human Services Coordination Plan
 Review MnDOT 5310 Awards
 Equity Analysis of Performance Measures
 Access to Jobs Implementation
 Participate in Equity Implementation Team and Subcommittees

COMPLETION DATES

Ongoing
 Monthly
 2019
 Ongoing
 2018
 Ongoing
 Ongoing

TASK C-4 AIR QUALITY AND CLIMATE CHANGE PLANNING

PURPOSE: To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA). CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. The roles and responsibilities of the MNIAQTPC are defined in the interagency consultation procedures developed collaboratively.

ACTIVITIES:

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIAQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Conduct air quality conformity analysis for the TIP and TIP amendments and for any TPP amendments.
- Participate in the activities and leadership of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- Implement the EPA approved Limited Maintenance Plan for carbon monoxide
- Prepare for transitioning the planning process under expected air quality attainment status in 2019, which may require a SIP revision to comply with the anti-backsliding provisions of the CAA.
- Collaborate on internal climate change and sustainability initiatives.
- Collaborate on inter-agency efforts to address climate change.
- Provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- Develop and integrate transportation planning strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and the Statewide Multimodal Transportation Plan.
- Adopt a CMAQ Performance plan to fulfill federal requirements

RELATIONSHIP TO OTHER AGENCY WORK:

The Council, MPCA, MnDOT, FHWA, FTA, and EPA all play key roles in the development of regional response strategies to reduce formations of greenhouse gases, ozone, and PM2.5. The Council, in consultation with MnDOT and MPCA, makes conformity determinations that are approved by FHWA and FTA. Council staff works with other council divisions on emissions reduction planning efforts.

PRODUCTS

SIP Revision
 Conformity Analyst for TIP, TPP, and amendments

COMPLETION DATES

Ongoing
 Ongoing

TASK C-5 TRANSPORTATION FINANCE

PURPOSE: To track and coordinate estimates of projected revenues and expenditures for the regional highway and transit systems with MnDOT, Metro Transit and other transit providers, counties and cities to assure that the planned major investments in the TPP and TIP meet the requirement of fiscal constraint and to research and prepare information on transportation funding and spending within the region.

ACTIVITIES:

- Maintain and update as necessary a regional 20-year spreadsheet of expected highway and transit revenues and expenditures for the region.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects
- Participate in the MnDOT Program Update Workgroup to provide input on MnDOT agency wide funding allocations
- Review and comment on MnDOT plans and financial estimates including MnSHIP and other modal plans and the Project Selection report.
- Work with Metro Transit and counties on funding plans for major transitway investments
- Review Council transit capital and operating budget plans and assure consistency with the TPP

RELATIONSHIP TO OTHER AGENCY WORK:

- The Council is the lead agency. Council staff works with the transit operating agencies and suburban transit providers on transit operating and capital planning.
- MnDOT works in cooperation with the Council on estimating metro area revenues and spending and developing alternative roadway financing such as HOT lanes and congestion pricing.
- The Council staff work with county transportation staff to estimate local transportation revenues and spending and track local contributions to regional highway and transit investments.

PRODUCTS

Analysis of Transportation Funding
Transit Financial Capacity Analysis Report
Transit Unified Operating Budget
Transit Unified Capital Budget

COMPLETION DATES

Ongoing
October
December
December

TASK C-6 CONNECTED AND AUTOMATED VEHICLES

PURPOSE: Support national and state research and collaboration on CAV technologies; analyze anticipated impact of CAV implementation on the region's transportation system and work with MnDOT and local transportation entities to share knowledge and prepare for CAV implementation.

ACTIVITIES:

- Participate in development of and implementation of MnDOT State CAV Strategic Plan
- Participate on Association of MPO national work in developing an MPO Planning Framework for CAV
- Continue work on tasks and issues identified by the Governor's CAV Task Force in their 2018 work
- Identify research and scenario planning opportunities to investigate various potential impacts of CAV
- Provide information and educational materials on CAV to new Council members

- Cooperate and coordinate on research activities related to CAV with CTS and other partners

RELATIONSHIP TO OTHER AGENCY WORK:

- In 2018, Governor Dayton convened a Task force to identify CAV related opportunities and implementation issues for MnDOT and its public and private partners to address. In addition, MnDOT is in the process of preparing a State CAV Strategic Plan. In 2019 the Council will work closely with MnDOT and other regional partners to address activities identified in the state plan.

PRODUCTS

Governor’s CAV Advisory Council Work

AMPO CAV Framework
Modeling of CAV Scenarios

COMPLETION DATES

December 2018 and ongoing
Early 2019
Ongoing

Activity C	2019 Budget
ACTIVITY STAFF WEEKS:	202
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$1,213,338
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$959,149
LOCAL: Metropolitan Council	\$424,209

D. TRAVEL FORECASTING AND MODEL DEVELOPMENT

This work area focuses on tasks and activities that provide research and survey data for the regional travel model primarily through the Travel Behavior Inventory; technical work to maintain and update the regional model as needed and also research work on travel changes, behavior and tools and methods that can be used for modeling travel.

TASK D-1 TRAVEL BEHAVIOR AND RESEARCH

PURPOSE: To continue a program to travel and socio-economic data research including the Travel Behavior Inventory (TBI). The TBI has been transitioned to a continuing program including a biennial household travel survey, and every-five-year transit on board survey, and additional travel behavior data collection. The work forms the factual basis for forecasting models. The scope of the TBI program is managed in consultation with a regional travel forecasting technical committee.

ACTIVITIES:

- Implement Travel Behavior Inventory Program
- Coordinate regional travel forecasting technical committee
- Analyze and distribute TBI data, including the 2016 transit on board survey
- Conduct first wave of TBI household travel survey from Oct 2018 to Sep 2019. Analyze and publish data.
- Plan for future waves of TBI household travel survey and transit on board survey
- Conduct special generator survey
- Perform and support research on regional travel
- Perform additional data collection as needed to support model development and improvement

- Cooperate with research into regional travel forecasting conducted at the University of Minnesota and other research institutions as appropriate
- Provide technical assistance to and satisfy data request from other agencies, local units of government, and consultants.
- Review and analyze information from federal data sources such as the Census Transportation Planning Package, and American Community Survey, the National Household Travel Survey, and other data sources.
- Work with MnDOT and other partners to coordinate assessment and purchase of third-party transportation data where appropriate.
- Collaborate with peer agencies on best practices for data collection and analysis
- Work with the UMN Accessibility Observatory to participate in the National Accessibility Pooled Fund and other accessibility research.

RELATIONSHIP TO OTHER AGENCY WORK:

The Council coordinates closely with MnDOT, WisDOT in public and local government outreach related to transportation data collection. Council staff works closely with other Council divisions, including Community Development and Metro Transit, and with suburban transit providers and the University of Minnesota to plan data collection work. Data is shared with partner agencies and with local governments.

PRODUCTS

2018-2019 TBI Household Travel Survey
 Special Generator Survey
 Third Party Data Purchase

COMPLETION DATES

2020
 2020
 2019

TASK D-2 TRAVEL MODEL DEVELOPMENT AND FORECASTING

PURPOSE: To maintain and apply travel forecast models to support planning for orderly development and operation of transportation facilities. To maintain model inputs and to monitor, revise, and update travel forecast to 2040 and beyond. To provide projections of travel demand, greenhouse gas and air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments. The scope of the forecasting program is managed in consultation with a regional travel forecasting technical committee.

ACTIVITIES:

- Work with Community Development to produce land use and socio-economic forecasts for the region and with GIS to receive regional GIS databases.
- Work with MnDOT to further explore integration of dynamic traffic and transit assignment into the regional model
- Investigate and implement additional model improvements such as more detailed bicycle/pedestrian forecasting
- Take advice from and collaborate with peer agencies, federal partners, and industry organizations locally and nationally in understanding the need for and implementing model improvements.
- Provide technical assistance to other divisions, other agencies, and local units of government in travel forecasting.
- Provide technical assistance and review of major highway and transit corridor and project forecasting
- Distribute socio-economic forecasts, regional transportation forecasting networks, and the regional model to partners as needed
- Produce forecasts in support of Council and MnDOT plans and studies

- Model development, enhancement, and re-calibration considering recent sensitivity testing and new survey data
- Rebuild model input networks
- Development and implementation of alternative and/or backup modeling approaches
- Review reasonableness of forecasts in local plans, environmental documents, etc. that are submitted to the Council
- Improve methods for developing forecast model inputs, including networks
- Explore and implement, as appropriate, alternative and/or backup methods for conducting travel forecasts.

RELATIONSHIP TO OTHER AGENCY WORK:

The Council coordinates closely with MnDOT in development and operation of forecasting models and techniques. Through the Regional Travel Forecasting Committee, the council coordinates with local and partner agency stakeholders in the forecasting process.

PRODUCTS	COMPLETION DATES
Travel Behavior Inventory: Household Travel Survey	2020
Zephyr Foundation	2019
Multimodal Network Design	2019
Fast Trips Transit Assignment	2019
ABM Recalibration	2019
CityCast	2019
AMPO Activity Sim	2019
UMN CTS Transitway Impacts Research Program	2019
UMN CTS Accessibility Observatory	2019

Activity D	2019 Budget
ACTIVITY STAFF WEEKS:	180
Model Improvements	20
Zephyr Foundation	1
Multimodal Network Design	5
Fast Trips Transit Assignment	5
ABM Recalibration	5
CityCast	2
AMPO Activity Sim	1
UMN CTS Transitway Impacts Research Program	2
UMN CTS Accessibility Observatory	1
CONSULTANT:	\$300,000
Model Improvements	\$200,000
Zephyr Foundation	\$10,000
CityCast	\$20,000
AMPO Activity Sim	\$35,000
UMN CTS Transitway Impacts Research Program	\$15,000
UMN CTS Accessibility Observatory	\$20,000
TOTAL ESTIMATED EXPENDITURES:	\$1,081,193
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$703,185
LOCAL: Metropolitan Council	\$378,008
TOTAL	\$1,081,193

E. Short Range Planning and Performance Monitoring

This work in this area relates to regional transportation system modal performance monitoring; evaluation; comparison to adopted regional measures and targets; and subsequent reporting on regional performance. There is a special emphasis on the Congestion Management Process and monitoring and evaluating the impacts of congestion in the region.

TASK E-1 CONGESTION MANAGEMENT PROCESS

PURPOSE: Federal law requires Transportation Management Areas (MPOs serving metropolitan areas with populations greater than 200,000) to develop and coordinate the implementation of a comprehensive Congestion Management Process (CMP). The CMP is a cooperative, multi-faceted process that includes establishing objectives; measuring and closely monitoring system performance; identifying causes of both recurring and non-recurring congestion; and implementing strategies to mitigate congestion on the transportation system. This results in the establishment of regional multi-modal performance measures and strategies which inform both long and short range planning activities and can be used as a component in project selection processes.

ACTIVITIES:

- Host meetings of the CMP Advisory Committee, which is composed of partners and stakeholders representing transportation agencies and operators throughout the metro area. This Committee coordinates efforts and performs several activities in order to develop strategies that mitigate congestion on the transportation system.
- Develop methodologies for analyzing congestion levels on the entire transportation system, including non-freeway principal and minor arterials systems;
- Define strategies to mitigate congestion on the regional system;
- Identify mechanisms to incorporate prioritized CMP strategies/corridors into the project selection process;
- Regularly assess the effectiveness of previously implemented strategies;
- Coordinate a comprehensive and coordinated program for collecting data used to assess system performance and determining both the extent and causes of congestion in the metro area.
- Implement regionally-identified performance measures and targets to report upon and monitor system congestion.

RELATIONSHIP TO OTHER AGENCY WORK:

- The Council coordinates closely with MnDOT on identifying freeway congestion through the data provided by the Regional Traffic Management Center and other agency sources. Through the CMP Advisory Committee, the Council has established a coordinated and transparent process that allows for all regional stakeholders and transportation officials to be informed and have a forum for input into the region's CMP.

PRODUCTS

Congestion Management Process Plan

COMPLETION DATES

Spring 2019

TASK E-2 TRANSPORTATION SYSTEM PERFORMANCE

PURPOSE: Develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and adopt and maintain transportation system performance targets and measures in accordance with state and federal requirements.

ACTIVITIES:

- Adopt and Update federally required safety and other performance targets as necessary in response to MnDOT annual revision of state targets.
- Utilize Streetlight or similar data to track travel time impacts of congestion on travel speeds, producing reports and maps illustrating congestion on the region’s A minor arterial system and non-instrumented principal arterials.
- Develop and implement a performance dashboard to illustrate performance levels on the region’s transportation system.

RELATIONSHIP TO OTHER AGENCY WORK:

- Council staff works closely with MnDOT and other MPOs to coordinate on statewide performance targets. Additionally, staff works with regional partners on defining congestion, identifying areas of concern on the system, and producing maps that highlight congestion hot spots. The Council will continue to work closely with regional and federal partners as it develops a performance dashboard for the region.

PRODUCTS

A Minor Arterial and Non-Instrumented
Principal Arterial Congestion Report
Twin Cities Regional Performance Dashboard
Updated Safety Performance Measure Targets
Update Other Performance Measure Targets

COMPLETION DATES

Ongoing
Summer 2019
Fall 2019
February 2019
As Needed

TASK E-3 SYSTEM MONITORING AND DATA COLLECTION

PURPOSE: Monitor the transportation system performance and condition in keeping with the criteria in the 2016 Transportation System Performance Evaluation. Evaluate the application of transit service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

ACTIVITIES:

- Prepare the Transit System Evaluation.
- Develop annual Route Analysis that evaluates all routes in the region transit system against regional transit performance standards.
- Coordinate with regional transit providers on transit asset management performance management, evaluation, and planning.
- Evaluate the performance of the regional transit system with trend analysis, peer region comparisons, and on-request data analysis.

RELATIONSHIP TO OTHER AGENCY WORK:

- Council staff monitors MnDOT’s regular report on congestion, the Annual Congestion Report. The Council also works with MnDOT to develop the required data needed for the federal performance measures. Depending on study needs, data is derived from other various sources such as the Minnesota Crash Mapping Analysis Tool (MnCMAT), Data Extract/Data Plot, Streetlight, and PEMS.

PRODUCTS

Route Analysis

COMPLETION DATES

Q4 2019

Activity E	2019 Budget
ACTIVITY STAFF WEEKS:	126
CMP Study	35
CONSULTANT:	\$110,000
CMP Study	\$110,000
TOTAL ESTIMATED EXPENDITURES:	\$756,835
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$492,229
LOCAL: Metropolitan Council	\$264,606

F. NON-UPWP PLANNING ACTIVITIES

The activities in this work area are components of the work performed by the MPO, however federal planning dollars are not used. These activities are included as part of the narrative of the whole body of work that the department produces. The Council has been involved in this work for several decades and this work relates to the efficient operation of the region’s transportation system.

TASK F-1 RIGHT OF WAY ACQUISITION LOAN FUND

PURPOSE: The Metropolitan Council administers the Right of Way Acquisition Loan Fund (RALF), established by the Minnesota legislature in 1982, to give loans to cities and counties for advance acquisition of property located within an officially-mapped metropolitan highway right-of-way. This work is funded locally since it is not eligible for federal planning funds, but it is included here to more fully illustrate the work of the Council’s transportation planning department.

ACTIVITIES:

- Council staff consults with interested cities and MnDOT to determine the eligibility of specific parcels for RALF loans, prepares reviews of RALF loan applications for Council approval and if approved, processes loan documents and check requisitions.
- Staff processes loan repayments after the property is sold to the road building authority, which is generally MnDOT.
- Staff reports to the Council on the status of the RALF program and the available balance in the revolving loan fund each year.
- The Council originally levied a property tax to fund this program, but loan repayments made into the revolving fund when the highway is constructed have been sufficient to support the program for many years without the need for an annual levy.

RELATIONSHIP TO OTHER AGENCY WORK: Council staff works with MnDOT to determine whether parcels proposed for acquisition are needed for future state highway expansions.

PRODUCTS

Potential System Plan (pending FAA Grant)

COMPLETION DATES

As needed/2019

TASK F-2 AVIATION TRANSPORTATION PLANNING

PURPOSE: To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness. To

develop and implement long-range regional aviation policy, monitor and periodically review and update the TPP, which includes the Aviation Policy Plan. To ensure aviation plan consistency with current and anticipated technical, economic and political conditions. To provide for review and coordination of aviation planning activities among agencies and municipalities. The Council is the lead agency on metro airport system planning and works closely with Metropolitan Airports Commission, who owns and operates most of the region's public airports and MnDOT Office of Aeronautics for statewide air system planning and airport project funding. Other cities and agencies participate in planning activities through the Council's TAC/TAB process.

ACTIVITIES:

- Continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance.
- Coordinate activities with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities.
- Review/approval of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning.
- Include ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments.
- Coordinate a review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.
- Special efforts will be made in 2019 to assist local governments in updating aviation elements of their comprehensive plans due in 2019.

RELATIONSHIP TO OTHER AGENCY WORK: Council staff works with MnDOT Aeronautics and the Metropolitan Airports Commission to coordinate and review aviation system needs throughout the region. The MAC is responsible for planning and development for the region's aviation system.

PRODUCTS:

Potential System Plan (pending FAA Grant)
 Review MAC's Capital Improvement Program
 Review of Local Plan Amendments and EAs
 LTCP for Reliever Airports

COMPLETION DATES:

As needed/2019
 January
 As needed
 2019

Activity F	2019 Budget
ACTIVITY STAFF WEEKS:	65
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$0
SOURCES OF FUNDS:	
FEDERAL:	\$0
LOCAL:	\$233,029
LOCAL: MAC	\$109,000
TOTAL	\$342,029

III. APPENDICES

A. 2019 UNIFIED PLANNING WORK PROGRAM BUDGET

Task	Task Title	Staff Weeks 2019	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Match	"Banked" Federal	Local Overmatch	Local MAC	Total	Percent Local
A	Planning and Programming Process	280	\$635,393	\$45,000	\$897,357	\$1,577,750	\$988,667	\$247,167	\$105,175	\$340,846	\$0	\$1,681,855	35%
B	Modal System Planning	410	\$826,568	\$450,000	\$1,313,986	\$2,590,554	\$1,447,691	\$361,923	\$154,007	\$499,096	\$0	\$2,462,716	35%
C	Long Range System Planning	202	\$484,646	\$0	\$647,379	\$1,132,024	\$713,253	\$178,313	\$75,876	\$245,896	\$0	\$1,213,338	35%
D	Research and Travel Forecasting	180	\$417,779	\$300,000	\$576,872	\$1,294,651	\$635,572	\$158,893	\$67,613	\$219,115	\$0	\$1,081,193	35%
E	Short Range Planning and Monitoring	126	\$87,147	\$110,000	\$403,810	\$600,957	\$444,900	\$111,225	\$47,329	\$153,381	\$0	\$756,835	35%
Federal Funding		1,072	\$2,364,386	\$905,000	\$3,435,594	\$7,195,937	\$4,230,082	\$1,057,520	\$450,000	\$1,458,335	\$0	\$7,195,937	35%
F-1	RALF	9	\$18,033	\$0	\$28,844	\$46,877	\$0	\$46,877	\$0	\$0	\$0	\$46,877	100%
F-2	Aviation Transportation Planning	56	\$115,681	\$0	\$179,471	\$295,152	\$0	\$186,152	\$0	\$0	\$109,000	\$295,152	100%
Non-federal Funding		65	\$133,714	\$0	\$208,315	\$342,029	\$0	\$233,029	\$0	\$0	\$109,000	\$342,029	100%
Total Planning		1,137	\$2,498,100	\$905,000	\$3,643,909	\$7,537,966	\$4,230,082	\$1,290,549	\$450,000	\$1,458,335	\$109,000	\$7,537,966	100%
Task	Task Title	Staff Weeks 2019	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Other Federal	Other Local	Local MAC	Total	Percent Local
D	Travel Behavior Inventory Program			\$1,775,508		\$1,775,508	\$0	\$411,302	\$1,364,206	\$0	\$0	\$1,775,508	30%

2019 UPWP Program Budget -- Salary Portion

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
A	Planning and Programming Process			\$635,393
A-1	Planning Program Support	\$254,117	\$63,529	\$317,646
A-2	Transportation Improvement Program	\$45,748	\$11,437	\$57,185
A-3	Regional Solicitation	\$50,831	\$12,708	\$63,539
B	Modal System Planning			\$826,568
B-1	Highway	\$231,439	\$57,860	\$289,299
B-2	Freight	\$13,225	\$3,306	\$16,531
B-3	Transit	\$119,026	\$29,756	\$148,782
B-4	Bicycle and Pedestrian	\$119,026	\$29,756	\$148,782
B-5	Corridors and Work Led by Partner Agencies	\$13,225	\$3,306	\$16,531
C	Long Range System Planning			\$484,646
C-1	Transportation Policy Plan	\$96,929	\$24,232	\$121,161
C-2	Land Use	\$135,701	\$33,925	\$169,626
C-3	Environmental Justice & Equity	\$38,772	\$9,693	\$48,465
C-4	Air Quality	\$38,772	\$9,693	\$48,465
C-5	Transportation Finance	\$38,772	\$9,693	\$48,465
C-6	Connected and Autonomous Vehicles	\$38,772	\$9,693	\$48,465
D	Research and Travel Forecasting			\$417,779
D-1	Travel Behavior & Research	\$86,422	\$21,606	\$108,028
D-2	Model and Forecasting	\$133,689	\$33,422	\$167,112
E	Short Range Planning and Monitoring			\$87,147
E-1	Congestion Management Process	\$34,859	\$8,715	\$43,573
E-2	Traffic Monitoring & Evaluation	\$17,429	\$4,357	\$21,787
E-3	System Monitoring and Data Analysis	\$17,429	\$4,357	\$21,787
F	Non-UPWP Activities			\$133,714
F-1	Right of Way Loan Acquisition Fund		\$18,033	\$18,033
F-2	Aviation Transportation Planning		\$115,681	\$115,681

B. Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a “Consolidated Planning Grant” (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur in 2019 pending funding availability. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local dollars. These activities are included in the 2019 UPWP to illustrate the full work completed by the Metropolitan Council; however the money spent on these activities is excluded from federal funding as shown in the budget table.

2. Statement of Metropolitan Council Regarding Audits as required by 2 CFR 200.501 (b),

A non-Federal entity that expends \$750,000 or more during the non-Federal entity’s fiscal year in Federal awards must have a single audit conducted in accordance with § 200.514 Scope of audit except when it elects to have a program-specific audit conducted in accordance with paragraph (c) of this section.

3. Metropolitan Council Cost Allocation Plan

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council’s cost allocation plan. The cost allocation plan is in accordance with the provisions of 2 CFR 200. The Metropolitan Council’s cognizant agency is the U.S. Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan.

4. Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide a 20% local match the federal CPG grant. The UPWP budget does not include the contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

C. Carryover Policy

In 2017 MnDOT revised its policy related to carryover funds. MPOs are expected to use their allocated funds in the year appropriated. If an MPO does not allocated all of its funds in the UPWP for the year appropriated, MnDOT will make the unused funds available to other MPOs on a project-specific basis. The policy change did not apply to funds already held in reserve (i.e., carryover).

The Council has committed \$1 million towards the funding of the first six years of the new TBI. As of this writing, \$500,000 of reserve/carryover has been signed into a master contract with MnDOT for this work. Another \$500,000 will be added at a future date. The Council will draw down an additional \$450,000 from the reserve/carryover funds in 2019. Availability of these funds for this purpose was confirmed by MnDOT staff.

The local match required to meet the carryover funds will be readily available since the Council has dedicated revenue sources from year to year from local taxes and MVST revenues. The Council is committed to matching the 20% requirement in order to best meet planning needs in 2019. The Council anticipates there will be sufficient funds to cover the local match in whichever year the UPWP funds are budgeted.

D. Federal Factors Considered by Program Element

Federal law requires, under 23 USC §134(h), that plans and programs address the eight elements listed below.

- 1) In general. – The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will –
 - A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 - B. Increase the safety of the transportation system for motorized and nonmotorized users;
 - C. Increase the security of the transportation system for motorized and nonmotorized users;
 - D. Increase the accessibility and mobility of people and for freight;
 - E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - G. Promote efficient system management and operation;
 - H. Emphasize the preservation of the existing transportation system;
 - I. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - J. Enhance travel and tourism.

The factors that apply to each element of the Unified Planning Work Program are listed below.

FEDERAL FACTORS	A	B	C	D	E	F	G	H	I	J
Planning and Programming Process	X	X	X	X	X	X	X	X		
Modal System Planning	X	X	X	X	X	X	X	X	X	X
Long Range System Planning	X	X	X	X	X	X	X	X	X	X
Research and Travel Forecasting	X	X	X	X	X	X	X	X	X	X

Short Range Planning and Monitoring	X	X	X	X	X	X	X	X	X	X
Non-UPWP Planning Activities	X	X	X	X	X	X		X		X

E. Planning Emphasis Areas

The USDOT issued guidance in March 2015 requesting regional transportation planning to place special attention on Planning Emphasis Areas. Various work tasks in the following sections address these areas. A summary of each is below.

1. **Models of Regional Planning Cooperation**
The Metropolitan Council will continue to use the 3-C process to work with regional and statewide partners in the development of plans and policies. The Metropolitan Council works in coordination with the agencies listed above, as well as MnDOT’s Central Office, MnDOT’s Metro District, and MnDOT’s District 3 through the Region 7W ATP process. There are no other MPOs within the Twin Cities urbanized area.
2. **Access to Essential Services**
The Metropolitan Council has provided direction through *Thrive MSP 2040* to work on issues of equity, which include access to jobs and essential services. This goes beyond the environmental justice executive order 12898 requirements that have traditionally been used as a baseline. For more information on the background and intent of this direction, see Task C-3.

The Metropolitan Council will also continue to advance the goals of the Americans with Disabilities Act through its work with local government partners, which was underway in mid-2018.

3. **Transition to Performance-Based Planning and Programming**
The Metropolitan Council has continued to advance performance-based planning. The *2040 Transportation Policy Plan* will be updated and adopted in 2018 and will include information relevant to the most recent rulemaking available. An updated MOU with MnDOT and public transit providers was signed in 2018 to formalize the cooperative process for performance-based planning. The Council will continue this work as new deadlines and targets are required.

F. TMA Certification Review

The MPO functions of the Metropolitan Council are reviewed by FHWA and FTA every four years through a Transportation Management Area (TMA) Certification Review. This was last completed in November 2016 and fourteen recommendations were provided in the final report to the Council. The recommendations are listed below along with where to find work associated with each item in this document, and with a brief status update.

Recommendation	Status	UPWP Location
Improve and update the MOU between the Council and MnDOT	Updated language has been agreed upon and should be approved by the Council and MnDOT by December 2017.	This activity concluded in 2018.

Evaluate and recognize the UPWP is a critical planning document by making significant changes.	A significant revision to the 2019 UPWP is expected.	This document is anticipated to fulfill this recommendation.
Collaboratively develop the required performance metrics/targets with the planning partners for inclusion in the updated MTP.	This is underway as part of the TPP Update.	Performance-based planning is Task E. Work related to the TPP Update is in Task C-1.
Integrate scenario planning into the MTP for investments, projects, and/or population/employment distribution alternatives.	The TPP Update will continue to include a fiscally constrained scenario and an increased revenue scenario. Forecasted demographics will remain the same.	This work was part of the 2018 TPP Update.
The parameters for major capital project selection are unclear. Improve procedures and transparency of rating/selecting capital projects.	The TPP Update will seek to more clearly identify and describe how the Council's investment studies relate to one another and are used to select the region's major mobility improvement projects.	This work was part of the 2018 TPP Update.
The MTP Financial Plan does not identify regionally significant projects and categories of projects in the year of expenditure throughout the 20 years of the plan. Improve procedures and transparency of rating/selecting capital projects.	The TPP Update will more clearly identify major highway preservation projects along with mobility projects and will provide the expected expenditures for these projects in the first 10 years of the plan.	This work was part of the 2018 TPP Update.
Move projects that do not have federal funding committed from years one and two of the TIP to years three or four.	This was complete in the first quarter of 2017.	This activity was completed in 2018.
The TIP lacks clarity on change procedures and year of expenditure dollars.	This was complete in the second quarter of 2017.	This activity was completed in 2018.
Complete a system-level assessment to determine the level of performance/investment	The Council, MnDOT, and FHWA will meet on this issue.	A Regional Solicitation Evaluation is listed in Task A-3 to address this.

need for the Regional Solicitation.		
Update and enhance the Public Participation Plan.	This was complete with the assistance of FHWA in 2017.	This activity was completed in 2018.
Analyze TPP impacts on disadvantaged communities, overall regional populations in terms of travel distances, and times & air quality by mode.	The Metropolitan Council will work with the USDOT to identify best practices and examples from other MPOs to meet this recommendation.	This work was part of the 2018 TPP Update. Task C-3 contains additional work on equity and environmental justice concerns.
Improve the documentation of consultation with federally recognized tribes, documenting procedures for environmental mitigation and coordination in support of the TPP, and updating natural and historic resources in the TPP.	This work is underway in 2017 and will be completed in 2018 with the new TPP.	This work was part of the 2018 TPP Update.
Follow the PA Intersection Conversion Study by more detailed corridor planning studies that look at lower-cost alternatives. Explore options that can be quickly and realistically funded and constructed.	The Council will continue to work with local partners and MnDOT on corridor studies as they are initiated. In 2017 FHWA deemed this recommendation to be completed.	Council work on local highway corridor projects is described in Task B-5 and Highway Planning in Task B-1.
Improve the CMP to fully comply with 23 CFR 450.322 and the 8-step federal process.	A CMP Advisory Committee has been formed and will direct this work.	Task E-1 contains significant information in the 2019 UPWP with regard to this recommendation. A consultant study is anticipated to be completed in 2019.



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ACTION TRANSMITTAL 2018-43

DATE: July 12, 2018
TO: TAC Planning Committee
FROM: David Burns, Senior Highway Planner, 651-602-1887
SUBJECT: Federal Performance Measure Adoption
REQUESTED ACTION: That the Transportation Advisory Board recommend adoption of the proposed performance measure targets by the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the federally required performance measure targets by the Metropolitan Council.

BACKGROUND AND PURPOSE OF ACTION: Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must adopt system performance targets and set performance targets in order to monitor progress. These performance measures are divided into the following four broad categories:

- Safety Performance Measures (PM1);
- Pavement/Bridge Performance Measures (PM2);
- System Performance Measures and CMAQ (PM3); and
- Transit Asset Management (TAM).

Each of the performance measures have different timelines for the state DOT, transit agency, and MPO to adopt and implement. The state and regional safety performance targets were adopted in February of this year. MPOs are granted an additional 180 days after DOT or transit agency adoption to either concur with the adopted target or chose their own targets. MnDOT officially adopted its pavement/bridge, system performance, and CMAQ targets on May 20. The regional transit providers adopted the TAM targets shown on page 3 on April 1. The purpose of this action is to comply with federal regulations and establish performance measure targets prior to the October 1 (TAM) and November 15 deadlines.

The proposed targets as well as the adopted state targets for pavement/bridge, system performance, and CMAQ are shown in the attachment. All proposed performance targets were coordinated jointly between Council, MnDOT, and regional transit staff. As shown in the accompanying tables, staff is recommending the following actions:

- Concur with the adopted MnDOT Pavement/Bridge performance measure targets.
- Set targets specific to the metro area as shown in the attachment for the System Reliability performance measures.
- Concur with the adopted MnDOT Congestion Reduction (CMAQ) performance targets.
- Concur with the regional transit agencies on the adopted 2018 TAM targets.

RELATIONSHIP TO REGIONAL POLICY: The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system

performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed performance measures and targets directly support the goals of the TPP and fulfill the federal requirements of an MPO.

STAFF ANALYSIS: The recommended targets are likely achievable, with current performance at or near the established targets. MnDOT, Metro Transit, and Council staff were careful to choose targets that improve upon existing conditions yet are achievable by the target year. There are no direct financial penalties if the region does not meet the established targets, although the state may potentially face penalties should minimum conditions not be met. Given the existing system performance, this is unlikely.

COMMITTEE ACTION: TAC Planning concurred with staff recommendations and moved to recommend the targets.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	7-12-18
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend (or Adopt)	
Metropolitan Council Transportation Committee	Review & Recommend (or Concurrence)	
Metropolitan Council	Review & Adopt (or Concurrence)	

Measure		Existing Metro Area Performance	Adopted MnDOT Target		Proposed Regional Target	
			2020 Target	2022 Target	2020 Target	2022 Target
Pavement/Bridge Performance Measures	Bridges:					
	1. % NHS bridges by deck area in good condition	46.3%	>50%	>50%	>50%	>50%
	2. % NHS bridges by deck area in poor condition	1.3%	<4%	<4%	<4%	<4%
	Pavement:					
	1. % of interstate pavement in good condition	62.7%	*	>55%	*	>55%
2. % of interstate pavement in poor condition	0.8%	*	<2%	*	<2%	
3. % of non-interstate NHS pavement in good condition	50.7%	>50	>50	>50	>50	
4. % of non-interstate NHS pavement in poor condition	3.2%	<4%	<4%	<4%	<4%	
System Reliability	1. % of reliable person-miles traveled on the interstate	68.8%	>80%	>80%	>70%	>70%
	2. % of reliable person-miles traveled on non-interstate NHS	76.5%	*	>75%	>75%	>75%
	3. Truck travel time reliability index	2.23	<1.5	<1.5	<2.20	<2.20
Congestion Reduction	1. On-road Mobile Source Emissions measure. Sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds.	6,833	>6,800	>6,800	>6,800	>6,800
	2. Non-Single Occupancy Vehicle measure. Percent of regional travel by non-SOV modes.	23.2%	>25%	>25%	>25%	>25%
	3. Peak Hour Excessive Delay. Measured by annual hours of delay per capita. Delay is travel at less than 20 MPH or 60% of posted speed.	8.65	*	<8.5	*	<8.5

*No target set for this measure/year

Measure		Transit Provider Adopted 2018 Target	Proposed Regional 2018 Target
Transit Asset Management	Rolling Stock (revenue vehicles): % exceeding useful life		
	1. Articulated bus	8%	8%
	2. Bus	2.4%	2.4%
	3. Cutaway	14%	14%
	4. Light rail vehicle	0%	0%
	Equipment (non-revenue): % Exceeding Useful Life		
	1. Automobiles	42%	42%
	2. Trucks/other rubber tire vehicles	38%	38%
	Facility: % Rated Below 3 on a Condition Scale		
	1. Passenger/parking facilities	0%	0%
	2. Administrative/maintenance facilities	0%	0%
	Infrastructure: % of Track with Performance Restrictions		
	1. Light Rail	1%	1%

ACTION TRANSMITTAL No. 2018-41

DATE: July 20, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for Dakota County's CSAH 50 Reconstruction

REQUESTED ACTION: Dakota County requests a scope change for its CSAH 50 reconstruction project (SP # 019-650-016) to add a roundabout at the project's western terminus.

RECOMMENDED ACTION: Recommend approval of Dakota County's scope change request for its CSAH 50 roadway reconstruction project (SP # 019-650-016) to add a roundabout at the project's western terminus.

BACKGROUND AND PURPOSE OF ACTION: Dakota County was awarded \$3,200,000 in Surface Transportation Block Grant funds for the 2020 fiscal year in the Roadway Reconstruction/Modernization category as part of the 2016 Regional Solicitation. The scope includes improvements to CSAH 50, installing a traffic signal at the CSAH 50 and CSAH 23 intersection, and providing a non-motorized grade-separated crossing. Through its preliminary design process, Dakota County determined that construction of a roundabout at Holyoke Avenue, the project's western terminus, should be added to reduce crashes.

The only part of the scope proposed to change is the addition of a roundabout to the western terminus. This includes the following elements:

- Construction of a two-lane by one-lane roundabout at the intersection of CSAH 50 and Holyoke Avenue.
 - Two lanes along CSAH 50
 - One lane along Holyoke Avenue.
- Expansion of the project's limits along CSAH 50 to 600 feet west of Holyoke Avenue to include work related to the proposed roundabout.
- Inclusion within the project limits, Holyoke Avenue between 256 feet north of CSAH 50 and 300 feet south of CSAH 50.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment accompanies this request.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: Per the Process to Evaluate Scope Change Requests for Regionally-Selected Projects, staff attempted to determine whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation as the basis for approving or denying the scope change request. This process entailed approaching scorers to determine whether the score in their category would change based on this new information. Because it is difficult to determine whether the project would have been funded when compared to the highest unfunded project (there was only a 22-point difference between the two projects), staff and the applicant attempted to determine a more precise re-score.

Scorers noted that most of the sub-scores would not change as a result of the scope change. The following measures, however, would change based on feedback from scorers:

- Construction / Reconstruction Date (-5 points): The roadways being constructed for the roundabout are newer than the roadways already included in the project. The majority of the original roadway was constructed (or most-recently reconstructed) in 1959, with some in 1998. Roadway segments added to the project were constructed in the 1980s and 1990s. This brings the “average” date from 1964 to 1970, which makes a difference of five points.
- Vehicle Delay Reduction (+1 points): Addition of the roundabout brought total peak hour delay reduced (seconds) from 1,775 to 10,994, a 619% increase. However, the presence of some very high scores (outliers) from other submitted projects in the same application category renders this a modest increase in the scoring.
- Crash Reduction (+4 points): The addition of a roundabout added a \$524,000 crash savings benefit to the project, which led to an increase of four points.
- Cost Effectiveness (-21 points): The cost is increasing from \$4,000,000 to \$7,000,000. However, the below scoring analysis sets the cost at \$6,400,000, which negates \$600,000 for a watermain and a stormwater reuse system. The need for these items was discovered recently. Had the application included the roundabout in the first place this would not have been part of the total cost and points. It is very commonplace for new costs like this to be uncovered during project scoping and those instances do not result in re-scoring. This leads to a 21-point decrease in the cost effectiveness score.

Category	Original	Updated	Change
Non-changing scoring measures	405	405	0
Construction/Reconstruction Date	38	33	-5
Vehicle Delay Reduction	4	5	+1
Crash Reduction	32	36	+4
PRELIMINARY TOTAL	479	479	0
Cost Effectiveness	55	34	-21
TOTAL	534	513	-21

The project’s original score of 534 points landed it 10th among the 34 applications in the Roadway Reconstruction/Modernization category. The adjusted score of 513, lands it at 12th, one point above the highest unfunded project. The below table shows the impact on the rankings:

Project	Sponsor	Score	Funded?
202 ND STREET RECONSTRUCTION (Original)	DAKOTA COUNTY	534	Yes
Hanson Blvd Reconstruction in Coon Rapid	Anoka County	530	Yes
I-394/Plymouth Rd Ramp	Minnetonka	525	Yes
202 ND STREET RECONSTRUCTION (Updated)	DAKOTA COUNTY	513	Proposed
37 th Ave Recon in C. Heights/MPLS	Minneapolis	512	No

The Process to Evaluate Scope Change Requests for Regionally-Selected Projects says that “the TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation.” The newly-scored project would have scored one point higher than the highest unfunded project. However, staff cannot say with certainty whether the project would have been funded or not as a result of the rescoring. The 34 projects in the Roadway Reconstruction/ Modernization application category were compared against one another in 2016. Projects that were funded continued on the project development process and many added costs like the watermain and stormwater reuse system or new project elements like the roundabout. If the unfunded projects would have received funding, their project costs would have also likely increased too, in most cases. Therefore, it is difficult to make a recommendation on the scope change based on cost effectiveness changes alone.

On the whole, the addition of the roundabout provides increased benefit to the region in terms of reduced congestion and crashes. Completing the roundabout element at the same time as the rest of the project also reduces the construction impacts on travelers relative to constructing two separate projects at two separate times.

Funding: No elements are being removed from the project. Therefore, staff sees no reason to suggest removing federal funds, should the scope change be granted.

COMMITTEE COMMENTS AND ACTON: At its July 19, 2018 meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request for Dakota County’s CSAH 50 roadway reconstruction project to add a roundabout at the project’s western terminus. Members expressed concern with the notion of removing points due to the addition of newer roadways being funded with local money as well as the notion of putting a beneficial locally funded element through the scope change process.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	7/19/2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Physical Development Division
Steven C. Mielke, Director

June 7, 2018

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Transit Office

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

RE: Scope Change Request
SP 019-650-016
CSAH 50

Dear Mr. Oehme:

Dakota County respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

Due to preliminary design and a review of the traffic operations along CSAH 50, there is a need to submit a scope change request. The traffic intersection review at the intersection of CSAH 50 and Holyoke Avenue shows a higher than state average for crash rates. The intersection control evaluation concluded that a 2 by 1 roundabout would best address the crashes. With safety and mobility a goal for the County, including this intersection improvement will improve safety along the CSAH 50 corridor.

Please consider the requested scope change at your next available TAC Funding and Programming Committee meeting.

Sincerely,

Mark J. Krebsbach
Dakota County Transportation Director/ County Engineer

Scope Change Request CSAH 50 – FY 2020

Location Map

A location map of the project is attached as Exhibit A.

Project Layout

A layout showing the original application is attached as Exhibit B.

A layout showing the revised project is attached as Exhibit C.

Current TIP Description

CSAH 50 (202ND ST) FROM HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE, RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTIUSE TRAILS, PEDESTRIAN TUNNEL & SIGNAL AT CSAH 23.

Background

Dakota County was awarded funding for CSAH 50 from Holyoke Ave. to CSAH 23 in the 2016 Regional Solicitation under the Reconstruction category. CSAH 50 is an A Minor Arterial roadway from its intersection with Interstate 35 to CSAH 23 (Cedar Avenue). The project involves improving CSAH 50, installing a traffic signal at the CSAH 50 and CSAH 23 intersection, and providing a non-motorized grade separated crossing. CSAH 50 is currently a rural undivided two lane roadway and will be reconstructed as a divided two lane roadway with turn lanes at public road intersections.

Intersection Improvement

Upon receiving funding, the County started the project's preliminary design. The County conducted a traffic assessment at the CSAH 50 & Holyoke Avenue intersection. Both the intersection crash rate and severity rates were higher than the statewide averages, with a critical crash rate index of 1.0. The assessment determined a 2 by 1 roundabout would best improve the intersection operations and addresses the crashes occurring at the intersection.

The County determined that constructing the proposed roundabout with the proposed project would reduce costs and minimize construction disturbances to the traveling public. CSAH 50 west of Holyoke Avenue is a four lane divided roadway. The proposed project would be reconstructing CSAH 50 on alignment and a portion of CSAH 50 would need to be reconstructed in the future to address the curvature of the entrance and exits on the east leg of the roundabout.

Scope Change Elements

The requested elements for the scope are the following:

- Include the construction of a 2 x 1 roundabout at the intersection of CSAH 50 and Holyoke Ave. (2 lanes along CSAH 50)
- Increase project limits along CSAH 50 to include work related to the proposed roundabout to 600 feet west of Holyoke Ave.
- Include Holyoke Avenue project limits to include work related to the proposed roundabout to 265 feet north of CSAH 50 and 300 feet south of CSAH 50.

Proposed TIP Description Changes

CSAH 50 (202ND ST) FROM 600 FEET WEST OF HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE, RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTIUSE TRAILS, PEDESTRIAN TUNNEL, & SIGNAL AT CSAH 23 AND A ROUNDABOUT AT HOLYOKE AVE.

Summary

This project still completes the work within the original application. The County does not request additional Federal funds. The project does change the scope to include a 2 by 1 roundabout, increase limits due to pavement needs at the roundabout and estimate for the project. During preliminary design, it was determined that modifications to Aronson Park were needed to maintain access, the City will be installing watermain on the Hamburg Avenue to CSAH 23 portion and the City will be constructing a storm water reuse system. These items contributed to the increased cost estimate of \$7 million. The two City improvements are not federally eligible but will be included as part of the project.

Cost Estimate

CSAH 50 corridor: \$5,300,000
CSAH 50 & Holyoke Ave. Intersection: \$1,700,000

Current TIP Funding:

Total: \$4,320,000
FHWA: \$3,200,000
Other: \$1,120,000

Proposed TIP Funding:

Total: \$7,000,000
FHWA: \$3,200,000
Other: \$3,800,000

SP 019-650-016

CSAH 50 Reconstruction from Holyoke Ave. to CSAH 26 in Lakeville
Scope Change Request - Updated Estimate

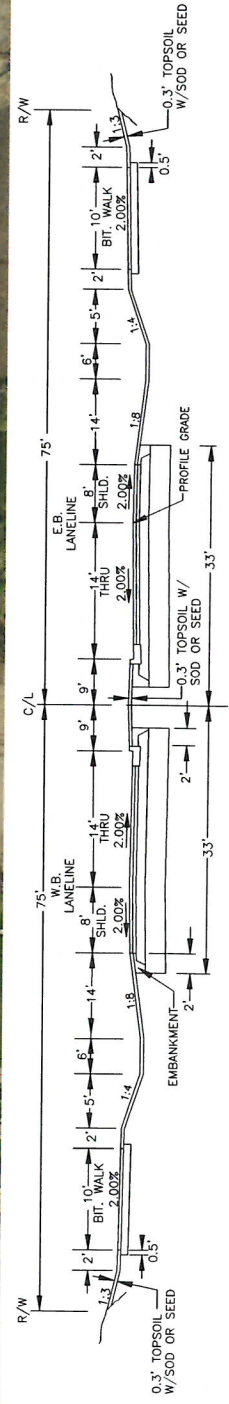
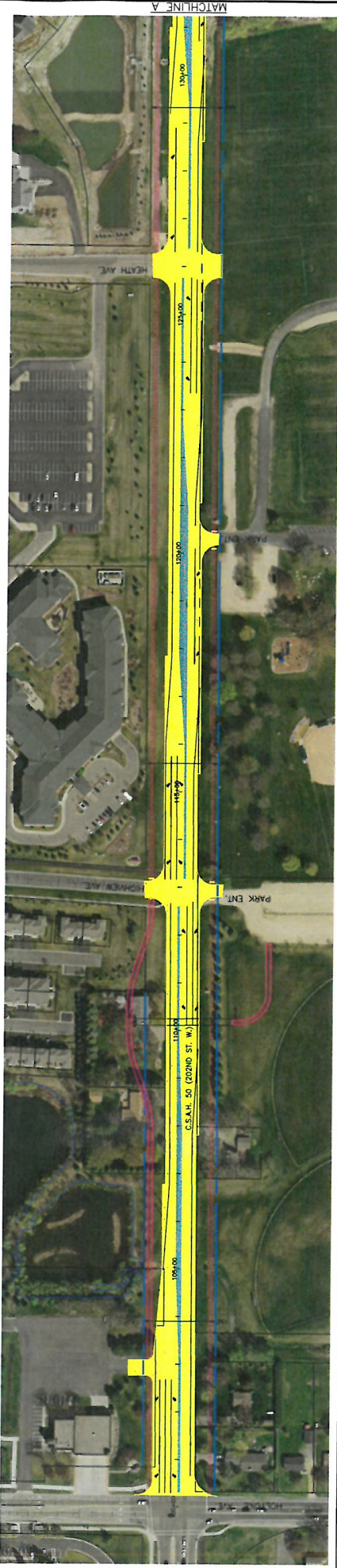
Estimated Costs

Item	Original	Scope Change Request
Roadway	\$4,320,000	\$4,700,000
Proposed Roundabout	\$0	\$1,700,000
City Watermain Work	\$0	\$250,000
City Storm Water Reuse	\$0	\$350,000
Total	\$4,320,000	\$7,000,000

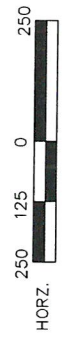
TIP Funding

Funding Source	Original	Scope Change Request
FHWA	\$ 3,200,000	\$ 3,200,000
Other	\$ 1,120,000	\$ 3,800,000
Total	\$ 4,320,000	\$ 7,000,000

C.S.A.H. 50 (202ND ST. W.)
 HOLYOKE AVE. TO C.S.A.H. 23 (CEDAR AVE.)

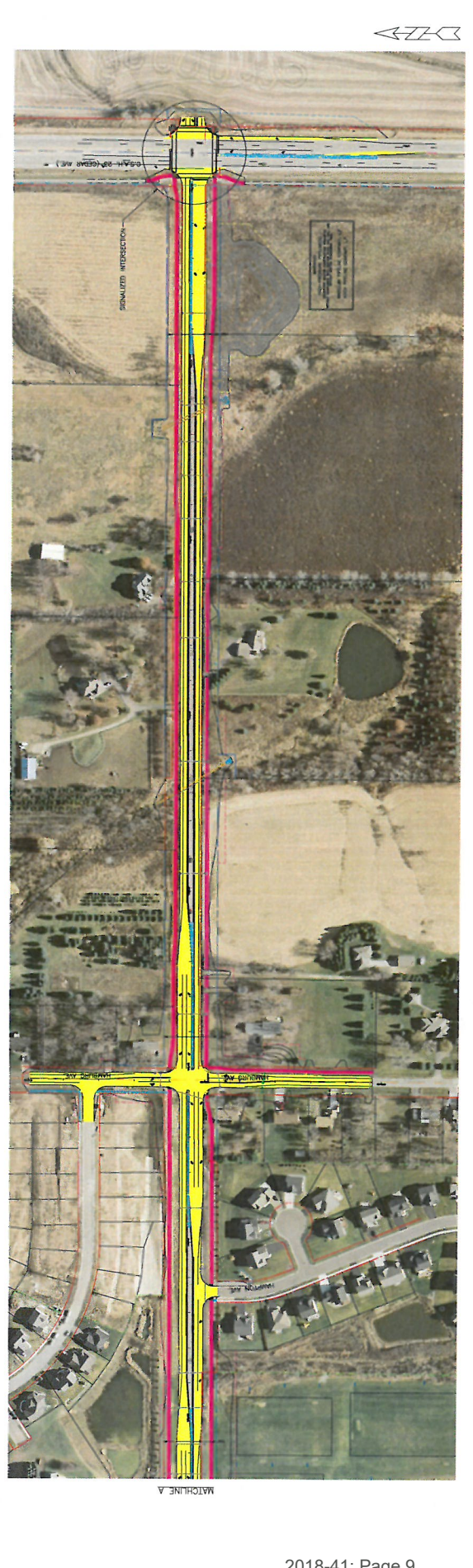
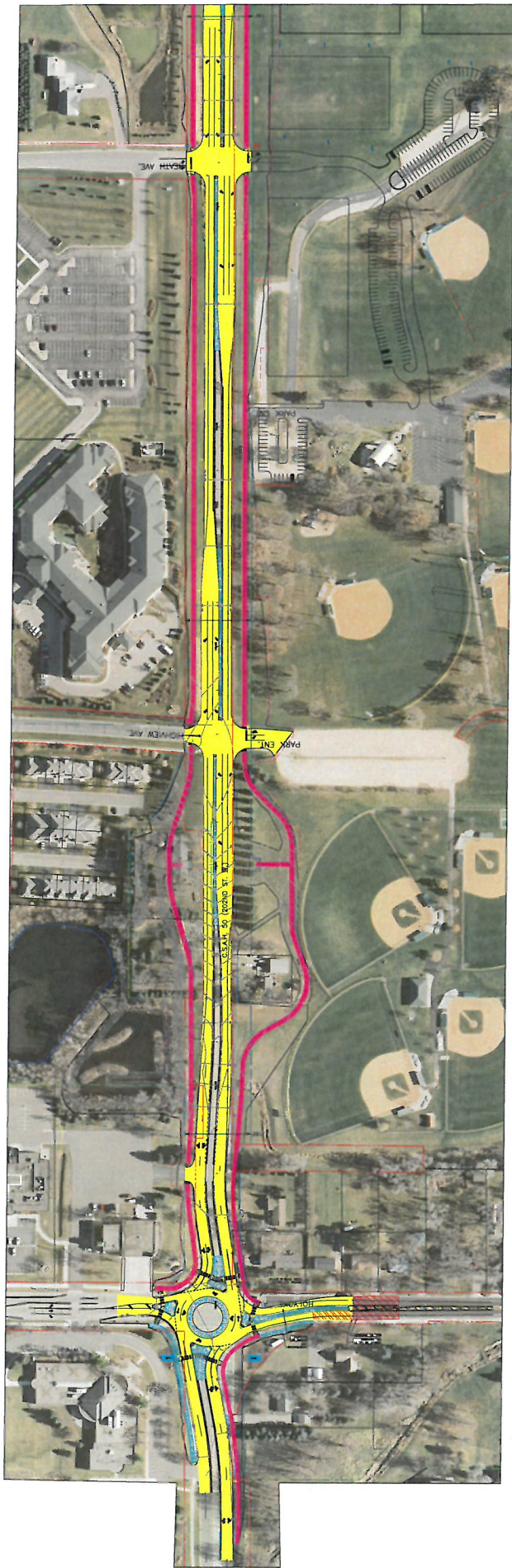


TYPICAL - 2 LANE DIVIDED SECTION





C.S.A.H. 50 (202ND ST. W.)
 HOLYOKE AVE. TO C.S.A.H. 23 (CEDAR AVE.)



Process to evaluate scope change requests for regionally-selected projects.

Adopted by the Transportation Advisory Board on March 16, 2011

ACTION TRANSMITTAL 2011-35

Projects submitted for consideration through the regional solicitation are often just concepts or unrefined ideas. Project sponsors work on the preliminary and final design, environmental studies etc... after the TAB awards funds to the project. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors may be required to request a scope change and TIP/STIP amendment because the scope and cost in the TIP/STIP has to be consistent with final project documentation that is sent to the FHWA.

Projects sponsors, Met Council and TAB staff, the TAC Funding & Programming Committee (F&PC) and the region would benefit from an adopted methodology to evaluate requested project scope changes. MN/DOT Metro State Aid has been very good at sorting out the significant scope changes that require action from the TAB. The FHWA has provided guidance on when a cost increase triggers a TIP/STIP amendment, and when a change in a project's design requires a scope change and TIP/STIP amendment (attached). The TAC and TAB want to be comfortable that the revised project scope of a regionally-selected project still provides about the same benefits as the original project scope and would have scored high enough to have been selected like the original project scope – to be fair to the other projects not selected. Below is a proposed outline of a process and guidelines for scope change requests.

- 1) Any construction elements added to the project scope must be eligible according to the solicitation criteria used to evaluate the original project submittal, unless the additional elements are already programmed in the STIP.
- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.
- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.
- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.
- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2018-42

DATE: July 20, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2019-2022 TIP Amendment: Dakota County CSAH 50 Reconstruction

REQUESTED ACTION: Dakota County requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to add a roundabout to the western terminus of its CSAH 50 reconstruction project (SP # 019-650-016).

RECOMMENDED MOTION: Recommend approval of an amendment into the 2019-2022 TIP to add a roundabout to the western terminus of Dakota County's CSAH 50 reconstruction project (SP # 019-650-016).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to amend the project description to include the addition of a roundabout at Holyoke Avenue, increase the total project cost from \$4,320,000 to \$7,000,000, and advance the year from 2020 to 2019 (with federal reimbursement to remain in 2020). The additional amount will be paid for by the applicant. This action item is related to 2018-41, a scope change request, and is dependent on approval of that request.

Because this project is going to be let in 2019, it needs to be included in the 2019-2022 TIP. The 2019-2022 TIP is scheduled to be approved by the Metropolitan Council on September 23, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2019-2022 TIP, it will not be official until after that approval is granted.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2019-2022 TIP by the United States Department of Transportation (USDOT) during the fall of 2018. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2019-2022 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of

Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its July 19, 2018 meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request to add a roundabout to the western terminus of Dakota County's CSAH 50 reconstruction project.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	7-19-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

INFORMATION ITEM

DATE: July 20, 2018
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change and Federal Funds Reallocation Policy Changes:
First Draft

Scope Change Policy

Projects funded through the Regional Solicitation process are selected based on how well they will address safety, congestion, air quality and other criteria used in the scoring evaluation. TAB wants to ensure that the benefits from any re-scoped projects are essentially intact. Therefore, applicants that want to make changes to a project's scope are currently subject to the following policies, which are attached along with the draft new policy:

- Scope Change Consultation Process (2015). When an applicant wishes to change a project's scope, this process guides staff in the determination of whether a formal scope change request is needed.
- Process to Evaluate Scope Change Requests for Regionally-Selected Projects (2011). Once a formal request is needed, this process guides the analysis of whether a request should be granted.

Stakeholders have identified the following shortcomings of these policies:

- Projects were scored at a moment in time, so comparing one project that has completed major engineering, public involvement, and environmental documentation to a project still in the concept stage is difficult. For example, rescoring the cost effectiveness measure is no longer comparing "apples to apples" since the project with the scope change request has been fully developed, as opposed to project concepts whose costs would likely also rise as they are developed.
- There are two separate policies regarding scope changes with some overlapping language.
- Major changes starting in the 2014 Regional Solicitation involving online application submittal, use of mapping software, and the need to submit output from traffic analysis programs make it more difficult and time-consuming for project applicants, scorers, and Council staff to precisely rescore project applications.
- It is difficult for volunteer scorers to rescore applications three or four years after their original scoring.
- More clarity is needed for what types of projects need to go through each of the three scope change processes.
- More clarity is needed for what year revised cost estimates should be used to ensure consistent treatment of all requests.
- A recent trend in scope changes is to remove project elements and "replace" them with new elements with the intent of keeping all federal funding. No policy language exists to allow, or prohibit, this type of request.
- There is confusion as to whether separate adjacent projects can be combined and how this change impacts the scope change process.

Led by TAC Funding & Programming Chair Paul Oehme, a multi-agency Scope Change Workgroup was assembled to address these identified issues and included the following individuals:

- Paul Oehme, City of Chanhassen
- Lyndon Robjent, Carver County
- Karl Keel, City of Bloomington
- Colleen Brown, MnDOT Metro State Aid
- Jen Lehmann, MVTA
- Adam Harrington, Metro Transit
- Mary Gustafson, Metro Transit
- Jeni Hager, City of Minneapolis
- Craig Jenson, Scott County
- Gina Mitteco, MnDOT
- John Sass, Dakota County
- Elaine Koutsoukos, TAB Coordinator
- Joe Barbeau, Met Council
- Steve Peterson, Met Council

The group met three times in 2018 and also briefed the TAB Executive Committee to get its initial reaction to some of the potential changes. Key principles discussed by the workgroup include the following:

- Evaluate Regional Benefits: Transition from a precise but somewhat inaccurate rescoring of the measures to a qualitative review of the impacted measures, consideration of the total scoring gap between the project being evaluated and unfunded projects, and evaluation of the overall benefits gained/lost to the region based on the requested scope change.
- Simplify: Combine the two existing policies into one policy.
- Clarify: Clearly lay out the scope change process, what types of project scope changes need to go through the process, and whether federal funds can be shifted to similar, adjacent projects.
- Provide Consistency: Treat project requests in a fair and consistent way by requesting the same information from all applicants in the same year of costs.
- Ease of Combining Projects: Make it easier for project sponsors to combine two adjacent projects to minimize disruption to the public and improve efficiency.

Federal Funds Reallocation Policy

Per past practice and the proposed policy adjustment, sometimes applicants give federal funds back to TAB. When those funds are current-year funds and no project can advance-construct, the Federal Funds Reallocation Policy calls for MnDOT to pro-rate funding to available projects. This could, for example, distribute \$10,000 to each of 10 projects, which is an administrative headache. The workgroup wanted to eliminate removing small amounts of federal money from projects. The attached Federal Funds Reallocation Policy includes a proposed change that all these funds go first to the project able to absorb the smallest amount of federal funds up to the federal maximum percentage, which will reduce administration and make a bigger impact on the recipient project.

Funding & Programming Committee Feedback; July 19, 2018

- Members expressed doubt that an accurate re-scoring is possible and suggested that the policy clarify that the original scoring is a snapshot and that it is not possible to re-score a project, particularly versus unfunded applications, in the future.

- Members were particularly doubtful that re-scoring for cost effectiveness makes sense given the fact that most projects increase in cost as time goes by and hypothetical costs updates of unfunded projects cannot be known.
- Dakota County reported that its ongoing scope change request needed nearly two weeks of staff time to complete the updated score. Members questioned whether this was appropriate use of agency resources for a rough re-scoring of a project change that is clearly beneficial to the region.
- Staff asked the Funding & Programming Committee whether federal funds should be reduced in a case where the project sponsor is providing more than a 20% local match and the project would have been funded in full (e.g., a \$25 million interchange project was awarded \$7 million of federal funds and the updated project reduces the total cost to \$22 million. The project still would have been funded at the full \$7 million). Staff requests input from the TAC on how to treat project cases such as this.

Next Steps

The Scope Change Workgroup is gathering feedback from the technical committees and TAB in July and August, then will make final edits to the document before the policy is sent back to the committees as an action item.

Draft Scope Change Policy

Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, MnDOT Metro District State Aid staff (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. MnDOT Metro District State Aid staff or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; MnDOT Metro District State Aid staff or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.
- Combining two separate TAB-funded projects, provided this does not threaten to negatively

- impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and MnDOT Metro District State Aid staff or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, MnDOT Metro District State Aid staff or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with MnDOT Metro District State Aid or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment¹ request.
3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall benefits or reduction of benefits to the region. Council staff will provide a written analysis

¹ A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee should consider recommending denial of the scope change request if it is likely that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been clearly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

DRAFT

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

Current Scope Change Consultation Process

Regional Solicitation Projects: Scope Change Consultation Process Federal Funding Reallocation Work Group: February 6, 2015

Overview

Projects selected through the regional solicitation process have defined scopes, or descriptions of proposed improvements. The project scope is the basis to measure how well these projects address safety, congestion, air quality, and other criteria used in the evaluation. It is also used as the basis for authorizing federal funds for projects. The project scope is important because these projects were selected to receive federal transportation funds based on the benefits they provide.

From the Transportation Advisory Board (TAB) perspective, these projects were awarded federal funds because they were evaluated and provide the most benefit to the public. Projects are ranked by the cumulative score of many weighted criteria. Changes in the project's scope could affect a project's benefits, reducing its score and possibly affecting its rank among the scored projects. The TAB wants to ensure that the benefits from re-scoped projects are substantially the same as the original projects and justify using the federal funds that were awarded to the original projects. It is important to the TAB that any change in project scope does not substantially reduce a project's benefits and value to the public, especially if it would mean the revised project scope would not have scored as well as the original scope and may not have ranked high enough to be selected.

What is a scope change?

Projects submitted in the regional solicitation are usually conceptual in nature and are refined during design and environmental study. Therefore, a limited number of project scope change requests are likely to be necessary. The TAB adopted a policy in March 2011 on how to evaluate them.

A consultation process among the FHWA, MnDOT and the MPO can help determine whether a formal scope change and TIP amendment is needed or whether the modification is minor and can be implemented informally by MnDOT. The project description in the original application can serve as the project scope for the purpose of making this determination. For these purposes, a scope change is considered to be any revision that changes the physical characteristics of the project and has the potential to detract from the project's benefits.

There are three types of changes: those allowed with Metro State Aid or Metropolitan Council Grants Manager review and approval; project modifications allowed through an informal consultation process; and scope changes requiring approval.

1) Changes allowed with Metro State Aid or Metropolitan Council Grants Manager review and approval:

Changes to projects that typically occur when projects move into detail design or minor additions of project amenities or aesthetic items. These changes do not affect project score or ranking and do not meet the threshold for a TIP amendment. A change made through Metro State Aid or Metropolitan Council Grants Manager review is allowed for changes including, but not limited to:

- Removal or addition of minor items, such as benches, waste receptacles, minor signing, etc.
- Change in the design of aesthetic items, such as lighting, railings, benches, etc.
- Addition of items due to normal detail design of a project (such as noise walls, retaining walls, storm sewers, etc.) unless the cost increases enough to require a TIP amendment

2) Project modifications allowed through informal consultation process:

Slight changes to projects that do not affect original project score to the degree that it would change the project ranking/selection. A project modification through an informal consultation process is allowed for changes including, but not limited to:

- Slight changes in bike or pedestrian trail route alignment while still making the major connections and keeping the same termini
- Very minor change in project termini, such as adding one block of project, such as a roadway or trail, to make better connection
- Change in bike path width (must still meet standards)
- Adding locally-funded project to the federally-funded project (such as mill and overlay adjacent to project)

3) Scope changes requiring approval by TAB:

- Any change that may significantly alter the estimate of benefits and project score and its rank within its solicitation category, particularly if altered to the degree where the revised scope may not justify selection

A scope change is likely to be needed in instances including but not limited to the following examples:

- Adding significant elements to a project
- Removing significant elements from a project (such as a trail, ped bridge, lighting, signal, etc.)
- Significant reduction in access closures
- Changing the termini of a project significantly
- Reducing the number of travel lanes (such as 4 lanes approved changing to 3 lanes with a center turn lane)
- Changing a significant number of parking spaces in a park-and-ride facility
- Changing from rehabilitation to replacement and vice versa
- Pedestrian bridge to a tunnel, or a tunnel to a pedestrian bridge
- Off-road trail to on-road
- Signal to a roundabout

When is a scope change a new project?

The project as programmed in the TIP and STIP identifies the project that will be awarded federal funds.

The project description in the original application lists the type of work, the most significant construction elements, and the project location and length, where applicable. This defines a project's scope of work. A proposed change will be considered a new project not eligible for a scope change request if it:

- Relocates the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moves funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z

In these cases, the original project will be withdrawn.

Consultation and Scope Change Request Process

After initial consultation with Metro State Aid or the Metropolitan Council Grants Manager, a project sponsor must initiate scope change requests with the TAB Coordinator. The short process described below will help the region decide whether a scope change needs to go through the formal process with a TIP amendment or just done through an informal consultation process.

1. Project sponsor informs the TAB Coordinator that it wishes to change a project. The project sponsor provides a written description of the scope change and a map or schematics showing how the proposed scope change affects the project.
2. The TAB Coordinator will consult with MnDOT Metro State Aid or the Metropolitan Council Grants Manager and the FHWA or FTA to discuss the extent of the changes and whether the scope change could impact the projects benefits, score and rank among the other projects in its category and solicitation year.
3. By agreement, the TAB Coordinator may contact the project sponsor and provide directions on how to request a scope change and TIP amendment through the TAC, TAB and Metropolitan Council. Also by agreement, the TAB Coordinator may inform the project sponsor that the proposed modification does not trigger a formal scope change and TIP amendment, and the modification can be performed through an informal consultation and approval process. The TAB Coordinator will inform Metro State Aid or the Metropolitan Council Grants Manager and the TAC Funding and Programming Committee of the administrative approval.
4. By agreement, the TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and is actually a new project. The project sponsor will also be informed that the request will not be processed through the TAC and TAB.

Current Process to evaluate scope change requests for regionally-selected projects

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Process to evaluate scope change requests for regionally-selected projects.

Adopted by the Transportation Advisory Board on March 16, 2011

ACTION TRANSMITTAL 2011-35

Projects submitted for consideration through the regional solicitation are often just concepts or unrefined ideas. Project sponsors work on the preliminary and final design, environmental studies etc... after the TAB awards funds to the project. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors may be required to request a scope change and TIP/STIP amendment because the scope and cost in the TIP/STIP has to be consistent with final project documentation that is sent to the FHWA.

Projects sponsors, Met Council and TAB staff, the TAC Funding & Programming Committee (F&PC) and the region would benefit from an adopted methodology to evaluate requested project scope changes. MN/DOT Metro State Aid has been very good at sorting out the significant scope changes that require action from the TAB. The FHWA has provided guidance on when a cost increase triggers a TIP/STIP amendment, and when a change in a project's design requires a scope change and TIP/STIP amendment (attached). The TAC and TAB want to be comfortable that the revised project scope of a regionally-selected project still provides about the same benefits as the original project scope and would have scored high enough to have been selected like the original project scope – to be fair to the other projects not selected. Below is a proposed outline of a process and guidelines for scope change requests.

- 1) Any construction elements added to the project scope must be eligible according to the solicitation criteria used to evaluate the original project submittal, unless the additional elements are already programmed in the STIP.
- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.
- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.
- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.
- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.

Proposed Changes to TAB Federal Funds Management Process

TAB Federal Funds Management Process

Regionally selected projects (i.e., those projects selected by TAB through the regional solicitation process) in the Twin Cities Transportation Improvement Program (TIP) can be advanced or deferred based on TAB policy, project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, or advanced. This process establishes policy and priority in assigning alternative uses for federal transportation funds when TAB-selected projects in the TIP are deferred, withdrawn, or advanced. This process also addresses the distribution of the limited amount of federal funds available to the region at the end of the fiscal year, known as “August Redistribution.” This process does **not** address how to distribute new federal dollars available through larger, specific programs (~~i.e., ARRA~~). TAB will make separate decisions specific to those kinds of programs and timing.

Current Program Year Funds

For funding that is available due to project deferrals or withdrawals, the funds shall be reallocated as shown in the below priority order. When there is insufficient time to go through the TAB committee process, TAB authorizes staff (Minnesota Department of Transportation (MnDOT) Metro District State Aid or Metropolitan Council Grants Department, as appropriate), working with the TAB Coordinator, to reallocate funds to projects that have been selected through the regional solicitation per the below priorities on TAB’s behalf.

Reallocation priorities for available funding programmed for the current fiscal year:

1. Regionally selected projects in the same mode slated for advanced construction/advanced construction authority (AC/ACA)¹ payback that have already advanced because sponsors were able to complete them sooner. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
2. Projects in the same mode slated for AC/ACA payback that have been moved due to previous deferrals. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
3. Regionally selected projects in the same mode that are able to be advanced.
4. ~~Pro-rate remaining federal funds to r~~Regionally-selected solicitation projects programmed in the current program year ~~projects~~ in the same mode in the original program year up to the federally allowed maximum. If more than one project can accept additional federal funds, the project needing the smallest amount of federal funding will be funded first up to the federal maximum, followed by the project needing the second smallest amount of federal funds, and so on.
5. ~~Select a r~~Regionally-selected project(s) from another mode to pay back or advance using steps 1-4 above. Should this action be used, TAB shall consider the amount when addressing modal distribution in programming the next regional solicitation.

¹ Note: Advanced construction (AC) is used for Federal Highway Administration-funded projects. Federal Transit Administration-funded projects use advanced construction authority (ACA).

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and project sponsors to provide a set of options to be considered by the TAC Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent regional solicitation² that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established “Guiding Principles” in making its decisions.

² Note that projects must be selected prior to December 1 of the program year.

INFORMATION ITEM

DATE: August 1, 2018
TO: Technical Advisory Committee
PREPARED BY: Steve Peterson, Highway Planning and TAB/TAC Process Manager
David Burns, Senior Planner (651-602-1887)
SUBJECT: Geographic Balance in the Regional Solicitation

BACKGROUND: The issue of geographic balance, “fair share,” and spreading the funds around the region is a topic that many Metropolitan Planning Organizations (MPOs) throughout the country are exploring with respect to distribution of federal transportation funds. As such, TAB asked Council staff to explore alternative approaches to consider geographic balance in the Regional Solicitation. Geographic balance is not currently used to score projects. Rather, TAB has used it when weighing various funding options or to evaluate funding decisions made over time.

In the past, regional balance has been measured by the amount of funding awarded within each county relative to its proportionate share of the region’s population (e.g., Anoka County has 11% of the region’s population and would expect around 11% of the federal funding, over time). However, this approach may be an overly-simplistic way to assess regional balance. Counties represent large areas that tend to be heterogenous in population density and other characteristics (e.g., Medina and Minneapolis are vastly different, but both are in Hennepin County). Understanding commute patterns, job/recreation centers, and congestion can all play a role in analyzing geographic balance. There is probably no limit to the number of ways that geographic balance can be assessed, but analyzing investments solely based on where people live does not fully capture the regional nature of travel patterns. For example, an investment made in Bloomington, may also benefit Dakota County residents using the improved roadway to get to work or shopping centers.

Figures 1-3 present three alternative approaches to measuring geographic balance of projects selected in the last several funding cycles (2003-2016 Regional Solicitations). It is important to analyze geographic balance with a large enough sample size of projects, since there is some level of variance within each individual funding cycle. Figures 4 portrays the regional nature of a recently funded roadway project.

The following is a brief summary of the maps:

1. Figure 1-Uses the county boundary as the unit of measurement relative to population, jobs, and vehicle miles travelled (VMT).
2. Figure 2-Shows funding by Thrive MSP 2040-assigned community designations (i.e., land uses) relative to population and jobs.
3. Figure 3-Using major roadways as the dividing lines, splits the region into four quadrants to weigh relative funding, population, and job levels.
4. Figure 4-Depicts the origin of trips passing through one of the funded 2016 Regional Solicitation projects, the Kellogg Bridge, which is adjacent to the RiverCenter in downtown Saint Paul.

Over the coming months, TAB and its technical committees should consider how to determine what constitutes adequate geographic balance and whether any information not shown in these maps can and should be provided. For example, TAB requested additional information on where people are traveling to work.

Figure 1: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by County



County	2003-2016 Federal Dollars %	Population %	Jobs %	Vehicle Miles Travelled %
Anoka	#4 (10%)	#4 (11%)	#4 (7%)	#4 (13%)
Carver	#7 (5%)	#7 (3%)	#7 (2%)	#7 (5%)
Dakota	#3 (12%)	#3 (14%)	#3 (11%)	#2 (17%)
Hennepin	#1 (43%)	#1 (41%)	#1 (53%)	#1 (34%)
Ramsey	#2 (17%)	#2 (18%)	#2 (19%)	#3 (14%)
Scott	#6 (7%)	#6 (5%)	#6 (3%)	#6 (8%)
Washington	#5 (7%)	#5 (8%)	#5 (5%)	#5 (10%)
Total	100%	100%	100%	100%

Notes: # = Rank
 Notes: Years used in the table (2003-2016) indicate the year of the project selection. Funds from 2003-2016 will be expended in approximately 2007-2021. Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian). Data for population and employment based on Metropolitan Council 2016 estimates. Approximately \$200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB). VMT more closely corresponds with roadway projects.

County	2003-2013 Federal Funding %	2014-2016 Federal Funding %
Anoka	#4 (11%)	#5 (6%)
Carver	#7 (6%)	#7 (3%)
Dakota	#3 (13%)	#3 (9%)
Hennepin	#1 (38%)	#1 (53%)
Ramsey	#2 (18%)	#2 (16%)
Scott	#6 (7%)	#4 (8%)
Washington	#5 (8%)	#6 (5%)
Total	100%	100%

Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.

County

- Anoka
- Carver
- Dakota
- Hennepin
- Ramsey
- Scott
- Washington
- 2003-2016 Projects
- Interstate Highways
- US, State, and County Highways
- A-Minor Arterials
- County Boundary

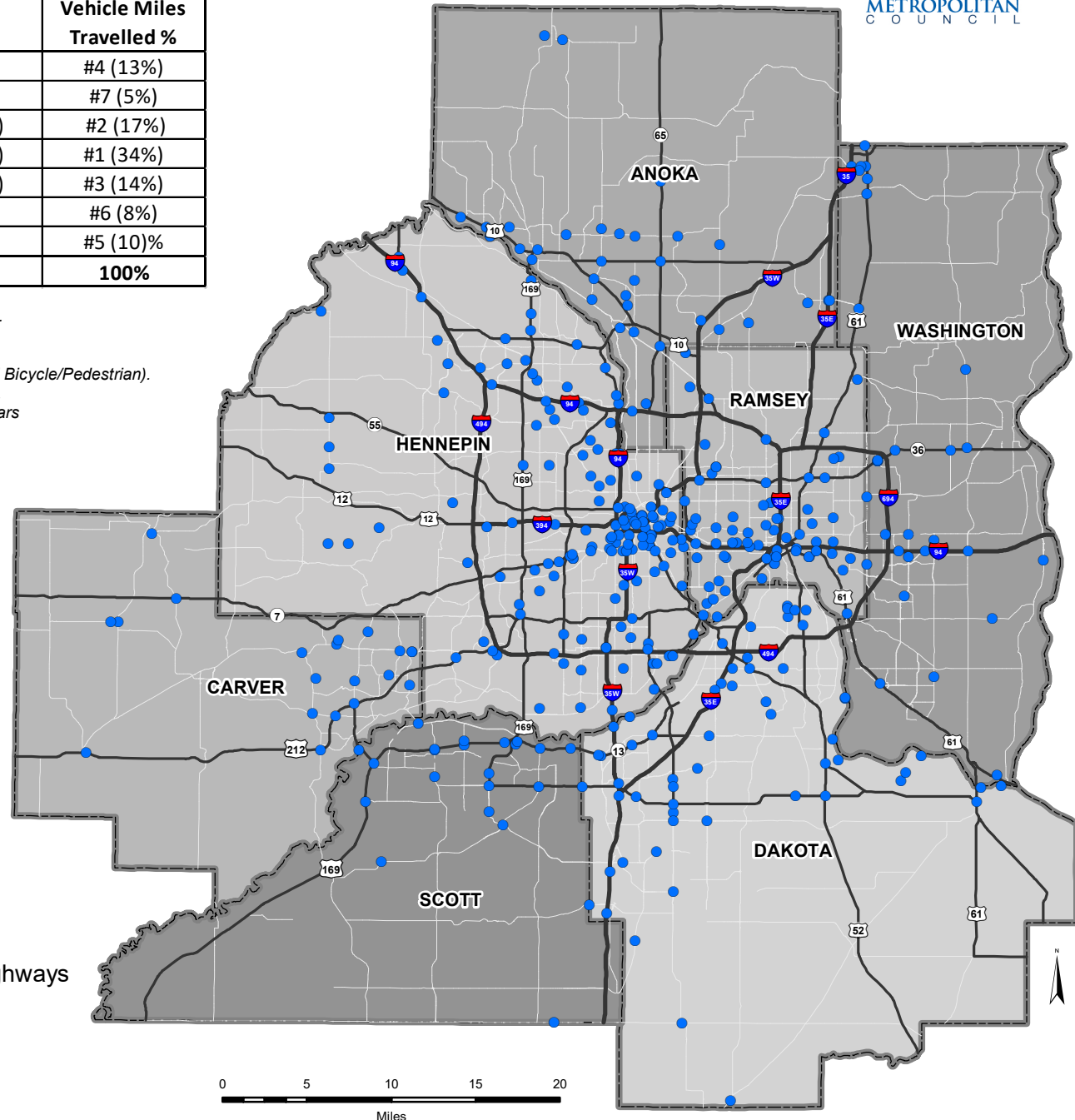


Figure 2: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by Land Use Designation



Region	2003-2016 Federal Dollars %	Population %	Jobs %
Urban Center/Urban	47%	43%	53%
Suburban	23%	25%	23%
Suburban Edge/Emerging Suburban Edge	22%	26%	18%
Rural/Rural Center	8%	6%	6%
Total	100%	100%	100%

Notes: Years used in the table (2003-2016) indicate the year of the project selection. Funds from 2003-2016 will be expended in approximately 2007-2021. Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian). Data for population and employment based on Metropolitan Council 2016 estimates. Approximately \$200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB).

Designation Summary	2003-2013 Federal Dollars %	2014-2016 Federal Dollars %
Urban Center/Urban	42%	57%
Suburban	22%	24%
Suburban Edge/Emerging Suburban Edge	26%	13%
Rural/Rural Center	10%	6%
Total	100%	100%

Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.

Thrive MSP 2040 Community Designations

- Urban Center/Urban
- Suburban
- Suburban Edge/Emerging Suburban Edge
- Rural/Rural Center

- 2003-2016 Projects
- US, State, and County Highways
- Interstate Highway
- A-Minor Arterials

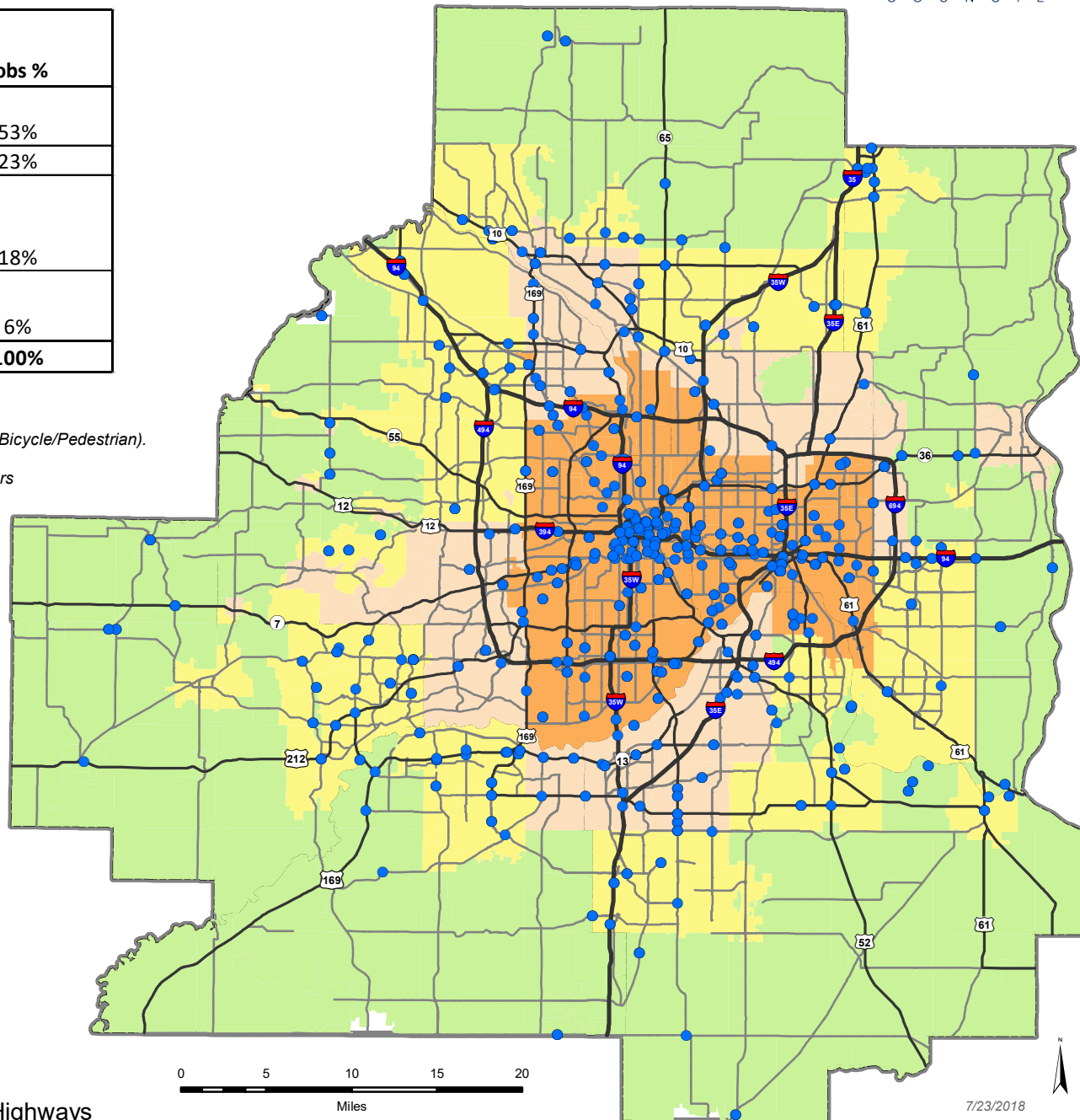
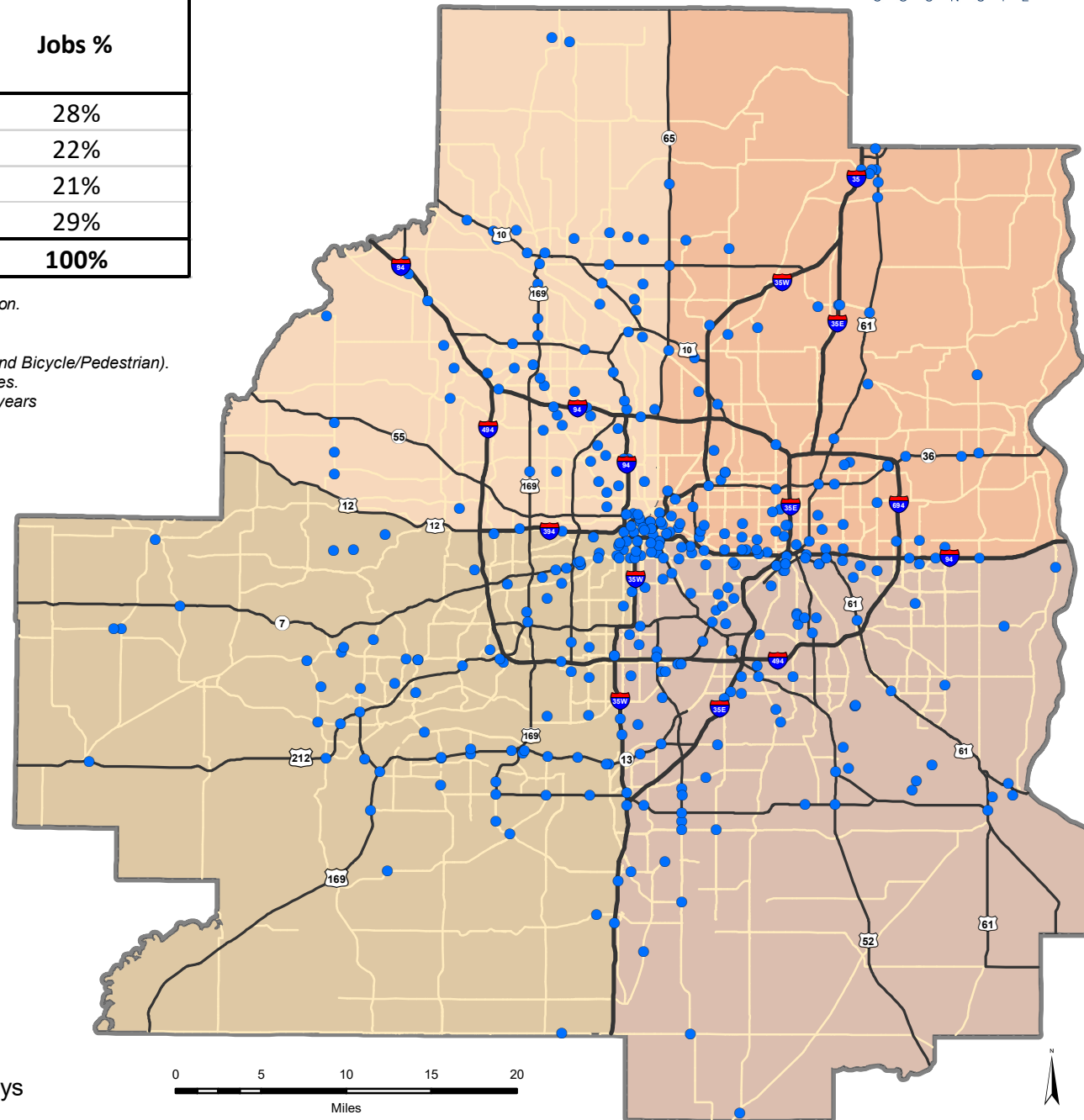


Figure 3: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by Quadrant of the Region



Region	2003-2016 Federal Dollars %	Population %	Jobs %
Northwest	28%	25%	28%
Northeast	19%	23%	22%
Southeast	27%	22%	21%
Southwest	26%	30%	29%
Total	100%	100%	100%

Notes: Years used in the table (2003-2016) indicate the year of the project selection. Funds from 2003-2016 will be expended in approximately 2007-2021. Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian). Data for population and employment based on Metropolitan Council 2016 estimates. Approximately \$200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB).



Region	2003-2013 Federal Dollars %	2014-2016 Federal Dollars %
Northwest	25%	34%
Northeast	21%	15%
Southeast	29%	23%
Southwest	25%	28%
Total	100%	100%

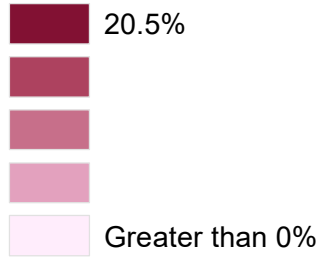
Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.

- Northwest
- Northeast
- Southeast
- Southwest
- 2003-2016 Projects
- Interstate Highway
- US, State, and County Highways
- A-Minor Arterials

Figure 4: 2016 Regional Solicitation Origin of Traffic: Kellogg Blvd Bridge in St. Paul



Proportion of Traffic



Notes: Percentages are based Location-Based Service Data for Select Months in 2016 and 2017. Data is for weekdays (M-F) and all times of day. Source: StreetLight Insight, Inc.

- Project Location
- Interstate Highway
- US, State, and County Highways
- A Minor Arterials
- County Boundary

