

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | March 4, 2020
Metropolitan Council Chambers | 9:00 AM
390 Robert Street North, Saint Paul, MN 55101

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

February 5, 2020, meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)
2. Funding & Programming Committee (Paul Oehme, Chair)
 - a. 2020-11: Scope Change Request: Metro Transit
 - b. 2020-12: TIP Amendment: Metro Transit Scope Change
 - c. 2020-13: Streamlined TIP Amendment: MnDOT District Pavement
 - d. 2020-14: Streamlined TIP Amendment: MnDOT Temporary Signals
 - e. 2020-15: Streamlined TIP Amendment: St. Louis Park
3. Planning Committee (Jan Lucke, Chair)
 - a. Transportation Safety Workgroup

VI. SPECIAL AGENDA ITEMS

1. Network Next 2040 (Kyle Burrows, Metro Transit)
2. Regional Studies Update Cycle (Steve Peterson, MTS)

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, February 5, 2020
9:00 A.M.**

Members Present: Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Carla Stueve, Brian Isaacson, Jan Lucke, Elaine Koutsoukos, Cole Hiniker, Patrick Boylan, Adam Harrington, Jon Solberg, Innocent Eyoh, Bridget Rief, Matt Fyten, Peter Dahlberg, Danny McCullough, Ken Ashfeld, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Paul Mogush, Paul Kurtz

1. Call to Order

The meeting was called to order by Chair Freese at 9:05 a.m.

2. Approval of Agenda

A motion to approve the agenda was made by Mr. Isaacson and seconded by Mr. Hiniker. Motion carried.

3. Approval of Minutes

It was noted that there was a mistake in the meeting minutes, which stated that MnDOT had named a new commissioner. The appointment was a new deputy commissioner. The meeting minutes were adjusted to reflect this correction. A motion to approve the January 8, 2020 TAC minutes with the correction was made by Ms. Mitteco and seconded by Mr. Isaacson. Motion carried.

4. TAB Report

TAB Coordinator Elaine Koutsoukos reported on the January 15, 2020 TAB meeting.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese reported that the Committee met to discuss items on the TAC agenda.

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

a) 2020-06: Program Year Extension – St. Louis Park

Mr. Oehme presented this item, explaining that the City of St. Louis Park is requesting to push back the program year for the CSAH 25/Beltline Pedestrian Improvement project from fiscal year 2020 to 2021. This project was funded in part with funds received from the 2016 Regional Solicitation. The extension is required due to delays in the Southwest Light Rail Transit extension, to which the CSAH 25/Beltline Pedestrian Improvement project will connect.

Mr. Isaacson made a motion to recommend approval of the program year extension request, seconded by Mr. Eyoh. Motion carried.

b) 2020-07: Program Year Extension – Richfield

Mr. Oehme presented this item. The City of Richfield is requesting a program year extension for the 77th Street extension and MN 77 bridge project from fiscal year 2020 to fiscal year 2021. This project received \$7 million from the 2016 Regional Solicitation and includes a new roadway connection to 77th Street, four new bridges along MN 77 and two ramps between MN 77 and I-494. Mr. Oehme explained that the city is requesting an extension in order to fill a funding gap. The city is hopeful that state bonding funds will fill the funding gap.

A motion to recommend approval of the program year extension request was made by Ms. Rief and seconded by Mr. MacPherson. Motion carried.

c) 2020-08: Program Year Extension – Dakota County

Mr. Oehme explained that Dakota County is requesting a program year extension for the CSAH 86 reconstruction project from 2020 to 2021. This project received \$4.2 million from the 2016 Regional Solicitation and includes a reconstruction and widening of the shoulders along CSAH 86. The extension is necessary due to delays stemming from working with railroad officials on a railroad crossing.

A motion to recommend approval of the program year extension request was made by Mr. Solberg and seconded by Mr. Kosluchar. Motion carried.

d) 2020-05: Streamlined TIP Amendment Policy

Mr. Oehme provided background on this item. He explained that there is a current process in place to streamline requests for a TIP amendment. This process was intended to reduce the amount of time and number of meetings required to approve “routine” TIP amendments. In the current process, the TAC Executive Committee approves requests to streamline TIP amendments, which are subsequently moved to TAB. This serves to eliminate of month of time on the processing of routine TIP amendments.

The current process has been in place since 2014, and an update to the process is proposed in due to changes in Regional Solicitation criteria, the fact that the Twin Cities is now in attainment for carbon monoxide, and due to feedback from members of the TAB. Key changes to the streamlining process include moving requests directly to TAC and eliminating the Funding and Programming Committee decision process.

A motion to recommend approval of the new Streamlined TIP Amendment Policy was made by Mr. Eyoh and seconded by Mr. Isaacson. Motion carried.

3. Planning Committee (Jan Lucke, Chair)

a) 2040 TPP Update Work – Chapter 14: Work Program

Ms. Lucke presented this item, reminding the Committee that an update to the TPP is required in order to properly align the document with changes to the Regional Development Guide and meet federal requirements regarding update frequency. TAC Planning is helping guide this process and will provide feedback as the document is updated.

Ms. Vennewitz of MTS presented the Work Program chapter to the committee. This chapter outlines the short and longer-term work items that will help inform the update of the TPP. She outlined the TPP planning process, investment principles, regional challenges that the TPP will address, and overall goals

of the TPP. Ms. Vennewitz continued by outlining some of the specific studies proposed in the Work Program chapter.

The TAC discussed the Work Program chapter and provided feedback on other work that could be considered in the future.

6. Special Agenda Items

1. Pathways to Decarbonizing Transportation (Amanda Smith, MPCA)

Amanda Smith of the Minnesota Pollution Control Agency (MPCA) presented on the pathways to decarbonizing transportation and adopting clean car standards for the State of Minnesota. Ms. Smith noted that transportation is now the leading contributor to carbon dioxide emissions in the state. She continued by outlining the process MPCA is taking to help curb this problem, including stakeholder engagement, modeling, and public engagement events. Actions that were identified include improving the fuel economy of vehicles, reducing VMT, increasing the adoption of electric vehicles, and using cleaner electricity. The funding of infrastructure required to support electric vehicles is critical in reducing greenhouse gases in the future.

7. Agency Reports

Ms. Rief noted that MSP had a record passenger year in 2019. MSP is continuing its remodeling and construction efforts, which will help to accommodate the increased number of passengers.

Mr. Solberg provided an update on behalf of MnDOT. He noted that the program year 2024-2025 Highway Safety Improvement Program notification for application was recently released.

Mr. Eyoh of MPCA announced the Minnesota GreenCorps application deadline was March 18 of 2020. Additional information is available on the MPCA website.

8. Other Business and Adjournment

A motion to adjourn was made by Mr. Eyoh and seconded by Mr. Harrington. The meeting was adjourned at 10:56 am.

Prepared by:

David Burns

ACTION TRANSMITTAL No. 2020-11

DATE: February 21, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: Scope Change Request for Metro Transit's Route 63 Service Improvement Project

REQUESTED ACTION: Metro Transit requests a scope change for its Route 63 service improvement project (SP # TRS-TCMT-21B) to reduce the number of buses purchased and add Route 323, which replaces a portion of Route 63 and extends new service into Maplewood and Woodbury.

RECOMMENDED ACTION: That the Technical Advisory Committee recommend to TAB:

1. Approval of Metro Transit's request to change the scope of its Route 63 service improvement project (SP # TRS-TCMT-21B) to reduce the number of buses purchased and add Route 323, which would replace a portion of Route 63 and extend new service into Maplewood and Woodbury.
2. A reduction in the federal award of \$776,844 (from \$6,122,444 to \$5,345,600) to reflect a lower total project cost.

BACKGROUND AND PURPOSE OF ACTION: Metro Transit was awarded \$6,122,444 in Congestion Management Air Quality (CMAQ) Program funds to improve Route 63 (See Map 1) for the 2021 fiscal year in the Transit Expansion category as part of the 2016 Regional Solicitation. The project's primary purpose is to improve the frequency of service to every 15 minutes for most of the day on weekdays and Saturdays. Currently, the route operates at 20-minute intervals on weekdays and every 20 to 30 minutes on Saturdays and Sundays.

In anticipation of the new service, Metro Transit completed public outreach in the summer of 2019. Feedback received from residents included a desire to extend the service to Maplewood and Woodbury into many areas not currently served by a suburban local route. The extension of service would connect new residents to several new destinations, including a hospital, commercial/retail area, express service to downtown St. Paul, and the future Gold Line.

Based on public input, Metro Transit is requesting a scope change that would reflect the following changes:

- End Route 63 at Sun Ray Transit Center, removing the easternmost 2.8 miles from the 16.9-mile route. See Maps 2 and 3.
- Establish a suburban-local route, Route 323, from Sun Ray Transit Center, along the removed portion of Route 63 and then extend service into Maplewood and Woodbury. This would run every 30 minutes. The route would be seven miles, including 4.2 miles of new coverage. See Maps 2 and 3.

- Reduce the number of buses purchased from five to three. The shortened Route 63 will be able to run improved service with no new buses. New buses are only needed for Route 323. See Table 2.
- Use \$526,551 of CMAQ funding available in 2020 due to a project completed under budget, enabling service to start in the summer of 2020.

Table 1: Weekday/Saturday Service Frequency comparison (minutes)

Segment	Current	Original Application	Scope Change
West of Sun Ray	20, 20-30	15	15
East of Sun Ray	20, 20-30	15	30
Maplewood/Woodbury	N/A	N/A	30

The original cost estimate in the funding application, including local match, was \$7,653,055. It is currently in the 2020-2023 TIP at this amount. The proposed update would bring the cost to \$6,682,000 and reduce the federal allotment by \$776,844.

Table 2: Cost Estimates

	Original Application	Scope Change
Operating		
Route 63	\$4,163,000	\$2,028,000
Route 323	N/A	\$3,139,000
Vehicles		
Route 63	\$3,490,000	\$-
Route 323	N/A	\$1,515,000
TOTAL	\$7,653,000	\$6,682,000
Federal	\$6,122,444	\$5,345,600

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the 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. 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 request accommodates this request.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: Staff recommends approval of the scope change and has provided the following analysis of the impact of the proposed changes in Table 3.

Five projects were funded in the Transit Expansion category. This project ranked third with 568 points, 130 points higher than the highest un-funded project. Therefore, it is probable that the project would have been funded.

Table 3: Scoring Analysis

#	Measure	Original Score	Scope Change	Notes
1A	Job/Manu/Education Connect	50	++	323 connects with a hospital, and several major retail and commercial centers
1B	Transit connectivity	34	++	323 connects with three express routes and the future Gold Line
2	New Annual Riders	76	+	
3A	Socio/Economic (Benefits/Impacts)	126	-	
3B	Housing	70	-	323 includes suburbs, which brings the average housing score down from the route only going through St. Paul
4A	Emissions reduction	153	+	
5A	Multimodal Connections/Elements	0	0	
6	Risk Assessment Form	50	0	
SUBTOTAL		559		
7	Cost Effectiveness	9	N/A	
TOTAL		568	+++	
* 0 = no change + = small improvement, ++ = moderate improvement, +++ = large improvement - = small diminishment, -- = moderate diminishment, --- = large diminishment				

The request is most likely an improvement to the project overall, as it covers more length and connects to more routes and destinations, including a hospital, major retail and commercial centers, and the future Gold Line. Note, however, that service will be diminished on the 2.8 miles being shifted from Route 63 to 323. This service will be reduced from 20- to 30-minute service and will require a transfer to get to the remaining Route 63.

Funding: Staff recommends reducing the original federal award of \$6,122,444 by \$776,844, (the new federal award amount is recommended to be \$5,345,600). This reduction reflects 80% of the new, lower total project cost of \$6,682,000. Given that the other changes to the project scope resulted in a “large improvement” of the project’s score and value to the region, it is difficult to justify an additional reduction in award amount due to these changes, some of which were positive (i.e., extending the service into Maplewood and Woodbury with many new destinations) and some of which were not (i.e., reducing frequency on a portion of the route relative to the original application).

COMMITTEE COMMENTS AND ACTION: At its February 20, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval of Metro Transit’s request to change the scope of its Route 63 improvement to reduce the number of buses purchased, add Route 323, and reduce the federal award from \$6,122,444 to \$5,345,600.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	2/20/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

February 3, 2020

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
230 East 5th Street
St. Paul, MN 55101

Re: Scope Change Request
05190 TE - Route 63 Service Improvement
Cities of St. Paul, Maplewood and Woodbury
Ramsey and Washington Counties

Dear Mr. Oehme:

Metro Transit respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change Request for the above reference project at its February 20 meeting. This request includes project scope modifications to Route 63 operating and vehicle requirements. Additionally, we plan to advance implementation of these improvements to 2020.

Metro Transit applied for federal funding through the 2016 Regional Solicitation and was selected to receive \$6.1 million in federal funds to improve service on streets currently served by Route 63. Specifically, the project scope was to increase weekday and Saturday frequency up to every 15 minutes, along with five additional buses to operate the new service along University Ave, Cretin Ave, Grand Ave, 5th/6th St, 3rd St East, and McKnight Rd in St. Paul.

Better Bus Routes

Since that application Metro Transit initiated the Better Bus Routes program and selected Route 63 as its second project. The goal of the program is to improve local bus routes by reducing stops, improving accessibility and providing more shelters. These changes, both on and off the bus, are done to make service better, faster and more reliable.

Beginning in 2019 project staff from Metro Transit and City of St. Paul reviewed Route 63 and identified several areas for improvement. Among other items, project staff recommended changes to Route 63 east of the Sun Ray Transit Center. The existing route structure is confusing for both operators and customers. Service levels exceed demand, while there was no service at all to major destinations just east of McKnight Rd.

Instead, Route 63 will end at the Sun Ray Transit Center, with coverage east of Sun Ray provided by a new suburban local route, Route 323. Route 323 would then be extended to serve new markets in Maplewood and Woodbury. Rider outreach showed strong support for these changes.

Key benefits of the project as amended:

- Provides new access to employment and retail destinations, including Woodwinds Hospital and Woodbury Village

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- Improves connections at Sun Ray Transit Center with other local bus routes
- Provides reliable restroom facility for operators at Sun Ray Transit Center
- Simplifies Route 63's alignment and schedule
- Serves all the same streets as indicated in Regional Solicitation application
- Maintains frequency improvements along the core segments of Route 63 (Transit Market Areas I & II) as originally proposed
- Provides appropriate level of service east of Sun Ray (largely Transit Market Area III)

Other considerations:

- Riders on new Route 323 will require a transfer for destinations west of Sun Ray Transit Center (can be mitigated by timed connections)
- Reduced frequency on Route 323 relative to existing Route 63 service

These improvements will provide better service for our customers, but necessitate a change to the original project scope. The enclosed information provides more detail on our request. If you have any questions or require additional information, please contact me at 612-349-7797 or adam.harrington@metrotransit.org.

Sincerely,

Adam Harrington
Director, Service Development
Metro Transit

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Scope Change Request
05190 TE – Route 63 Service Improvements

Project Location

See enclosed maps.

Project Scope – Original

Improve the frequency of Route 63 up to every 15 minutes for most of the day on weekdays and Saturdays. The request included five additional buses to operate the increased service.

Project Scope – Amended

Improve the frequency of Route 63 up to every 15 minutes for most of the day on weekdays and Saturdays. End Route 63 at Sun Ray Transit Center, with coverage east of Sun Ray provided by a new suburban local route, Route 323. Route 323 would then be extended to serve new markets in Maplewood and Woodbury.

Table 1: Comparison of Weekday/Saturday Frequencies by Segment

	Original	Amended
West of Sun Ray	15	15
East of Sun Ray	15	30
Maplewood/Woodbury	-	30

Table 2: Revised Cost Estimates

	Original	Amended
Operating		
Route 63	\$4,163,000	\$2,028,000
Route 323	\$-	\$3,139,000
Vehicles		
Route 63	\$3,490,000	\$-
Route 323	\$-	\$1,515,000
Total	\$7,653,000	\$6,682,000

Figures include 20% local match

Operating Changes

- Service on Route 63 will be improved per the original project scope, but the route will be shortened to end at Sun Ray Transit Center.
- Route 323 was not included in the original project scope. Approximately 47 percent of Route 323 will be replacement service of Route 63, while the other 53 percent is new all-day local service east of McKnight Rd.

Vehicle Changes



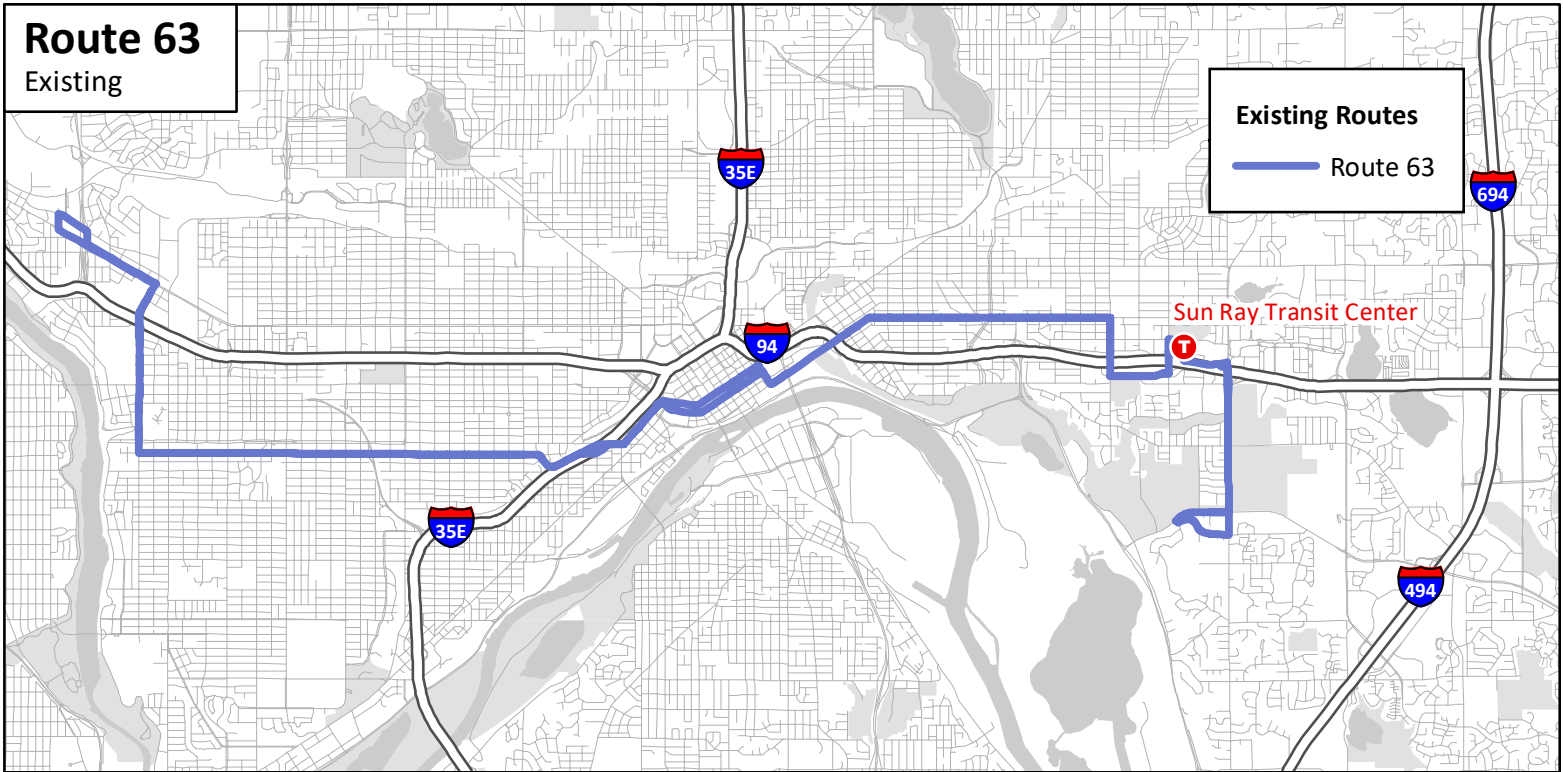
- The original project scope included (5) 40' hybrid-electric buses. Through a combination of shorting the route and improving the speed of service we can increase the frequency without the need for additional vehicles.
- Route 323 will require (2) 30' buses, plus one additional spare.

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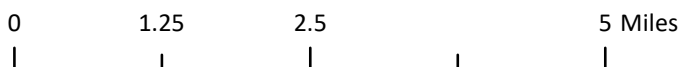
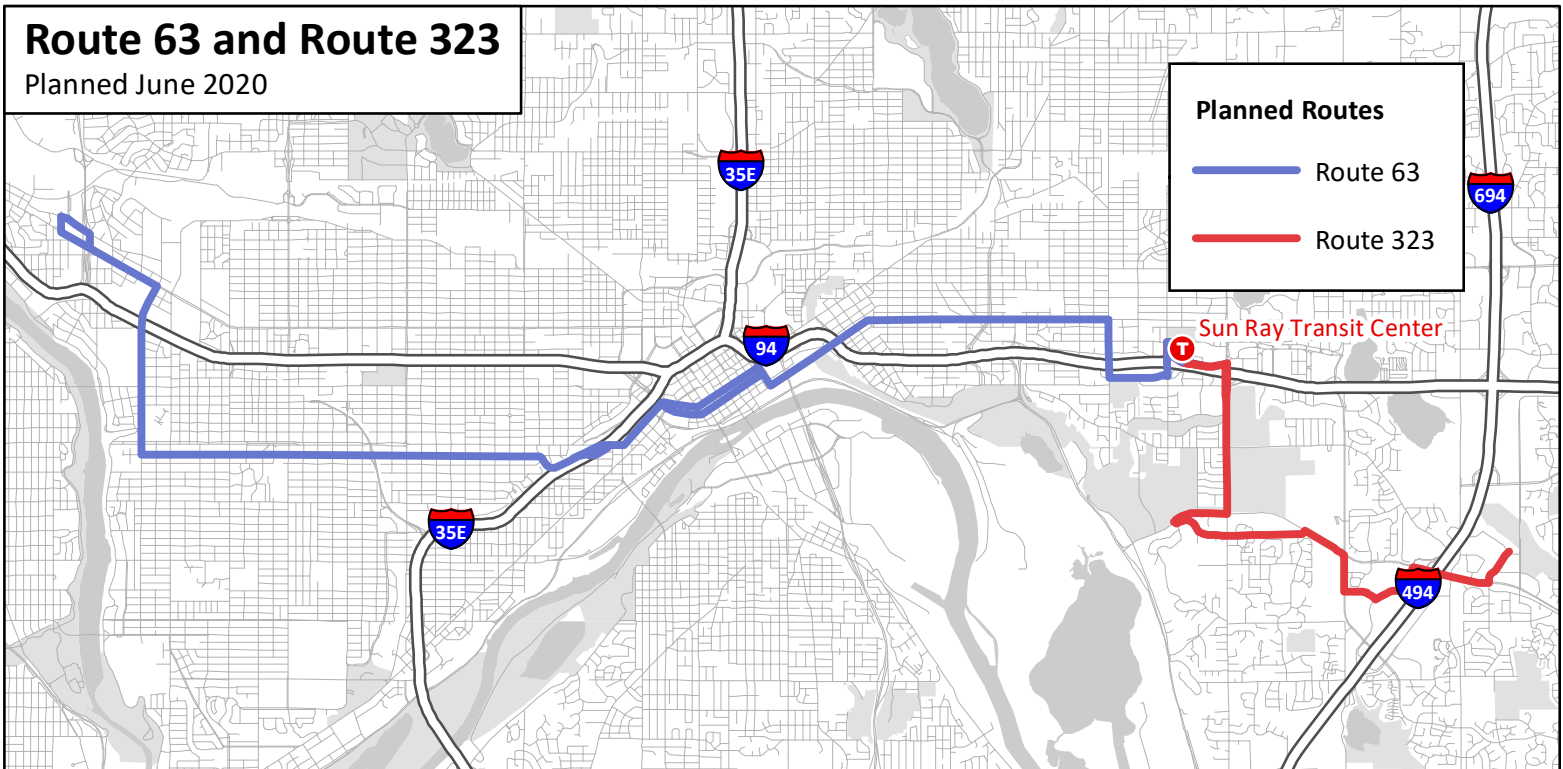
Scope Change Request

05190 TE - Route 63 Service Improvements
Comparison of Project Locations

MAP 1



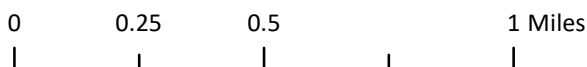
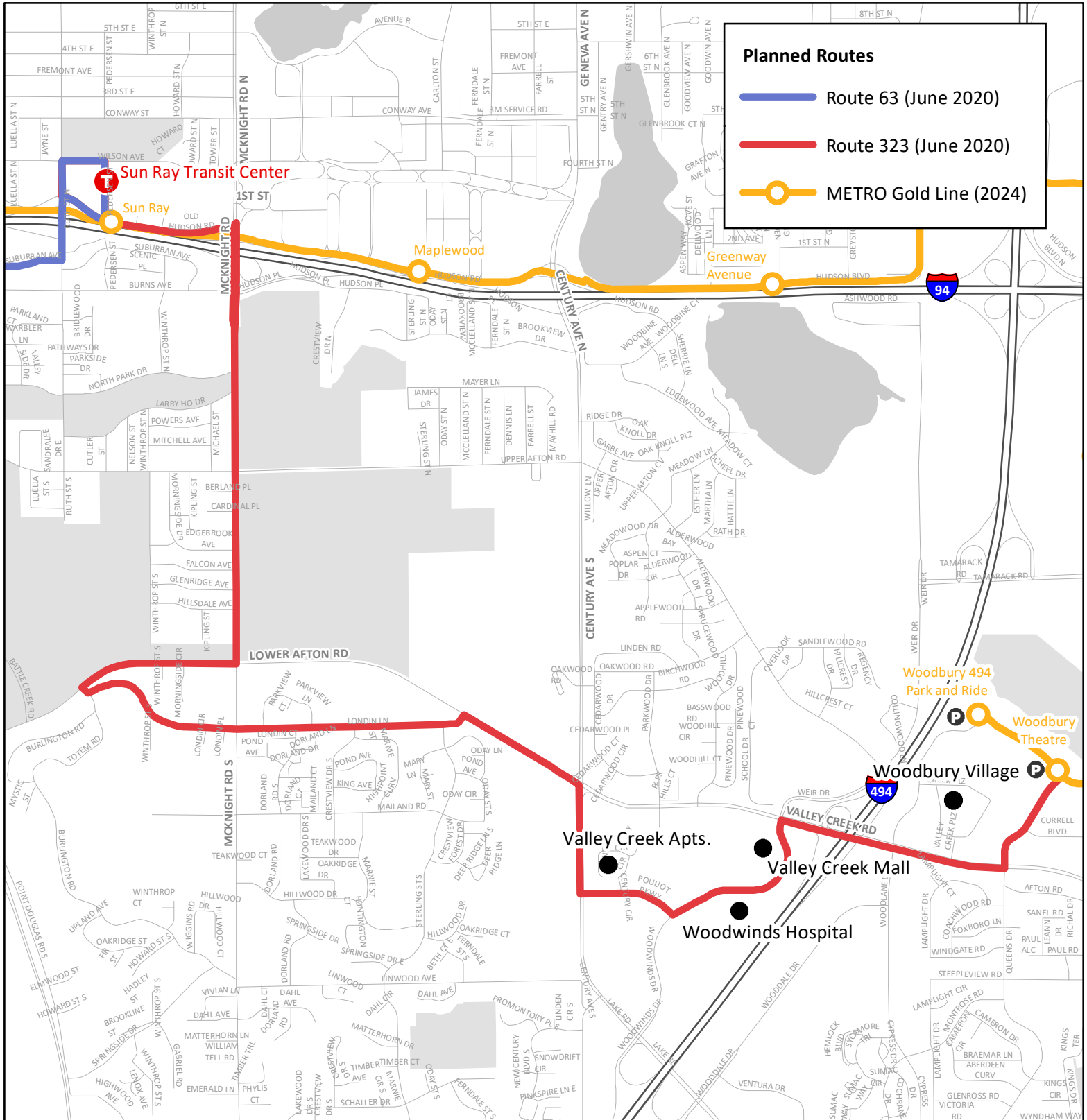
MAP 2



Scope Change Request

05190 TE - Route 63 Service Improvements Route 323 Key Destinations and Connections

MAP 3



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, the MnDOT Metro District Federal Aid Program Coordinator (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. The MnDOT Metro District Federal Aid Program Coordinator 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; the MnDOT Metro District Federal Aid Program Coordinator 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.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.

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 the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator 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 the MnDOT Metro District Federal Aid Program Coordinator 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

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.

benefits or reduction of benefits to the region. Council staff will provide a written analysis 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 may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly 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. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

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

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

ACTION TRANSMITTAL – 2020-12

DATE: February 21, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: 2020-2023 TIP Amendment for Metro Transit: Route 63 Service Improvement

REQUESTED ACTION: Metro Transit requests an amendment to the 2020-2023 Transportation Improvement Program to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years its Route 63 Service Improvement project (SP # TRS-TCMT-21B).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of an amendment into the 2020-2023 Transportation Improvement Program to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years Metro Transit's Route 63 Service Improvement project (SP # TRS-TCMT-21B).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to reflect changes in project scope and cost for Metro Transit's CMAQ/TAB-funded Route 63 service improvement project. The project is currently programmed to improve the frequency of service on Route 63 (St. Paul) to every 15 minutes for most of the day on weekdays and Saturdays. The requested amendment would reflect Action Transmittal 2020-11, a scope change to:

- End Route 63 at Sun Ray Transit Center, removing the easternmost 2.8 miles from the 16.9-mile route.
- Establish a suburban-local route, Route 323, from Sun Ray Transit Center, to Woodbury.
- Reduce the number of buses purchased from five to three. The shortened Route 63 will not need new buses. New buses are only needed for Route 323.
- Increase operating cost.
- Use \$526,551 of CMAQ available in 2020 due to a project completed under budget, enabling service to start in the summer of 2020. The rest would remain in 2021.
- Reduce the total project cost from \$7,653,055 to \$6,682,000, which would reflect a federal reduction from \$6,122,444 to \$5,345,600

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 per these requirements.

STAFF ANALYSIS: This TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the

Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, and with FHWA/FTA conformity determination established on May 9, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its February 20, 2020, meeting, the Funding & Programming Committee voted unanimously to recommend approval an amendment to reduce the length of Route 63, reduce the number of buses purchased, add Route 323, and split into two project years Metro Transit's Route 63 Service Improvement project.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	2/20/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to amend this 2021 project as two projects. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

	Current Project	Proposed Project 1	Proposed Project 2
Fiscal Year	2021	2020	2021
ATP/Dist	Metro	Metro	Metro
Route System	BB	BB	BB
Project Number	TRS-TCMT-21B	To be assigned	TRS-TCMT-21B
Agency	Metro Transit	Metro Transit	Metro Transit
Description	Purchase five buses and operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, 3rd St East, and McKnight Rd in St Paul	Operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, and 3rd St East in St Paul. New suburban local route to replace existing service on Old Hudson Rd and McKnight Rd, extended along Lower Afton Rd, Century Ave, and Valley Creek Rd in St. Paul, Maplewood and Woodbury	Purchase three buses for new suburban local service on Old Hudson Rd, McKnight Road, Lower Afton Rd, Century Ave, and Valley Creek Rd in St. Paul, Maplewood and Woodbury and operate service for transit improvement on University Ave, Cretin Ave, Grand Ave, 5th/6th St, and 3rd St East
Prog	TR	TR	TR
Type of Work	Transit	Transit	Transit
Prop Funds	STBGP	STBGP	STBGP
Total \$	7,653,055	658,189	6,023,811
FTA \$	6,122,444	526,551	4,819,049
Other \$	1,530,611	131,638	1,204,762

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add suburban local Route 323 (service along Old Hudson Rd, McKnight Road, Lower Afton Rd, Century Av, and Valley Creek Rd in St. Paul, Maplewood and Woodbury) to the Transportation Improvement Program and to reduce the number of buses needed and the length of existing local Route 63 by moving the terminus from the intersection of McKnight Road and Londin Lane to the intersection of Old Hudson Road and Pedersen Street (Sun Ray Transit Center). The current project includes an improvement in service to 15-minute headways on weekdays and Saturdays on Route 63. This will now only occur on the reduced route. New buses will be used for Route 323, while the reduced Route 63 no longer needs additional buses.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other

X

Total project cost, and federal funding, is reduced. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area) X

Exempt Project Category T-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet.

ACTION TRANSMITTAL – 2020-13

DATE: February 21, 2020

TO: Technical Advisory Committee

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

SUBJECT: Streamlined 2020-2023 TIP Amendment: MnDOT Districtwide Pavement Marking and Cat-Tracks Projects Set-a-Side

REQUESTED ACTION: MnDOT requests an amendment to the 2020-2023 Transportation Improvement Program to add a districtwide set-a-side for pavement marking and cat-tracks projects.

RECOMMENDED MOTION: Recommend that TAB recommend the Council approve an amendment to the 2020-2023 Transportation Improvement Program to add a districtwide set-a-side for pavement marking and cat-tracks projects.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to reflect MnDOT’s addition of a Highway Safety Improvement Program (HSIP) funding set-a-side in the Statewide Transportation Improvement Program (STIP) for each MnDOT district. The set-a-side funding will be used for pavement marking and cat-track¹ projects within the metropolitan area district.

The request is eligible for streamlining. The project is funded by statewide HSIP funds not awarded through the Regional Solicitation process.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds 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 recommend TIP amendments to the Council for adoption.

The Streamlined TIP Amendment Process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: This project meets the standards to streamline a TIP amendment in that it is consistent with the Transportation Policy Plan, is not regionally significant, and does not relate to a formal project scope change.

This TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019. The Air Quality and Transportation Planning Committee determined that the project is exempt for air quality

¹ “Cat-tracks” are the dotted lines used as intersection extension lines.

conformity analysis. Public input opportunity for these amendments is provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/Dist	Route System	Project Number	Agency	Description	Miles
2020	M	District-wide	8825-823	MnDOT	Districtwide- Enhanced pavement marking and cat-tracks	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$
SH	Striping	HSIP 164	1,000,000	1,000,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add Sec 164 HSIP project in SFY 2020.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

*Section 164 HSIP funds are above and beyond Metro District’s federal regular target formula funds. Therefore, fiscal constraint is maintained

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-6. Safety Improvement Program per Section 93.126 of the Conformity Rules.

Transportation Improvement Program (TIP) Amendments: Streamlined Process

Adopted by TAB: February 19, 2020

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: STREAMLINED PROCESS

Conditions for Using a Streamlined Amendment Process

A TIP amendment request can be streamlined if it meets all of these criteria:

- 1) The project is consistent with the adopted Transportation Policy Plan.
- 2) The project is not a regionally significant project* (as defined in the adopted Transportation Policy Plan) or is a regionally significant project currently in the TIP but is not changing in any way that will impact the regional significance of the project.
- 3) The project does not relate to a formal scope change (per the Transportation Advisory Board's Scope Change Policy) before the committee.

Process

For projects in the PM10 maintenance area, the Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination; any amendments involving changes unable to be exempted from an air quality conformity determination will be deemed regionally significant. If the project meets the three criteria described above, Metropolitan Council staff prepares an action item for Transportation Advisory Committee (skipping TAC Funding and Programming Committee). The item will be discussed at the TAC Executive Committee prior to TAC. If approved by TAC, the action item will be placed on the consent agenda for TAB, Transportation Committee, and the Metropolitan Council. Information about streamlined amendments shall be presented as information to the Funding and Programming Committee.

ACTION TRANSMITTAL – 2020-14

DATE: February 24, 2020

TO: Technical Advisory Committee

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

SUBJECT: Streamlined 2020-2023 TIP Amendment: MnDOT Temporary Signal Installation

REQUESTED ACTION: MnDOT requests an amendment to the 2020-2023 Transportation Improvement Program to add a project installing temporary signals at Interstate 35 E and County Road J in Lino Lakes.

RECOMMENDED MOTION: Recommend that TAB recommend the Council approve an amendment to the 2020-2023 Transportation Improvement Program to add a project installing temporary signals at Interstate 35 E and County Road J in Lino Lakes.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to add a project installing temporary signals at the County Road J (Ash Street) interchange with I-35E. The project will address back-up onto I-35E.

The request is eligible for streamlining. The project is funded by statewide HSIP funds not awarded through the Regional Solicitation process.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds 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 recommend TIP amendments to the Council for adoption.

The Streamlined TIP Amendment Process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: This project meets the standards to streamline a TIP amendment in that it is consistent with the Transportation Policy Plan, is not regionally significant, and does not relate to a formal project scope change.

This TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019. The Air Quality and Transportation Planning Committee determined that the project is exempt for air quality conformity analysis. Public input opportunity for these amendments is provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/Dist	Route System	Project Number	Agency	Description	Miles
2020	M	I35E	6281-52	MnDOT	I35E @ Cty Road J in Lino Lakes- Install temporary signals	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$
SH	Traffic Management	HSIP 164	300,000	300,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add Sec 164 HSIP project into the SFY 2020. The project will address back-up onto Interstate 35E.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

*Section 164 HSIP funds are above and beyond Metro District’s federal regular target formula funds. Therefore, fiscal constraint is maintained

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category E-2. Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL – 2020-15

DATE: February 24, 2020

TO: Technical Advisory Committee

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

SUBJECT: Streamlined 2020-2023 TIP Amendment: St. Louis Park Edgewood Road Reconstruction

REQUESTED ACTION: The City of St. Louis Park requests an amendment to the 2020-2023 Transportation Improvement Program to add roadway reconstruction to its pedestrian bridge project (SP # 163-090-003).

RECOMMENDED MOTION: Recommend that TAB recommend the Council adopt an amendment to the 2020-2023 Transportation Improvement Program to add roadway reconstruction to St. Louis Park’s pedestrian bridge project (SP # 163-090-003)..

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to change the project description to include roadway reconstruction and increase project cost. Roadway reconstruction will include narrowing the roadway and constructing curb and gutter to provide enough public right of way for the multi-use trail and eliminate the need for retaining walls along property lines.

The request is eligible for streamlining. The project is funded by Surface Transportation Block Grant (STBG) Program funds through the Regional Solicitation, but all additional work will be locally funded. This was approved by Met Council through the Informal Scope Change process.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds 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 recommend TIP amendments to the Council for adoption.

The Streamlined TIP Amendment Process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: This project meets the standards to streamline a TIP amendment in that it is consistent with the Transportation Policy Plan, is not regionally significant, and does not relate to a formal project scope change.

This TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019. The Air Quality and Transportation Planning Committee determined that the project is exempt for air quality conformity analysis. Public input opportunity for these amendments is provided through the TAB’s and Council’s regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description	Miles
1422	2020	M	Local Street	163-090-003	Saint Louis Park	Edgewood Ave from West 26 th St to Cedar Lake Rd in St Louis Park – Construct multi-use facilities and bicycle/pedestrian bridge over BNSF railway, <u>reconstruction</u>	0.6

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
EN	Bridge Pedestrian	STBG- TAP	3,939,840 <u>7,262,000</u>	2,918,400	1,021,440 <u>4,343,600</u>

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to change the project description to include roadway reconstruction and increase project cost. Roadway reconstruction will include narrowing the roadway and constructing curb and gutter to provide sufficient public right of way for the multi-use trail and eliminate the need for retaining walls along property lines.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

The federal funds remain the same; cost increase is funded with city funds. Therefore, fiscal constraint is maintained.

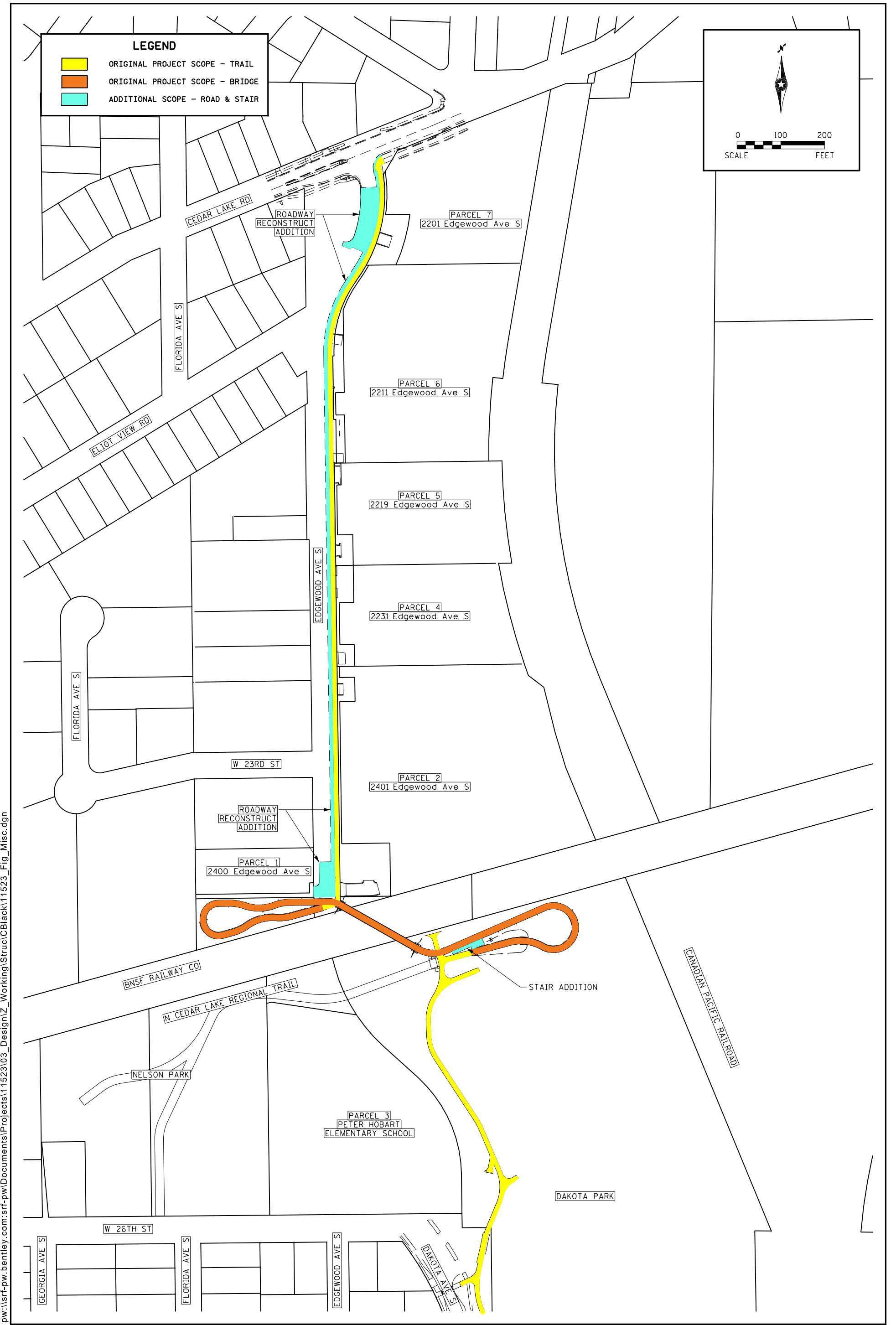
CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.



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STIP AMENDMENT - SCOPE ADDITION GRAPHIC

SP 163-090-003
for City of St. Louis Park

Figure ALT-1
1 of 1

Metro Transit Network Next Progress Update

Metropolitan Council Technical Advisory Committee

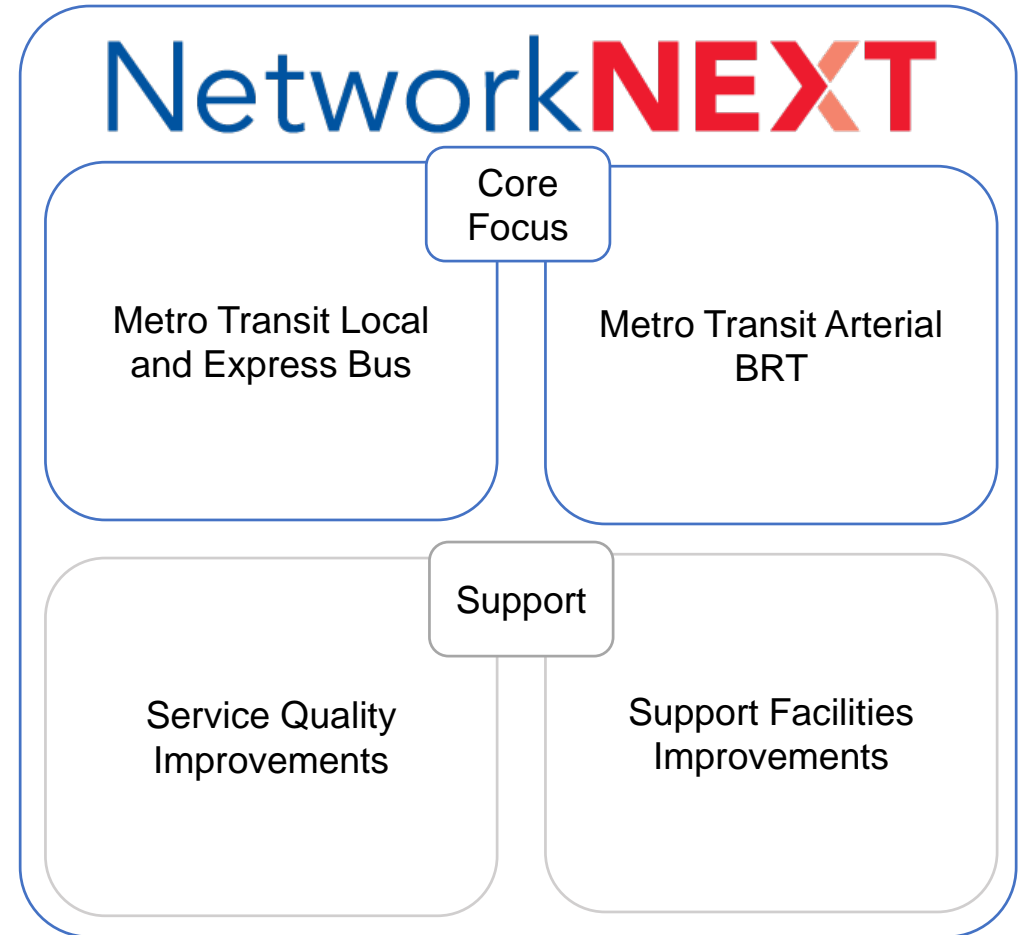
March 4, 2020

Agenda

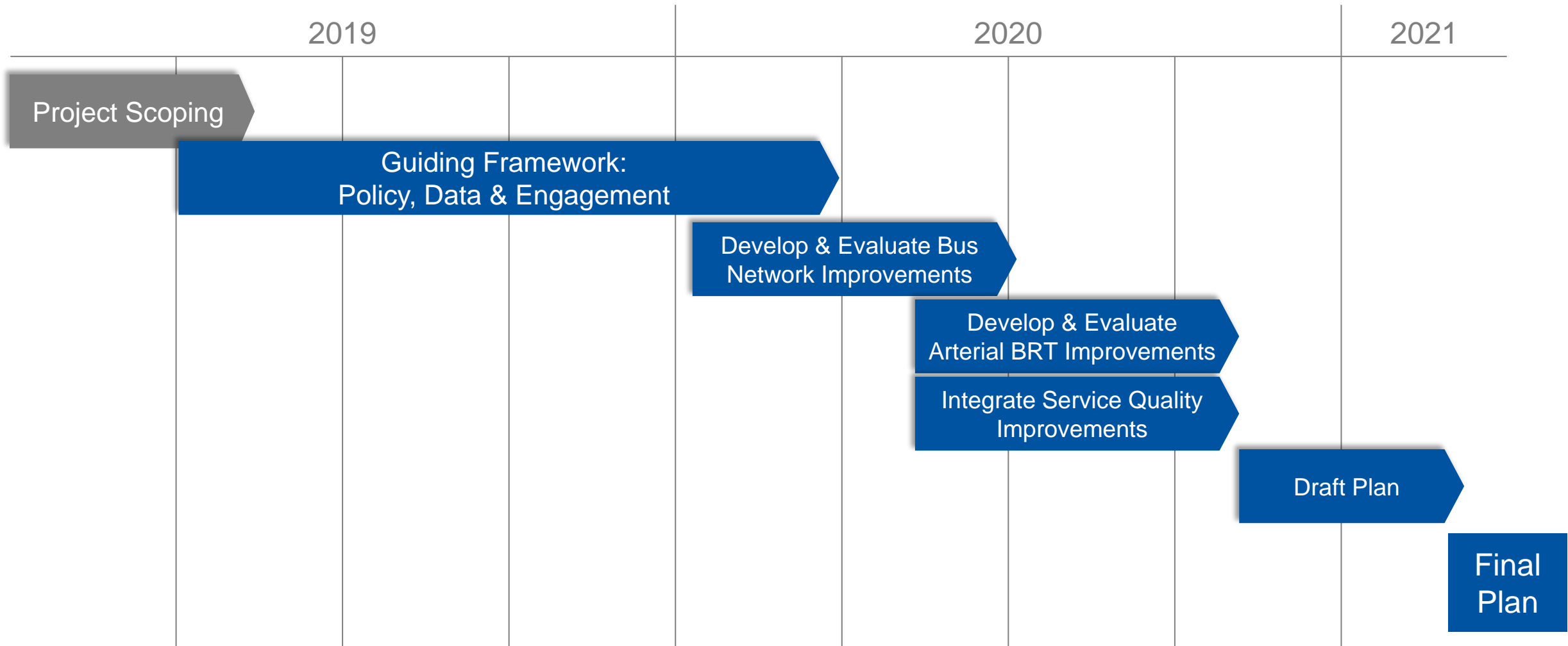
- Network Next Scope and Purpose
- Network Next Guiding Framework
- Network Improvements Development Approach
- Progress Update and Work Highlights
- Next Steps

Network Next Scope and Purpose

- Vision for Metro Transit's 2040 bus network
- Facilitate stakeholder engagement process
- Identify funding needs
- Resource for planning and prioritization process

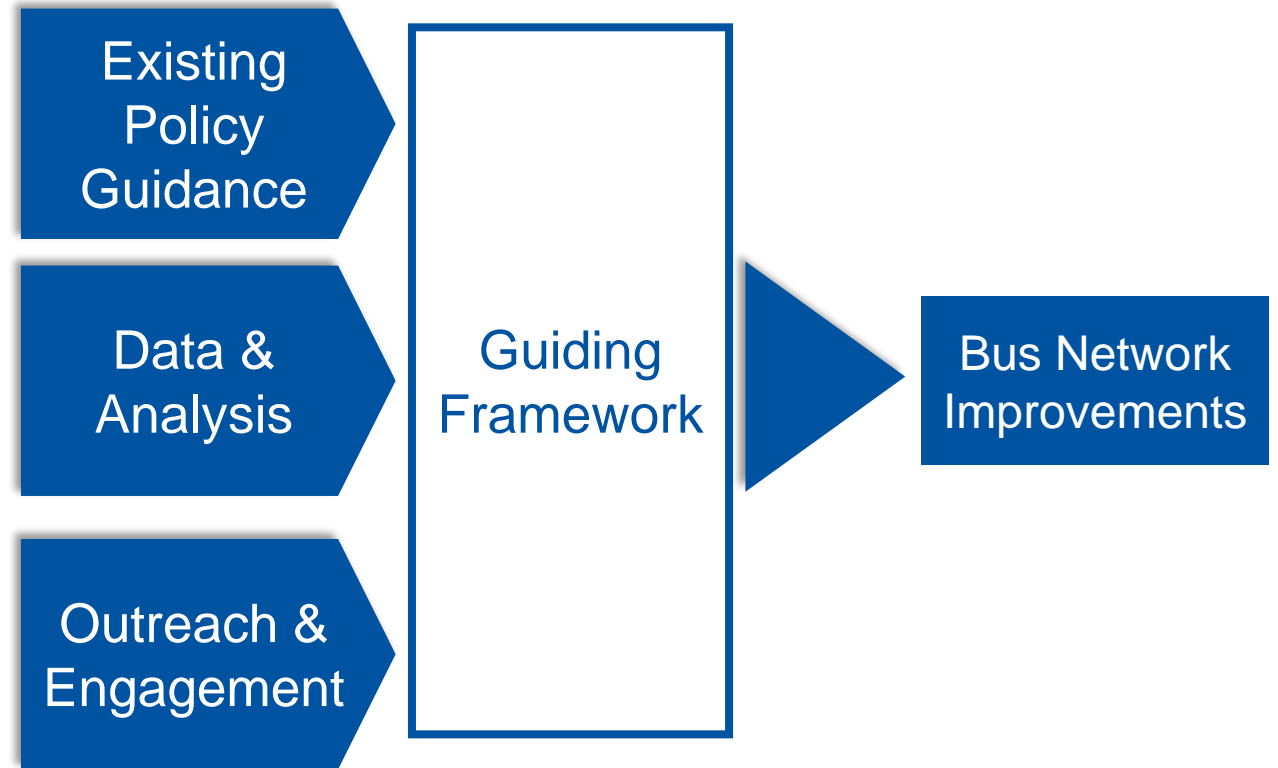


Project timeline



Guiding Framework – Purpose and Inputs

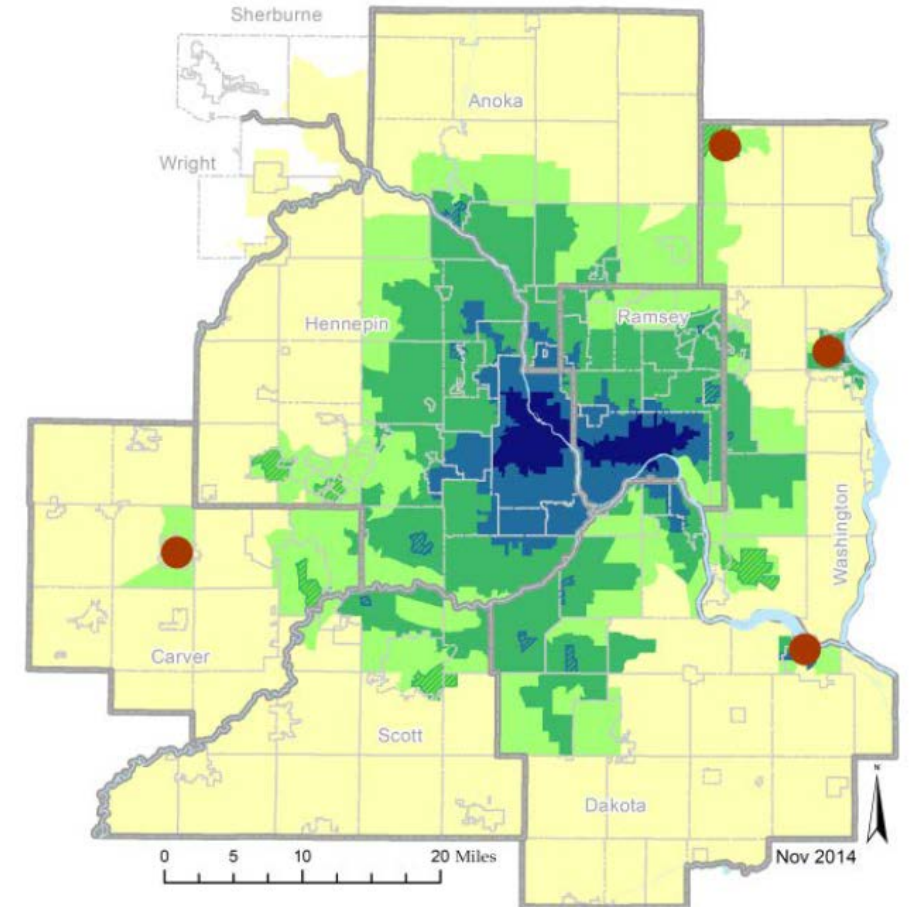
- Identify **Principles** and **Actions**
- Direct the development of:
 - Local and express bus network improvements
 - Candidate and final arterial BRT corridors
 - Methodology and criteria to evaluate and prioritize identified improvements



Existing Policy Guidance

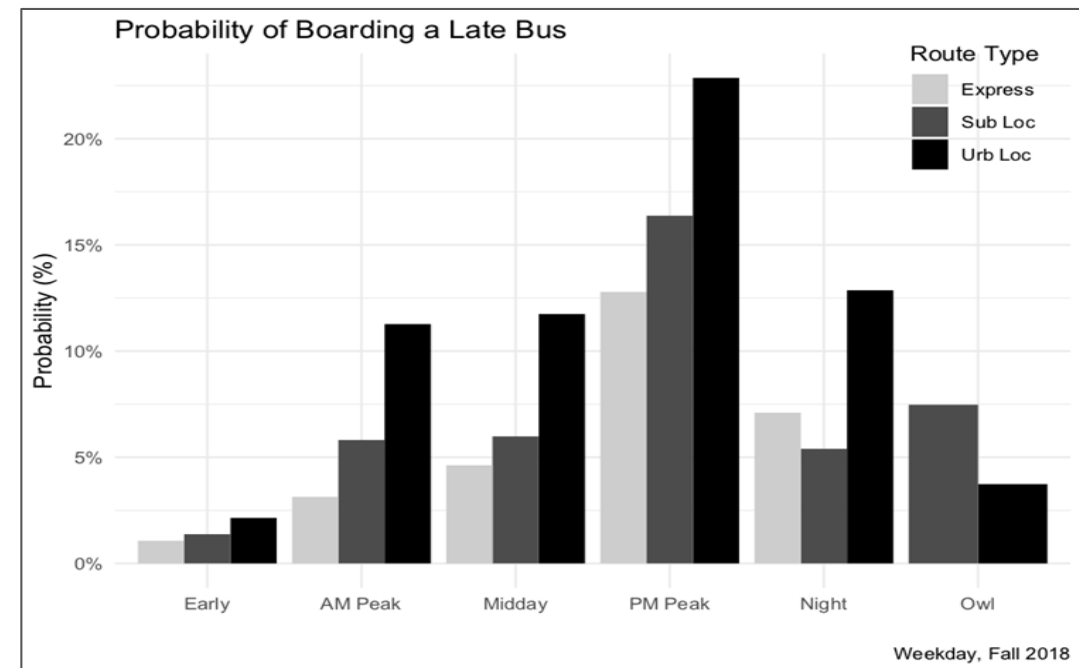
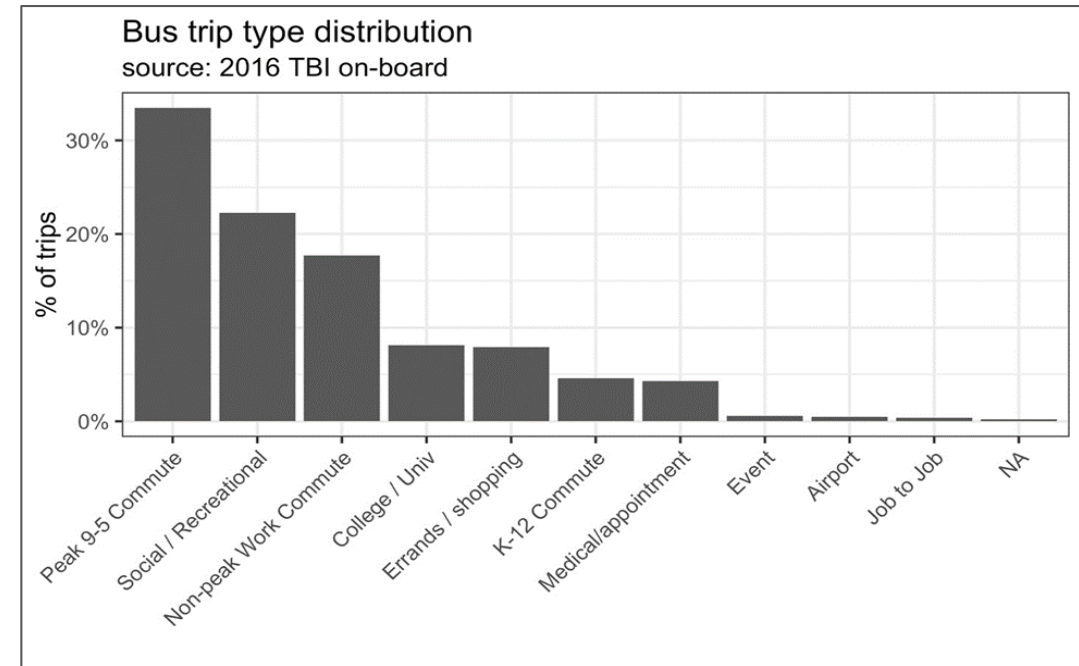
- Thrive MSP 2040
 - Application of Thrive Outcomes to Transit
 - Stewardship
 - Prosperity
 - Equity
 - Livability
 - Sustainability
- 2040 Transportation Policy Plan
 - Transit Investment Direction
 - Transit Market Areas
 - Transit Design Guidelines
 - Performance Standards

Transit Market Areas



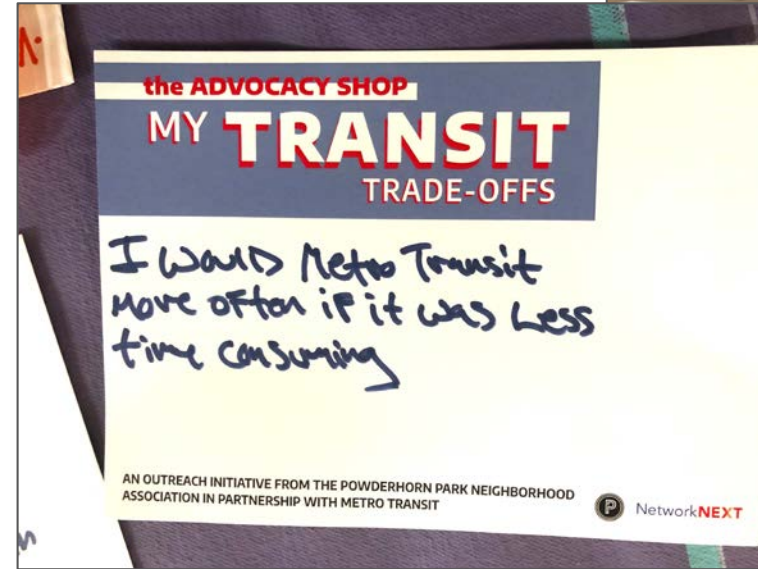
Data and Analysis

- Reviewing existing bus network performance
 - Ridership
 - Access to Transit and Opportunities
 - Speed and Reliability
- Identify potential market opportunities



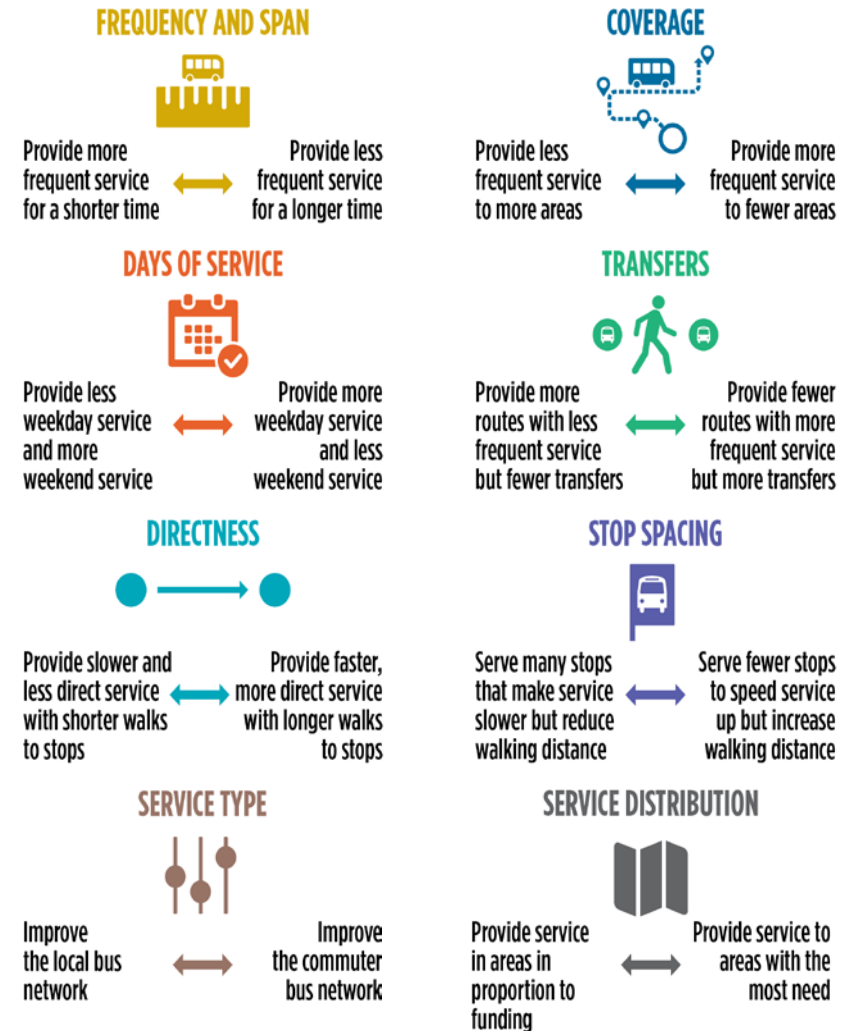
Outreach and Engagement

- Paper and electronic transit priorities survey - 2,335 total respondents
- 18 pop-up efforts at transit centers and park-and-rides
- Partnered with 12 community groups to host conversations about priorities
- Completed review of existing feedback from other outreach efforts
- Met with local government partners to discuss their transit priorities



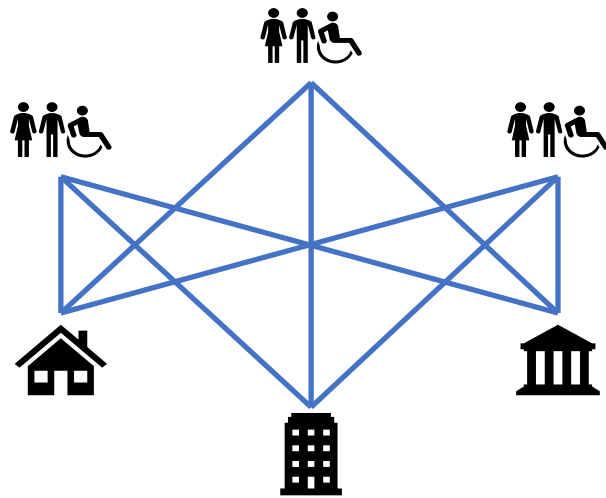
Key Outreach and Engagement Questions

- Outreach to riders and community centered around network design tradeoffs and priorities
- Survey
 - I would rather...
 - Respondents indicate where they land within the spectrum
- Community hosted conversation prompts
 - What works well?
 - Where are the gaps?
 - What would help you ride more often?

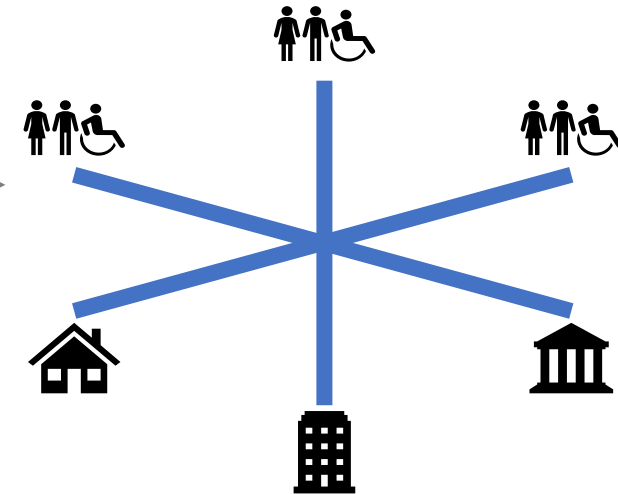
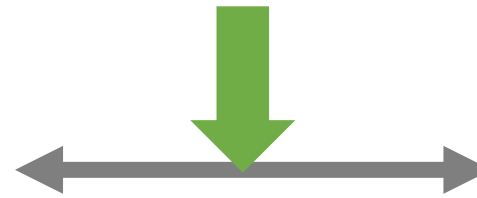


Example: Transfers vs. One-seat Ride

Where should Metro Transit be on this spectrum?

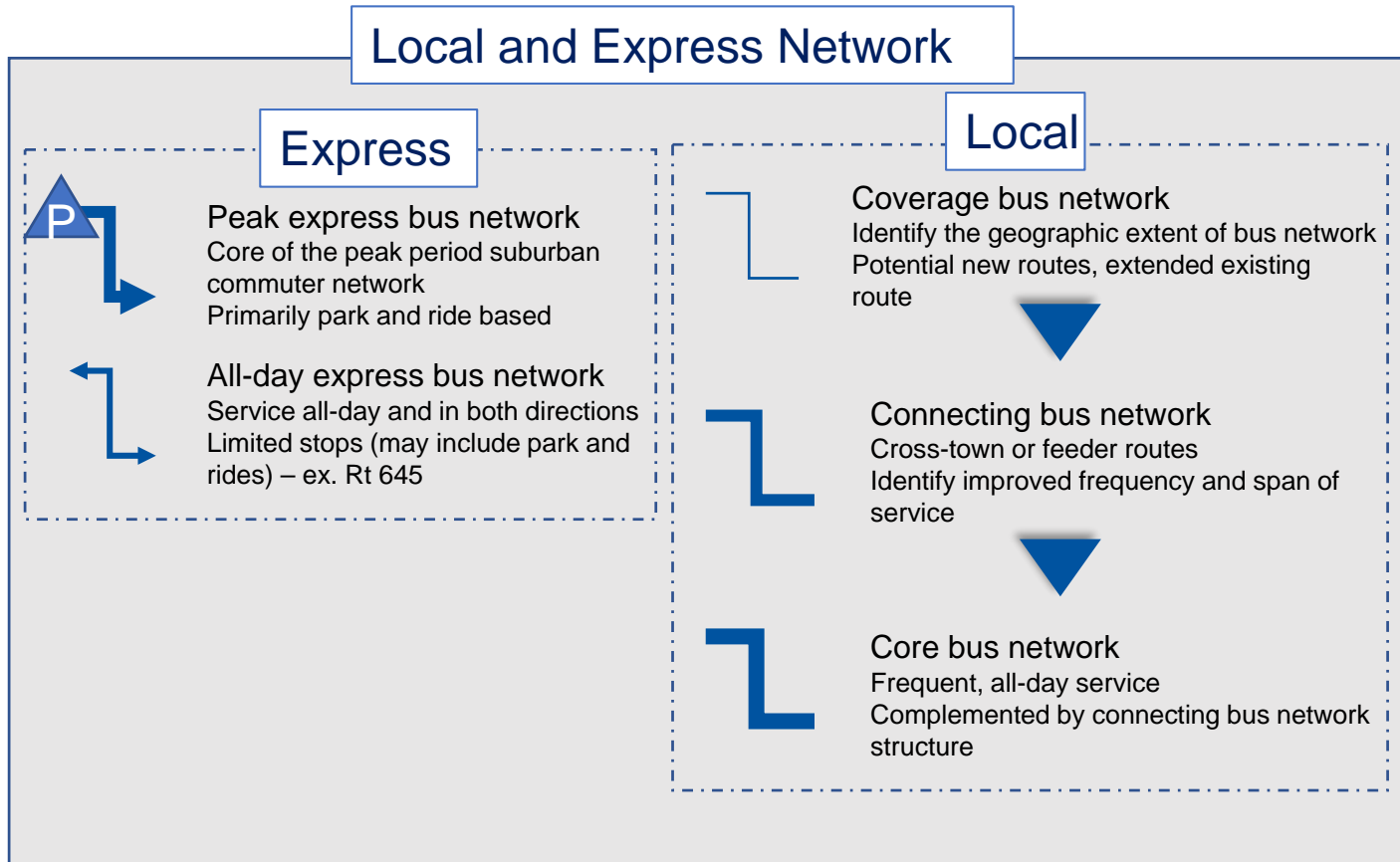


9 routes with a bus arriving every 60 minutes

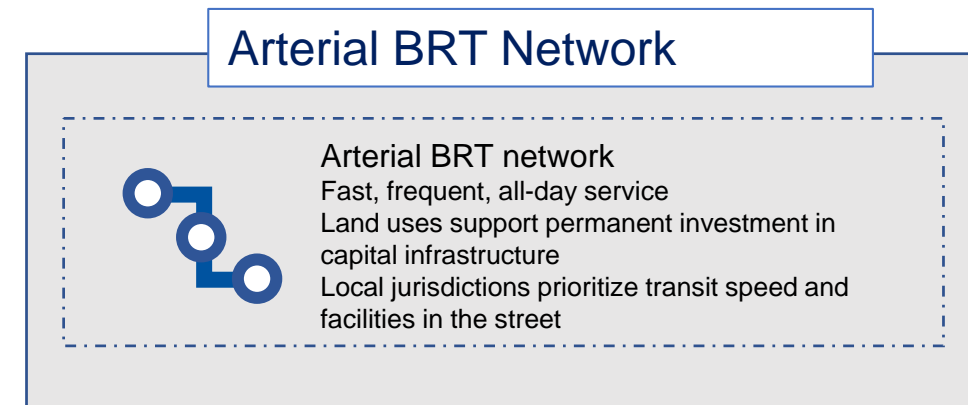


3 routes with a bus arriving every 20 minutes

Network Types

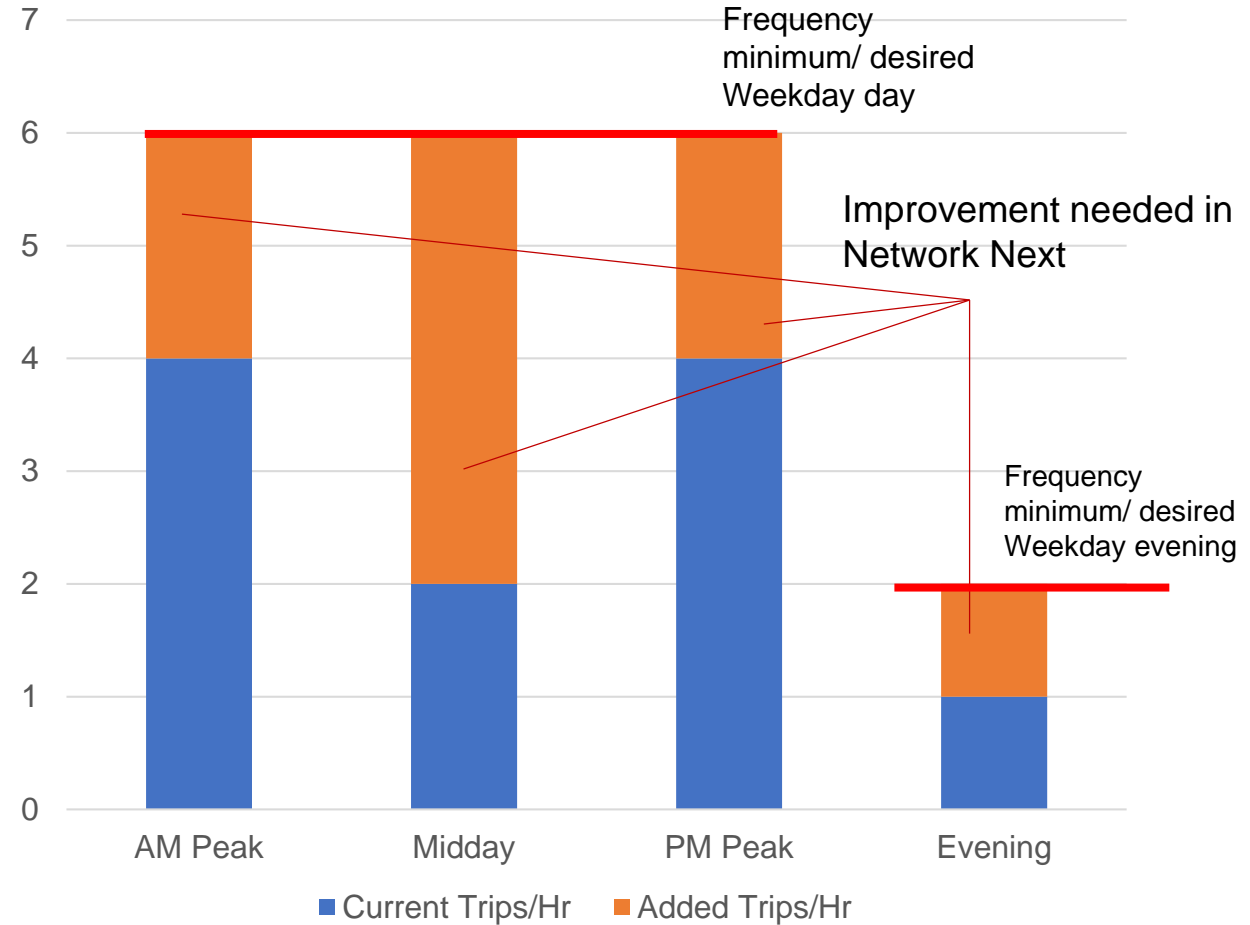


- Establish service standards for each network type
- Gap between existing condition and service standard



Putting lessons learned into action

- Inform Guiding Framework Principles and Actions, including
 - Establish consistent service standards for defined bus network types
 - Establish an approach to where and how each network type should be applied
- Service standard gap guides service investment



Upcoming Next Steps

- Spring 2020- Guiding Framework
 - Early spring stakeholder review and public comment period
 - Late spring Metropolitan Council approval
- Summer 2020- Develop and Evaluate Bus Network Improvements
 - Draft network improvements drafted
 - Arterial BRT concepts developed
- Fall 2020
 - Selection of proposed arterial BRT project for TAB funding consideration in Regional Solicitation

REGIONAL SOLICITATION: DRAFT SCHEDULE FOR REGIONAL STUDY & PLAN CHANGE OPPORTUNITIES**Table 1: Specific Location/Corridor Changes**

#	System/Network	Priorities First Established	Future Opportunities for Change
1	Regional Bicycle Transportation Network (RBTN)	2015	Applicants will be able to propose changes before each Reg Sol cycle.
2	Regional Bicycle Barrier Crossing Improvement Areas	2019	Applicants will be able to propose changes before each Reg Sol cycle.
3	Truck Corridor Tiers	2017	Applicants will be able to propose changes before each Reg Sol cycle.

Table 2: System Changes

#	System/Network	Priorities First Established	Future Opportunities for Change
4	Principal Arterial Intersection Conversion Priority Tiers	2017	An update of this study is planned to begin in 2021/2022. After this update, the study results will be planned to be updated with new data before each Reg Sol cycle.
5	Congestion Management Safety Plan (CMSP) Opportunity Areas	2017	The CMSP Plan will be updated every five or more years as projects on the list are constructed or as conditions change.
6	Congestion Management Process (CMP) Speed Data	2018/2019	The roadway network will be updated with new data before each Reg Sol cycle. The CMP Committee is working on additional congestion measures that could be considered by TAB for 2022.