

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, August 20, 2015
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the May 21, 2015 meeting*
- 4) TAB Report – Information Item
- 5) Scope Change Request – Anoka County CSAH 116 Reconstruction – Action Item 2015-37*
Original Application
- 6) TIP Amendment – Anoka County CSAH 116 Reconstruction – Action Item 2015-39*
- 7) Scott County STP Funding Change – Action Item 2015-40*
- 8) Quarterly Report on Streamlined TIP Amendments – Information Item*
- 9) Regional Solicitation Update – Information Item*
- 10) Other Business
- 11) Adjournment

*Attachments

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
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
May 21, 2015

MEMBERS PRESENT: Tim Mayasich (chair), Colleen Brown, Bob Byers, Jenifer Hager, Craig Jenson, Jane Kansier, Mary Karlsson, Elaine Koutsoukos, Bruce Loney, Eriks Ludins, Gina Mitteco, Paul Oehme, Ryan Peterson, Steve Peterson, Ann Pung-Terwedo, Amanda Smith, John Sass, Tom Styrbicki, Michael Thompson, Cynthia Wheeler, Andrew Witter, and Joe Barbeau (staff)

OTHERS PRESENT: Meg Beekman (City of Hopkins), Charles Carlson (Metro Transit), Nick Egger, (City of Hastings), Mary Gustafson (Metro Transit), Brian Isaacson (MnDOT), Molly McCartney (MnDOT) Christina Morrison (Metro Transit), and Carl Ohrn (Metropolitan Council)

1. Call to Order

The meeting was called to order at 1:30 p.m.

2. Adoption of Agenda

MOTION: Thompson moved to adopt the agenda. Seconded by Karlsson. The motion was approved unanimously.

3. Approval of the Minutes

MOTION: Oehme moved to approve the minutes. Seconded by Jenson. The motion was approved unanimously.

4. TAB Report

Koutsoukos reported on the May 20, 2015 Transportation Advisory Board (TAB) meeting. TAB sent potential alternatives for reallocation of 2016 CMAQ funds to the Funding and Programming Committee for further review. Four action items were approved

- A 2015-2018 streamlined TIP amendment was approved for the St. Croix Boom Site in Washington County. Civil engineering is being added to the project scope and increases the project cost by \$75,500. The funding will come from unused preliminary engineering from another project for this site.
- A scope change request for Hennepin County CSAH 53 reconstruction was approved.
- Release of the 2015 TDM Solicitation was authorized.
- The list of 2014 Regional Solicitation projects was approved and will be included in the Draft 2016-2019 TIP. TAB approved the Mid-Level Base Scenario; 51 projects will be funded.

5. 2014 HSIP Solicitation Project Selection – Action Item

Barbeau said that the projects included in the agenda packet were provided at the previous meeting. The projects were selected in the Highway Safety Improvement Program Solicitation, which is run by MnDOT on TAB's behalf.

MOTION: Karlsson moved to recommend approval of the projects. Seconded by Byers. The motion was approved unanimously.

6. TIP Amendment – Metro Transit Orange Line Design – Action Item

Barbeau said that Metro Transit is requesting a TIP amendment to add design and engineering for the future Orange Line bus rapid transit (BRT) corridor in Burnsville, Bloomington, Richfield, and Minneapolis.

Christina Morrison and Charles Carlson provided a project update. The update included information on location, stations, ridership, funding, station-area planning, and budget.

Barbeau said that the Interagency Air Quality Committee determined that this project is exempt from conformity determination because it is an activity that does not involve or lead directly to construction.

Mayasich asked where the local match come from. Carlson said that it comes from Metropolitan Council Regional Transit Capital (RTC) funds.

MOTION: Ryan Peterson moved to recommend approval of the TIP amendment. Seconded by Karlsson. The motion was approved unanimously.

7. Scope Change Request – City of Hopkins Downtown LRT Station Park-and-Ride Structure – Action Item

Barbeau said that the City of Hopkins received \$6,000,000 in CMAQ funding from the 2014 CMAQ Solicitation for right-of-way acquisition and construction of a 240-space park-and-ride lot. The total project cost was \$12,200,000, rendering the local match at just over 50%. The City is requesting a scope change that would alter the project in three ways:

- Change the procurement method. Because a developer has purchased the land and wishes to begin construction as soon as possible, the 2017 award would be used to purchase a parking area from the developer, as opposed to being used directly for construction and land acquisition.
- Change in the physical design of the park-and-ride structure. The original design was a two-level parking structure. The requested design includes parking on one level in a residential development. The parking spaces have moved closer to the LRT station.
- Reduction in the number of spaces. The application requests a reduction from 240 spaces to 190.

The total project cost is reduced from \$12,200,000 to \$7,635,000. Should the applicant keep the entire \$6,000,000 CMAQ award, the local match would be 21.4%, which is within the minimum required match. Staff shared the proposal with the scoring committee members. The scoring system for this solicitation is not numeric, but based on ratings of “high,” “medium,” and “low.” Scorers did not feel that the project deterred from its original intent, so staff feels that the scope change should be approved.

Staff asked that the amount of federal funding be examined. This project was originally awarded \$6 million in federal CMAQ funds for what was a \$12.2 million project. Approval of this request would bring the project total to \$7,635,000. The entire \$6 million could still be provided; the local match would be 21%. However, fewer parking spaces are provided. Options include:

1. Allow the applicant to keep the entire \$6 million.
2. Reduce the \$6 million federal portion by the proportion that the entire project cost has been reduced.
3. Reduce the \$6 million federal portion by the proportion of the parking spaces being reduced.
4. Recognize that this project was eligible to receive \$7 million in funding and did not receive that due to the amount of funding available in the solicitation. Assuming a \$7 million maximum contribution had been awarded, options 2 and 3 above could be re-worked to higher amounts.

Koutsoukos asked whether funding amounts have been reduced in the past. Ohrn replied that they have.

Meg Beekman, City of Hopkins Community Development Coordinator, provided a project overview that discussed project location and the nature of the development proposed for the site.

Mayasich asked how residential and transit parking will be separated from each other. Beekman said that the apartment users will enter from access points that are separated from the transit user access points.

Steve Peterson asked whether the transit user waiting area is a new addition to the project. Beekman replied that it is.

Ryan Peterson asked whether the lot could see increased demand for parking if other Southwest Light Rail Transit stations do not come to fruition. Beekmen replied that she is not sure, given that station changes are not yet known.

Ryan Peterson asked how the amount paid to the developer will be determined and whether the United States Department of Transportation (USDOT) is comfortable with the method. Beekman said that an evaluation about how much to pay will have to occur. Koutsoukos added that she has been in contact with USDOT and this arrangement is eligible.

Jenson asked how far along the development is in the approval process and whether the lot will be owned by the City. Beekman replied that the developer has purchased the property and will have no problem completing the project. The City will purchase the lot from the developer and eventually sell it to Metro Transit, which will ultimately own the lot.

Oehme asked whether the City's cost will include land acquisition. Beekman replied that it will.

Thompson asked how the project landed on including 190 spaces. Beekman replied that that was dictated by the design of the building.

Thompson said that this project leverages a private developer and that he supports the entire \$6 million federal allotment to remain. MOTION: Thompson moved to recommend approval of the City's scope change request as requested. Seconded by Koutsoukos.

Ryan Peterson asked what would happen if the Committee voted to delay its decision until decisions are made about the Southwest Light Rail Transit Line. Beekman said that the project is supposed to be underway in December and that a delay of six months would cost the project a year. Barbeau added that if TAB does not approve this in June, it would have to get a TIP amendment after the TIP is approved sometime near November 1.

Mayasich asked whether there is to be any commercial space in the development. Beekman replied that the developer is working with a potential owner of a bicycle shop and bar.

Mayasich expressed concern with separating the parking for riders and non-riders.

Wheeler asked how it would be guaranteed that the park-and-ride lot would exist in perpetuity. Beekman replied that Metro Transit would own the lot as it does all other lots.

Pung-Terwedo asked whether the site is in a tax increment financing (TIF) district. Beekman replied that it is not but that there may be TIF funding.

Brown said that if this motion passes, it will need a Federal Transit Administration (FTA) number in the TIP.

The motion was approved unanimously.

8. Scope Change Request – City of Hastings Vermillion River Regional Greenway – Action Item.

Barbeau said that the City of Hastings received \$720,000 in Transportation Enhancement (TE) funding for construction of three trail segments to help complete the Vermillion River Regional Greenway in the 2011 Regional Solicitation. The City proposes local construction on one of three trail segments and has already constructed a portion of another segment. The project, originally estimated at \$900,000, is now estimated at \$805,000. The applicant is asking for the federal contribution to be reduced from \$720,000 to \$644,000. Staff and project scorers reviewed the proposal and concurred that no change in project score would have occurred. One scorer asked that the Committee take a close look at the amount of funding by which the project is reduced. The scorer cautioned that the applicant should not receive extra consideration for changes in construction costs and greater knowledge as to what it would take to build the project, as this would be unfair to other applicants that are funded based on what they knew at the time of application.

Nick Egger, City of Hastings Public Works Director, said that a part of the trail that runs behind the Veterans Administration building is a pinch point in need of separation from the building. Segment 1, to be built by the City in a separate project, is easy to build.

Thompson asked whether all of the project's improvements are being completed but with less federal money. Egger replied that this is the case.

Byers asked whether the intent of bicycle projects is to serve transportation, as opposed to recreation, which was confirmed. He suggested that Segment 2 seems to serve recreational purposes. Egger replied that the existing trail was constructed to get to the point where this path would be served. It was retained from the original application.

Loney asked how wide the trail is. Egger replied at all parts of the trail are a minimum of 10 feet in width.

MOTION: Thompson moved to recommend approval of the City's scope change request as requested. Seconded by Mitteco. The motion was approved unanimously.

9. 2016 CMAQ Funding Options – Action Item

Steve Peterson said that due to previous project withdrawals, TAB currently has \$12.3 million in 2016 CMAQ funds that must be reallocated to new projects. In addition, it is expected that an additional \$1 million in past CMAQ funding will become available for reallocation this summer due to two current transit projects closing out under budget. Decisions regarding reallocation must be made quickly in order for the selected projects to be included in the draft 2016-2019 Transportation Improvement Program (TIP), to be released for public review in late June (federal policy does not allow TIP funding set-a-sides in the first year of the TIP).

At the April TAB Executive Committee meeting, potential reallocation policy alternatives were discussed. No vote was taken. Comments included:

- Utilize the adopted Federal Funds Management Process to the degree possible. This would involve either advancing previously selected transit projects to 2016 or repaying eligible 2017 advance construction (AC) so that the 2016 funds are used and the available funding is moved into 2017 or later.
- Allocate the available funds to projects in the transit modal category to the degree possible since this is the modal category where the available funds originated.
- Focus on getting more projects funded using projects that were submitted but likely will not be funded in the current Regional Solicitation.
- Consider funding the transit on-board survey as a unique special project request.

Based on this general policy direction, staff brought preliminary funding options to TAC at its May meeting. TAC asked that the item be sent to the Funding and Programming Committee meeting in May, then to TAC in June, and to TAB in June.

Because it is currently fiscal year 2015, the future year funds process of the Federal Funds Management Process should be used to allocate the 2016 funds. Priorities in the process are:

1. Payback of advance construction (AC) within the same mode to which the funds were originally allocated for projects that advanced because the sponsors were able to construct them sooner. No transit AC projects exist within this category.
2. Payback of AC within the same mode to which the funds were originally allocated for projects that moved due to previous deferrals. No transit AC projects exist within this category.
3. Regionally selected projects in the same mode able to be advanced. One current project, the Mall of America station improvement, scheduled for 2017 funding, could potentially move to 2016. However, it is not clear that the remaining project funds will be available for the project to be accelerated to 2016. Therefore the options shared with the Committee do not assume this project would move to 2016.
4. Pro-rate remaining federal funds to regional projects in the current program year up to the allowable federal maximum. – This step is not applicable for future program funds reallocation.

5. Payback AC from regionally selected projects in another mode using steps 1-4 above. Approximately \$8.4 M of AC payback is available to be utilized in 2016. This action would use \$8.4 M of the available 2016 funds, and simultaneously make \$8.4 M available for reallocation in 2017.

Staff compiled options for further consideration based on the following preliminary policy direction.

1. Advance existing transit projects and/or pay-back AC in other modal categories if needed to move the available funds to 2017 or later where they can be utilized to fund projects in the current Regional Solicitation.
2. Advance and/or select additional transit projects from the current Regional Solicitation project list to the degree the funding allows.
3. If funding remains, fund the special request for the transit on-board survey, which will provide an additional project in the transit mode.
4. If funding still remains, select additional projects from the current Regional Solicitation in other modes.

Given that TAB has now selected a 2017-2019 Regional Solicitation project list, two options are proposed. Each includes the next three highest ranked Transit Expansion projects not funded in the Regional Solicitation scenarios sent to TAB in May. These three projects require \$10,714,527 in federal funds. Funding these three projects would result in \$2,585,473 remaining 2016 funds. This was determined to be insufficient to include the next transit project – the TH 169 park-and-ride lot, which requested \$7,000,000 in federal funds. In order to keep the funding in the same mode as much as possible, the \$800,000 transit on-board survey is then funded in both options. Option 1 funds two Multiuse Trails and Bicycle Facilities projects and one Pedestrian Facilities project. Option 2 funds two Pedestrian Facilities projects.

Mayasich asked what road project could have been eligible for AC. Brown replied that the St. Anthony Bridge project is eligible.

Mitteco noted that Option 1 showed over-programming and asked whether that would be a concern. Steve Peterson replied that the project would be funded in 2018 so it is not of concern.

Jenson said that he supports Option 1 because it funds the 13th of 30 bicycle trail projects while Option 2 would lead to the majority of pedestrian projects being funded. MOTION: Jenson moved to recommend Option 1 to TAC. Seconded by Sass. The motion was approved unanimously.

10. Draft 2016-2019 Transportation Improvement Program – Action Item

Barbeau provided a brief presentation on the TIP and funding sources and mode share within. Tom Styrbicki provided a presentation on funding distribution, significant projects, and key changes. Mary Gustafson, Metro Transit, provided a presentation on transit funding sources, key projects, formula funds, capital planning, spending, and funds distribution.

MOTION: Koutsoukos moved to recommend that the draft TIP be adopted by TAB for release for a public comment period. Seconded by Thompson. The motion was approved unanimously.

11. Other Business

Steve Peterson said that TAB members expressed confidence in the Regional Solicitation scoring process. He added that project costs are inflated with few exceptions, such as on buses and operations. Applicants expressed uncertainty about what year to apply for and this will be explored going into the next Regional Solicitation.

12. Adjournment

MOTION: Ryan Peterson moved to adjourn the meeting. Seconded by Thompson. The motion was approved unanimously and the meeting adjourned.

ACTION TRANSMITTAL No. 2015-37

DATE: August 13, 2015
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for Anoka County CSAH 116 Reconstruction Project
REQUESTED ACTION: Anoka County requests a scope change to modify the scope of its STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.
RECOMMENDED MOTION: Recommend approval of the request to modify the scope for the STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.

BACKGROUND AND PURPOSE OF ACTION: Anoka County received \$7,000,000 (\$7,840,000, adjusted for inflation) in Surface Transportation Program (STP) funding for reconstruction of CSAH 116 (Bunker Lake Blvd). The County is requesting a scope change that would allow for the following changes:

- Total project construction cost increases from \$11,477,760 to \$11,581,964.
 - Does not include \$926,557 for design engineering.
- Extend the west terminus to Crane Street. Current terminus is “just E of Crane Street.” This change accommodates the addition of a lane on southbound Crane Street (see next bullet).
- Add a second outbound lane on Crane Street (one right turn lane and one through / left turn lane).
- Extend the east terminus to .1 mile east of Van Buren Street. Current terminus is Jefferson Street. Left turn lanes are proposed in both eastbound (left into senior housing complex) and westbound (left to Van Buren Street) directions.
- Add trail on the north side of CSAH 116 between Crane Street and former west terminus to fill in the gap between proposed and existing trails
- Wintergreen Street: change access from right-in / right-out to $\frac{3}{4}$ access.
- Butternut Street: change access from right-in / right-out to $\frac{3}{4}$ access.
- Anoka County Farms (125 Bunker Lake Blvd NE): change access from right-in / right-out to full access.
- Terrace Road: change from a cul-de-sac to right-in / right out.

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, federal rules require that 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 and process allow project sponsors to make adjustments to 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: Staff reviewed the submitted scope change request. The project originally scored 743 points and was ranked first out of seven projects that applied in the “A” Minor Relievers category. Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. Potentially changed scores are shown underlined in the “New” column on the second table below. They include a slight decrease in crash reduction cost effectiveness (due to the increase in cost) and decreases in two access management-related categories (due to the relaxation of access management measures). Staff also assigned additional points for an air quality improvement and the completion of a trail gap. Even without these increases, the adjusted score of 716 is above the score of the project that finished second (708 points). That project was also funded. .

Most of the points reduced are related to access. The original application sold the project in part on safety and limiting the number of full access entrances onto CSAH 116. The original application reduced access for four intersections. The updated project only reduces access at two of these intersections; neither to the level originally proposed:

Intersection	Original Scope	Proposed Scope
Wintergreen St. (T Intersection)*	Full to right-in / right-out	¾ (re-allow left-in)
Butternut St. (T-Intersection)	Full to right-in / right-out	¾ (re-allow left-in)
Anoka County Farms (T-Intersection)	Full to right-in / right-out	Maintain full access
Terrace Rd. (T-Intersection)	Right-in / right-out to no access	Maintain right-in / right-out

*Note that the attached letter indicates this intersection to have a reduction in access from the original application. Staff disagrees. It appears to have originally been proposed as right-in / right-out and is now proposed as a ¾ intersection; an increase in access from the original application.

#	Category	Max	Orig	New	Notes
A	Relative Importance of Route	100	69	69	Not provided to scorer: Not likely to change
B.1	Crash Reduction	100	60	60	Scorer reports that score would not change
B.2	Air Quality	100	100	100	Scorer reports that project would have slight air quality improvement (but already at top score)
B.3	Congestion Reduction	150	100	100	Scorer reports that score not likely to change
C.1	Crash Reduction Cost Effectiveness	125	38	<u>33</u>	Scorer reports that <u>slight reduction</u> in score due to increased project cost.
C.2	Congestion Reduction Cost Effectiveness	75	40	40	Scorer reports that score not likely to change
C.3	Air Quality Cost Effectiveness	75	45	<u>55</u>	Scorer reports 33% improvement in cost per kg reduced. Staff therefore assumes score increase of 33% of gap to top score (10 points)
D.1	Development Framework Planning Area Objectives	100	27	27	Not provided to scorer: Not likely to change
D.2	Progress Toward Affordable Housing Goals	50	15	15	Not provided to scorer: Not likely to change
D.3	Land Use And Access Mgmt Planning	75	65	<u>60</u>	Scorer reports a <u>reduction of 5 points</u>
D.4	Access Management Improvements	75	50	<u>33</u>	Scorer reports a <u>reduction of 17 points</u>
D.5	Integration of Modes	125	103	<u>108</u>	Scorer retired. Staff provides 5 points for filling in of trail gap.
E	Maturity of Project Concept	100	31	31	Scorer reported that score would not change.
TOTAL		1250	743	731	

Based on the above scoring table, staff recommends approval of the requested scope change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Anoka County

TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE
County Engineer

July 20, 2015

Mr. Joseph Barbeau
Funding and Programming
390 Robert Street North
St. Paul, MN 55101

Dear Mr. Barbeau,

In 2011 Anoka County applied for and received STP funding for the reconstruction of CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St. in the Cities of Andover and Ham Lake. The funding is in the 2015-2018 STIP in the year 2016 in the amount of \$11,477,760 with \$7,840,000 in federal funds.

As part of the public involvement process and discussions within the project management team meetings and the Cities several changes are being proposed based on safety and mobility of the traveling public. Anoka County is requesting a scope change due to a change in the project length, minor access changes, and turn lane addition on Crane St. in Andover.

Trail has been added along the north side of Bunker Lake Boulevard from the beginning of the reconstruction to the west to Crane St. This additional trail will connect the proposed trail to the east with the existing trail to the west of Crane St. Without this piece of trail there would be a 500' gap in the continuity of the trail.

We are proposing the addition of a second outbound lane on Crane St. in Andover. With the closure of the left out movement at Wintergreen St. it was shown that significant additional left turning vehicles would be making that move from the Crane St. intersection. A left turn lane is proposed to separate that traffic from the right turns.

The original concept indicated that Wintergreen St. would be reduced to a right in/right out access. This design would force eastbound vehicles wishing to turn north on Wintergreen St. to cross the BNSF tracks, do a U-turn at Sycamore St. and then travel back across the tracks increasing train/vehicle exposure. We are proposing a $\frac{3}{4}$ access with an eastbound left in to Wintergreen St. to avoid traffic crossing the tracks and allow for a safe turning movement for residents.

Several access changes are being proposed in the area from Butternut St. in Andover to Terrace Road in Ham Lake. The original design proposed a full access at Butternut St., two right in/right out driveways and a cul-de-sac at Terrace Rd. We are proposing a $\frac{3}{4}$ access at Butternut, a full access at one of the driveways with the other remaining right in/right out and right in/right out access at Terrace Rd. The full access at one of the driveways is proposed to allow access for the

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two commercial property uses on the north side of Bunker Lake Blvd. This access will allow the traffic to and from TH 65 to the salvage yard and will allow access to Anoka County Farms which is a destination for many school field trips. Without this access buses coming from the east be forced to travel to TH 65 to make a U-turn. Likewise vehicles coming from the salvage yard would be forced to Butternut St. to make a U-turn to head back to TH 65 for an additional 0.8 miles. As a compromise to this additional full intersection we propose to reduce the access at Butternut to ¾ which would reduce that access to conditional secondary (right in/right out/left in).

In addition to the access change we are proposing to lengthen the project by 0.4 miles to the east end. During the public involvement process it was identified that the end of the project and the transition back to the existing two lane section was happening in the area of the intersection of Van Buren St. /entrance to a senior housing complex. It was felt that this transition in an area where many seniors would be trying to turn left from a thru lane would create an unsafe situation. We propose to add left turn lanes in both directions with a painted median to provide a safe turning refuge.

Anoka County feels that the proposed changes were warranted and enhance the safety of project while still meeting the intent of the original design.

Attached is the additional information as requested. If you have any questions or need any additional information please contact me at 736-862-4248 or gina.pizzo@co.anoka.mn.us.

Sincerely,



Gina Pizzo

SCOPE CHANGE REQUEST

CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St.
S.P. 002-716-015
Anoka County, Minnesota

REVISED PROJECT DESCRIPTION

CSAH 116 – Crane through Van Buren St. NE Reconstruction

The proposed project reconstructs CSAH 116 to a four lane divided urban roadway with dedicated right and left turn lanes from approximately 600' east of Crane St. in the City of Andover to approximately 600' east of Van Buren St. NE in the City of Ham Lake. The last 1300' in the City of Ham Lake is a transition to the existing 2 lane rural section and will not have a raised center island. This portion will provide painted channelization at the intersection with Van Buren St. and the senior housing development entrance to the north. This project includes the addition of a right turn lane on Crane St. and the realignment of the Prairie Road intersection. The project also includes the addition of bus/truck pull out lanes at the crossing with the Burlington Northern Santa Fe Railroad to be used by vehicles that are required to stop at the crossing.

The project will include the construction of trail along the north side of CSAH 116 from Crane St. to Jefferson St. and along the south side of CSAH 116 from Crane St. and across the BNSF tracks to connect to an existing trail in Bunker Hills Regional Park. There will also be two other trail connections made to Bunker Hills Park trails; one at the Prairie Road intersection and another from the trail along the north side of CSAH 116 thru a pedestrian underpass approximately 1400' east of Prairie Road. This underpass connection will continue east in the Park to the Goldenrod St. NW/New Park entrance intersection. The trail crossings with the BNSF Railroad will include pedestrian gate arms to provide safe pedestrian crossings at the tracks.

This project is approximately 2.7 miles in length.

WORK TO BE COMPLETED

Submit 95% plans to State Aid for review	September 2015
Permits	September 2015
Right of Way Acquisition complete	December, 2015
Plan Approval	November 2015
Advertise for bids	December 2015

PROJECT LOCATION MAP

A map showing the location of the project within the area and the region is attached as Exhibit 1.

PROJECT LAYOUT

The proposed project layout is attached as Exhibit 2.

REVISED PROJECT COST ESTIMATE

The revised project cost estimate is attached as Exhibit 3.

RECALCULATED RESPONSES TO KEY CRITERIA

Below you will find computations for key components of the STP application.

B.1.a

AR-11-01

From Application:

AADT: $17,600 + 19,200/2 = 18,400$ (average of 2007 and 2009 volumes)

No of Years: 3

No of Crashes: 114

Segment Length: 2.3 miles

*Crash Rate: $114 * 1,000,000 / (365) (3) (18,400) (2.3) = 114,000,000 / 46,340,400 = 2.46$*

The crash rate for CSAH 14 is 2.46.

Recomputed crash rate:

AADT: $17,600 + 19,200/2 = 18,400$ (average of 2007 and 2009 volumes)

No of Years: 3

No of Crashes: 114

Segment Length: 2.7 miles

Crash Rate: $114 * 1,000,000 / (365) (3) (18,400) (2.7) = 114,000,000 / 46,340,400 = 2.10$

The crash rate for CSAH 14 is 2.10.

B.2 Air Quality. (original)

Segment Length = 2.3 miles

Posted Speed Limit = 55 mph

Existing Conditions

Free-flow travel time = $(2.3 \text{ mile} / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$

Signalized intersection delay: (1 location – Prairie Rd) = 75 seconds; (1 location – Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes

Mid-block Delays due to left-turns at minor streets/drives (1 location)

Mid-block delay = $1 \times 10 \text{ seconds} = 10 \text{ seconds} = 0.2 \text{ minutes}$

Arterial Speed = $(2.3 / (2.51 + 2.1 + 0.2 \text{ minutes})) \times 60 = 28.7 \text{ mph}$

Proposed Conditions

Free-flow travel time = $(2.3 \text{ mile} / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$

Signalized intersection delay (1 location – Prairie Rd) = 30 seconds; (1 location – Jefferson St) = 30 seconds = 60 seconds = 1 minute

All mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections.

Arterial Speed = $(2.3 / (2.51 + 1.0 \text{ minutes})) \times 60 = 39.3 \text{ mph}$

New:

B.2 Air Quality. (original)

Segment Length = 2.7 miles

Posted Speed Limit = 55 mph

Existing Conditions

Free-flow travel time = $(2.7 \text{ mile} / 55 \text{ mph}) \times 60 = 2.95 \text{ minutes}$

Signalized intersection delay: (1 location – Prairie Rd) = 75 seconds; (1 location – Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes

Mid-block Delays due to left-turns at minor streets/drives (1 location)

Mid-block delay = $2 \times 10 \text{ seconds} = 20 \text{ seconds} = 0.33 \text{ minutes}$

Arterial Speed = $(2.7 / (2.95 + 2.1 + 0.33 \text{ minutes})) \times 60 = 30 \text{ mph}$

Proposed Conditions

Free-flow travel time = $(2.7 \text{ mile} / 55 \text{ mph}) \times 60 = 2.95 \text{ minutes}$

Signalized intersection delay (1 location – Prairie Rd) = 30 seconds; (1 location – Jefferson St) = 30 seconds = 60 seconds = 1 minute

All mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections.

Arterial Speed = $(2.7 / (2.51 + 1.0 \text{ minutes})) \times 60 = 46.15 \text{ mph increase of } 6.9 \text{ mph}$

VMT Calculations (original)

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day

Annual VMT: $15,900 \text{ (2011 counts)} \times 2.3 \text{ (project length)} \times 365 \text{ (year)} = 13,348,050$
 $= 13,348,050 / 250 = 53,392 \text{ miles/day}$

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is 293.1 kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

VMT Calculations (original)

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day

Annual VMT: 15,900 (2011 counts)*2.7 (project length)* 365 (year) = 15,669,450
 = 15,669,450/250 = 62,678 miles/day

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is 496.4 kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

From original application

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G) System Management						
BASELINE EMISSIONS WITHOUT PROJECT						
Average Weekday Travel Speed Before Installation:				29	mph	
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emissions (kg/day)			
CO Emissions	15.55	53,392	830.2	kg/day		
NO _x Emissions	1.68	53,392	89.7	kg/day		
VOC Emissions	1.43	53,392	76.4	kg/day		
Total Emissions			996.3	kg/day		
EMISSIONS AFTER PROJECT						
Average Weekday Travel Speed After Installation:				39	mph	
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emissions (kg/day)			
CO Emissions	10.36	53,392	553.143192	kg/day		
NO _x Emissions	1.72	53,392	91.834584	kg/day		
VOC Emissions	1.09	53,392	58.197498	kg/day		
Total Emissions			703.2	kg/day		
Net Emissions Reductions due to Project			293.1	kg/day		
COST EFFECTIVENESS						
Total Cost of the Project:				\$10,300,000		
Cost Effectiveness:				35138.8112		

*Use auto emissions factors in Appendix for speeds in F4 and F5

Original 293.1 kg/day

New computations

<p align="center">VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G) System Management</p>					
<p align="center">BASELINE EMISSIONS WITHOUT PROJECT</p>					
Average Weekday Travel Speed Before Installation:				29	mp h
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)		
CO Emissions	15.55	62,678	974.6	kg/day	
NO _x Emissions	1.68	62,678	105.3	kg/day	
VOC Emissions	1.43	62,678	89.6	kg/day	
Total Emissions			1169.6	kg/day	
<p align="center">EMISSIONS AFTER PROJECT</p>					
Average Weekday Travel Speed After Installation:				46	mp h
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)		
CO Emissions	8.07	62,678	505.81146	kg/day	
NO _x Emissions	1.73	62,678	108.43294	kg/day	
VOC Emissions	0.94	62,678	58.91732	kg/day	
Total Emissions			673.2	kg/day	
Net Emissions Reductions due to Project			496.4	kg/day	
<p align="center">COST EFFECTIVENESS</p>					
Total Cost of the Project:				\$10,300,000	
Cost Effectiveness:				20748.9877	

Original 293.1 kg/day

New reduction of 496.4 kg/day

Increase in reduction of 203.3kg/day

PROJECT LOCATION MAP

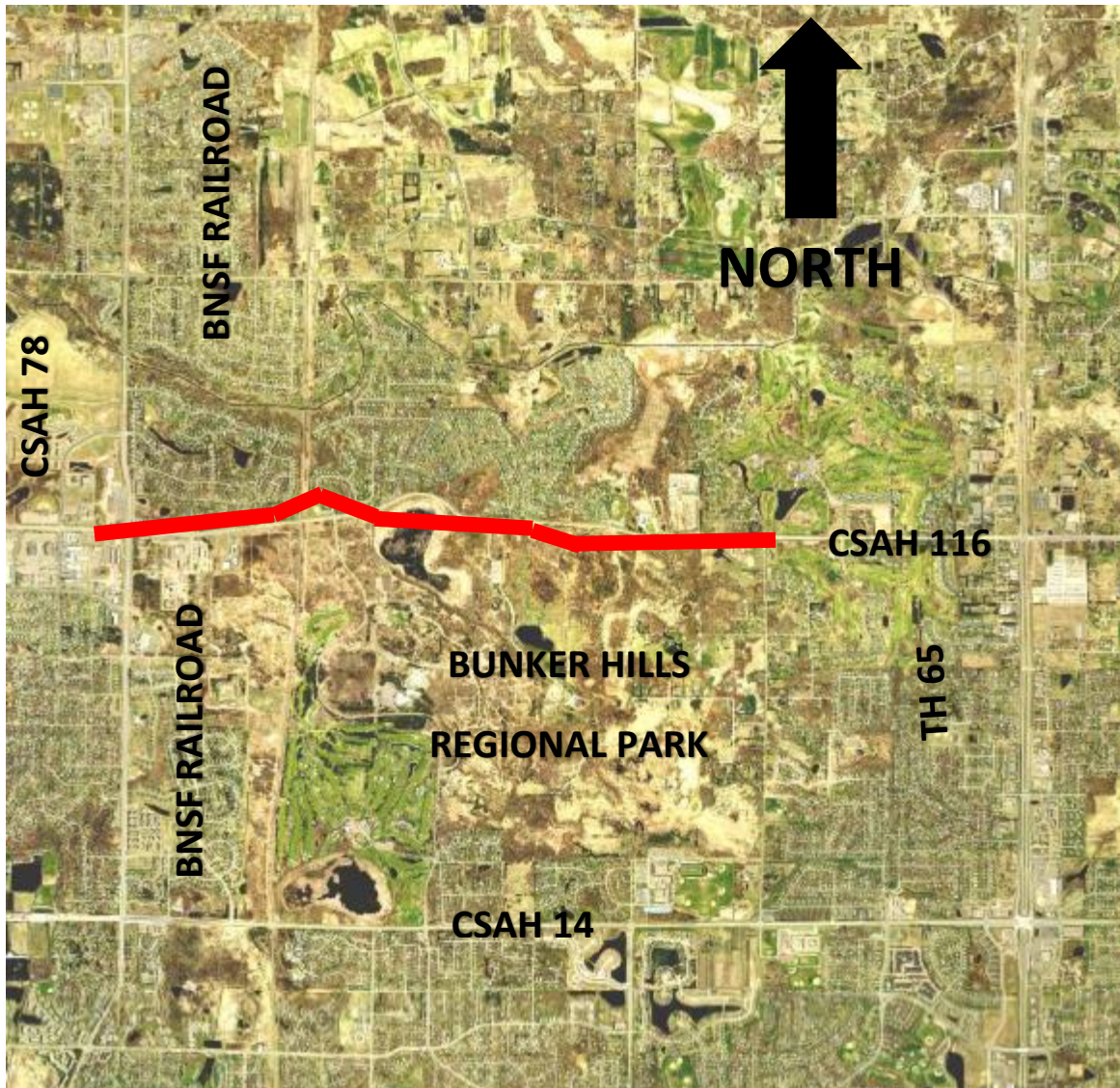


EXHIBIT 1

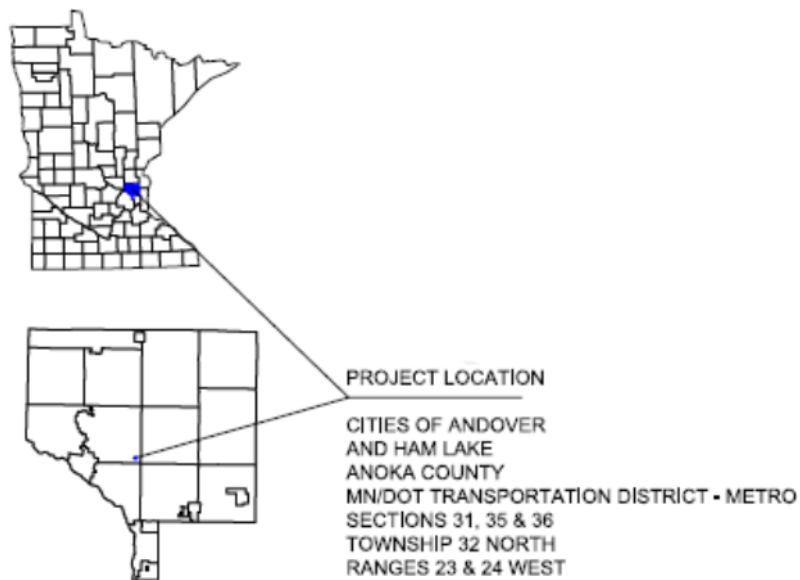


EXHIBIT "A" = Project Layout EXHIBIT "B" = 60% Estimated Cost Share EXHIBIT "C" = Cost Shering Agreement by MARIO 03-16-2015		EXHIBIT 3 07-15-2015 MN.		ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) FROM CRANE STREET TO EAST OF JEFFERSON STREET																							
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL PROJECT QUANTITY		FEDERAL PARTICIPATING										FEDERAL NON-PARTICIPATING											
						COUNTY OF ANOKA SP 002-716-015 (A)		CITY OF ANDOVER SP 198-020-000 (B)		CITY OF HAM LAKE SP 197-020-000, (C)		STORM SEWER (D) COUNTY=69.2% SP 002-716-015 CITY ANDOVER=23.9% SP 198-020-000 HAM LAKE= 6.9% SP 197-020-000 CITY		STATE AID PARTICIPATING				LOCAL									
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
2021.501	MOBILIZATION	LUMP SUM	\$550,000.00	1	\$550,000.00	0.783	\$430,650.00	0.119	\$65,450.00	0.025	\$13,750.00	0.073	\$40,150.00														
2031.501	FIELD OFFICE TYPE D	EACH	\$20,000.00	1	\$20,000.00	0.783	\$15,660.00	0.119	\$2,380.00	0.025	\$500.00	0.073	\$1,460.00														
2041.610	TRAINEES	hour	\$1.00	1,800	\$1,800.00	1,800	\$1,800.00																				
2101.501	CLEARING	ACRE	\$3,000.00	10.15	\$30,450.00	10.15	\$30,450.00																				
2101.502	CLEARING	TREE	\$150.00	515	\$77,250.00	515	\$77,250.00																				
2101.506	GRUBBING	ACRE	\$3,000.00	10.15	\$30,450.00	10	\$30,450.00																				
2101.507	GRUBBING	TREE	\$100.00	433	\$43,300.00	433	\$43,300.00																				
2104.501	REMOVE PIPE CULVERTS	LIN FT	\$9.00	1	\$9.00	1	\$9.00																				
2104.501	REMOVE WATER MAIN	LIN FT	\$10.00	300	\$3,000.00			300	\$3,000.00																		
2104.501	REMOVE PIPE SEWERS	LIN FT	\$12.00	940	\$11,280.00	940	\$11,280.00																				
2104.501	REMOVE CURB AND GUTTER	LIN FT	\$2.75	9,964	\$27,401.00	9,964	\$27,401.00																				
2104.501	REMOVE BITUMINOUS CURB	LIN FT	\$3.00	237	\$711.00	237	\$711.00																				
2104.501	REMOVE RETAINING WALL	LIN FT	\$20.00	526	\$10,520.00	526	\$10,520.00																				
2104.501	REMOVE FENCE	LIN FT	\$2.50	50	\$125.00	50	\$125.00																				
2104.503	REMOVE BITUMINOUS WALK	SQ FT	\$0.50	59,726	\$29,863.00	59,726	\$29,863.00																				
2104.503	REMOVE CONCRETE WALK	SQ FT	\$0.90	849	\$764.10	849	\$764.10																				
2104.503	REMOVE CONCRETE MEDIAN	SQ FT	\$1.00	16,603	\$16,603.00	16,603	\$16,603.00																				
2104.505	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$8.00	15	\$120.00	15	\$120.00																				
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.80	75,893	\$212,500.40	75,893	\$212,500.40																				
2104.509	REMOVE PIPE APRON	EACH	\$350.00	8	\$2,800.00	8	\$2,800.00																				
2104.509	REMOVE MANHOLE OR CATCH BASIN	EACH	\$350.00	10	\$3,500.00	10	\$3,500.00																				
2104.509	REMOVE BITUMINOUS FLUME	EACH	\$300.00	3	\$900.00	3	\$900.00																				
2104.509	REMOVE CONCRETE FLUME	EACH	\$500.00	2	\$1,000.00	2	\$1,000.00																				
2104.509	REMOVE SIGNAL SYSTEM	EACH	\$6,500.00	2	\$13,000.00	2	\$13,000.00																				
2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$6.00	153	\$918.00	153	\$918.00																				
2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	1,048	\$3,144.00	1,048	\$3,144.00																				
2104.523	SALVAGE GATE VALVE & BOX	EACH	\$280.00	1	\$280.00			1	\$280.00																		
2104.523	SALVAGE HYDRANT & VALVE	EACH	\$750.00	4	\$3,000.00			4	\$3,000.00																		
2104.523	SALVAGE SIGN TYPE C	EACH	\$50.00	1	\$50.00	1	\$50.00																				
2104.523	SALVAGE SIGN TYPE SPECIAL	EACH	\$75.00	1	\$75.00	1	\$75.00																				
2104.523	SALVAGE MAIL BOX SUPPORT	EACH	\$40.00	3	\$120.00	3	\$120.00																				
2104.601	HAUL SALVAGED MATERIAL	LUMP SUM	\$1,000.00	1	\$1,000.00	1	\$1,000.00																				
2104.603	ABANDON WATER MAIN	LIN FT	\$2.00	22	\$44.00	22	\$44.00																				
2105.501	COMMON EXCAVATION (EV)	CU YD	\$6.50	78,266	\$508,729.00	78,266	\$508,729.00																				
2105.501	COMMON EXCAVATION (EV) (PONDS)	CU YD	\$7.00	26,120	\$182,840.00	26,120	\$182,840.00																				
2105.505	MUCK EXCAVATION	CU YD	\$8.00	65,309	\$522,472.00	62,397	\$499,176.00			2,912	\$23,296.00																
2105.507	SUBGRADE EXCAVATION (EV)	CU YD	\$6.50	32,593	\$211,854.50	32,593	\$211,854.50																				
2105.522	SELECT GRANULAR BORROW (LV)	CU YD	\$11.00	36,283	\$399,113.00	29,938	\$329,314.35			6,345	\$69,798.65																
2105.607	COMMON BORROW SPECIAL (CV)	CU YD	\$30.00	78	\$2,340.00	78	\$2,340.00																				
2106.607	SELECT GRANULAR EMBANKMENT (CV) (TEMPORARY)	CU YD	\$20.00	859	\$17,180.00	859	\$17,180.00																				
2123.509	DOZER	hour	\$45.00	10	\$450.00	10	\$450.00																				
2130.501	WATER	M GALLON	\$25.00	180	\$4,500.00	180	\$4,500.00																				
2211.501	AGGREGATE BASE CLASS 5	TON	\$17.00	95	\$1,615.00	95	\$1,615.00																				
2211.503	AGGREGATE BASE (CV) CLASS 5	CU YD	\$23.00	24,815	\$570,745.00	24,815	\$570,745.00																				
2221.503	SHOULDER BASE AGGREGATE (CV) CLASS 5	CU YD	\$17.00	444	\$7,548.00	444	\$7,548.00																				
2232.501	MILL BITUMINOUS SURFACE	SQ YD	\$2.00	679	\$1,358.00	679	\$1,358.00																				
2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	\$3.00	10,798	\$32,394.00	10,798	\$32,394.00																				
2360.501	TYPE SP 9.5 WEARING COURSE MIX (2B)	TON	\$71.00	2,576	\$182,896.00	1,648	\$117,008.00			521	\$36,991.00			407	\$28,897.00												
2360.501	TYPE SP 12.5 WEARING COURSE MIX (2,B)	TON	\$80.00	59	\$4,720.00	59	\$4,720.00																				
2360.501	TYPE SP 12.5 WEARING COURSE MIX (3,F)	TON	\$70.00	25,599	\$1,791,930.00	25,599	\$1,791,930.00																				
2360.502	TYPE SP 12.5 NON WEAR COURSE MIX (3,B)	TON	\$60.00	14,228	\$853,680.00	14,228	\$853,680.00																				
2360.505	TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING	TON	\$85.00	29	\$2,465.00	29	\$2,465.00																				
2401.513	TYPE P-1 (TL-2) RAILING CONCRETE (3Y46)	LIN FT	\$80.00	440	\$35,200.00			440	\$35,200.00																		
2411.618	MODULAR BLOCK RETAINING WALL	SQ FT	\$28.00	4,117	\$115,276.00	2,559	\$71,652.00			1,558	\$43,624.00																
2411.618	ARCH CONC TEXTURE (SPLIT STONE)	SQ FT	\$140.00	6,270.0	\$877,800.00	1,491.0	\$208,740.00			4,779	\$669,060.00																
2412.511	14 x10 PRECAST CONCRETE BOX CULVERT	LIN FT	\$1,050.00	105	\$110,250.00			105	\$110,250.00																		
2412.512	14 x10 PRECAST CONCRETE BOX CULVERT END SECTION																										

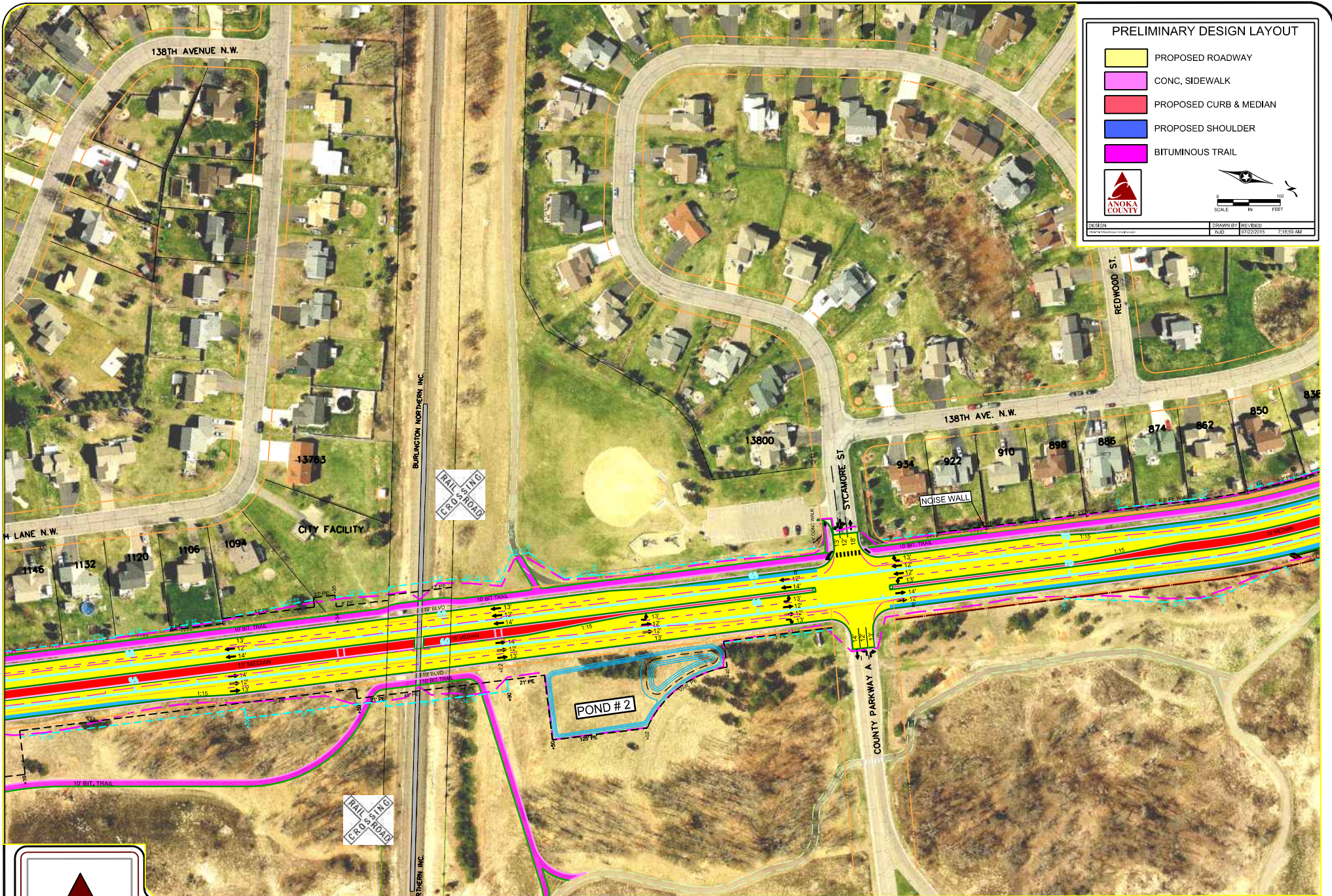
EXHIBIT 3 07-15-2015 MN.				ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) FROM CRANE STREET TO EAST OF JEFFERSON STREET																						
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL PROJECT QUANTITY		FEDERAL PARTICIPATING								FEDERAL NON-PARTICIPATING												
						COUNTY OF ANOKA SP 002-716-015 (A)		CITY OF ANDOVER SP 198-020-000 (B)		CITY OF HAM LAKE SP 197-020-000, (C)		STORM SEWER (D) COUNTY=69.2% SP 002-716-015 CITY ANDOVER=23.9% SP 198-020-000 HAM LAKE= 6.9% SP 197-020-000 CITY		STATE AID PARTICIPATING				LOCAL								
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY
2582.502	4" SOLID LINE WHITE - EPOXY	LIN FT	\$0.30	32,510	\$9,753.00	32,510	\$9,753.00																			
2582.502	4" BROKEN LINE WHITE - EPOXY	LIN FT	\$0.40	5,021	\$2,008.40	5,021	\$2,008.40																			
2582.502	8" BROKEN LINE WHITE - EPOXY	LIN FT	\$4.20	160	\$672.00	160	\$672.00																			
2582.502	4" SOLID LINE YELLOW - EPOXY	LIN FT	\$0.60	25,215	\$15,129.00	25,215	\$15,129.00																			
2582.502	4" DOUBLE SOLID LINE YELLOW - EPOXY	LIN FT	\$0.65	3,455	\$2,245.75	3,455	\$2,245.75																			
2582.503	CROSSWALK MARKING - WHITE PREFORMED THERMOPLASTIC	SQ FT	11.00	792	\$8,712.00	792	\$8,712.00																			
SUBTOTAL					\$11,581,964.34		\$9,009,789.35		\$1,381,479.00		\$289,926.65		\$850,769.34		\$25,000.00		\$12,500.00		\$12,500.00							
					11,581,964.34		A		B		C		D		E		F		G		H		I		J	K

Federal Funds Available - SP 002-716-012	\$7,840,000.00
Match Amount (Anoka County)	
Total Federal Funds Available	\$7,840,000.00
% Federal Funding	68.06%

Funding Group:	Group A	Group B	Group C	Group D	Group E	Group F	Group G	Group H	Group I	Group J	Group K
Totals:	\$11,581,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34	\$12,500.00	\$12,500.00				
Total Federal Eligible Items:	\$11,531,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34						
Federal Funds Available	\$7,840,000.00	\$6,123,439.98	\$940,216.93	\$197,320.36	\$579,022.73						

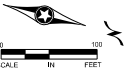
SP 002-716-015, CSAH 116 (From Crane St. to East of Jefferson St.) Improvement Project - FUNDING SPLITS

PROJECT TOTALS	ANOKA COUNTY				CITY OF ANDOVER					CITY OF HAM LAKE				
	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (H)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (I)	LOCAL FUNDS (J)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (G)	LOCAL FUNDS (K)
ROADWAY	10,731,195.00	9,034,789.35	6,123,439.98	2,886,349.37	25,000.00	1,393,979.00	940,216.93	441,262.07	12,500.00		302,426.65	197,320.36	92,606.29	12,500.00
DRAINAGE (69.2% County, 23.9% Andover, 6.9% Ham Lake)	850,769.34	588,401.39	400,458.46	187,942.93		203,472.76	138,480.96	64,991.80			58,895.18	40,083.31	18,811.87	
CONSTRUCTION TOTAL	11,581,964.34	9,623,190.74	6,523,898.44	3,074,292.31	25,000.00	1,597,451.76	1,078,697.89	506,253.87	12,500.00		361,321.83	237,403.67	111,418.16	12,500.00
8% CONSTRUCTION ENGINEERING	926,557.15	769,855.26		767,855.26	2,000.00	127,796.14		126,796.14	1,000.00		28,905.75		27,905.75	1,000.00
DESIGN ENGINEERING														
RIGHT OF WAY														
UTILITY RELOCATION														
PROJECT TOTAL	12,508,521.49	10,393,046.00	6,523,898.44	3,842,147.57	27,000.00	1,725,247.90	1,078,697.89	633,050.01	13,500.00		390,227.57	237,403.67	139,323.91	13,500.00

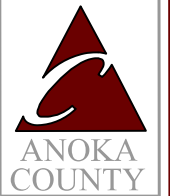


PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL

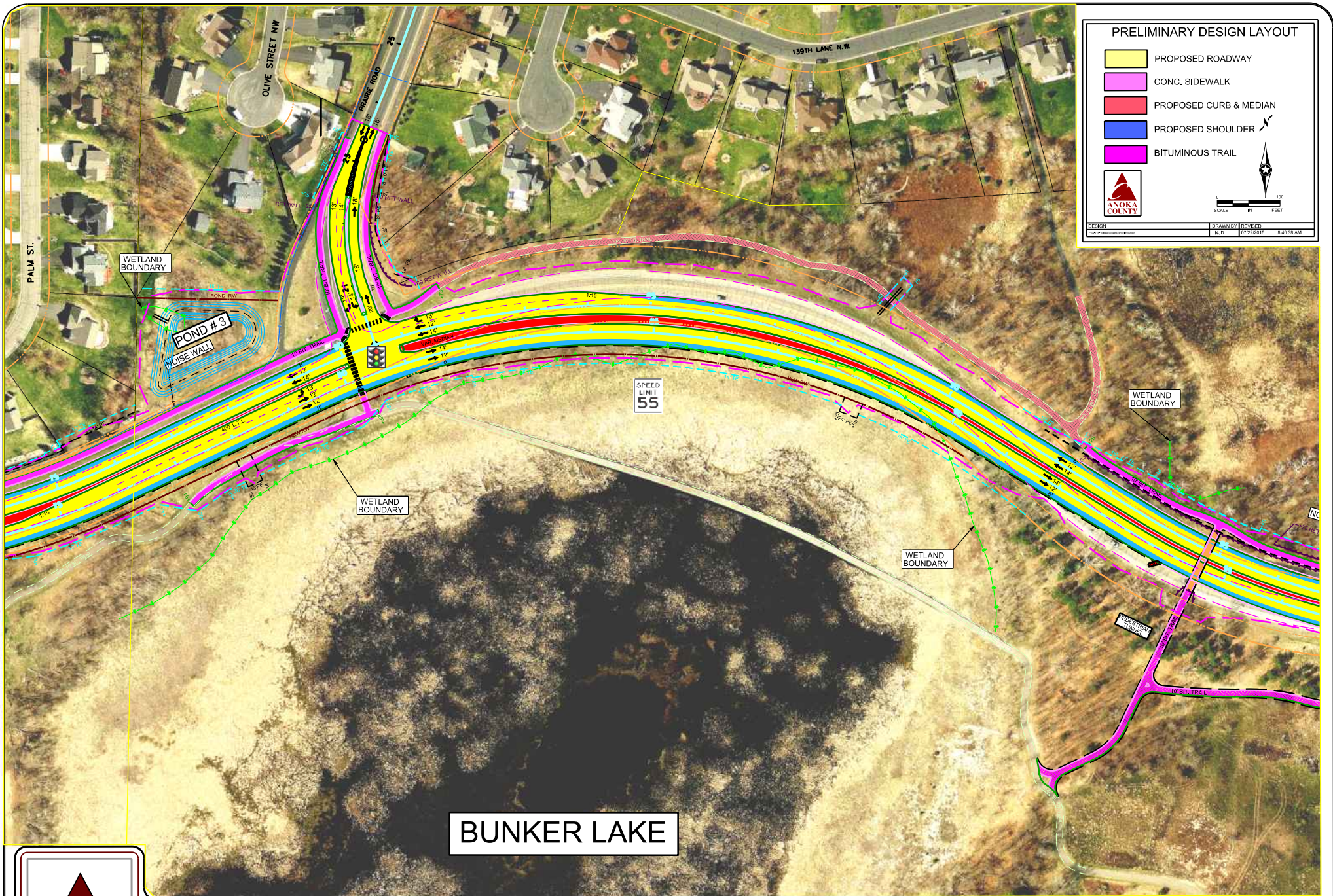


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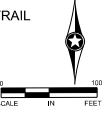
REVISED LAYOUT

CSAH 116 - Reconstruction Project
Crane St. to 2230' east of Jefferson St.



PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



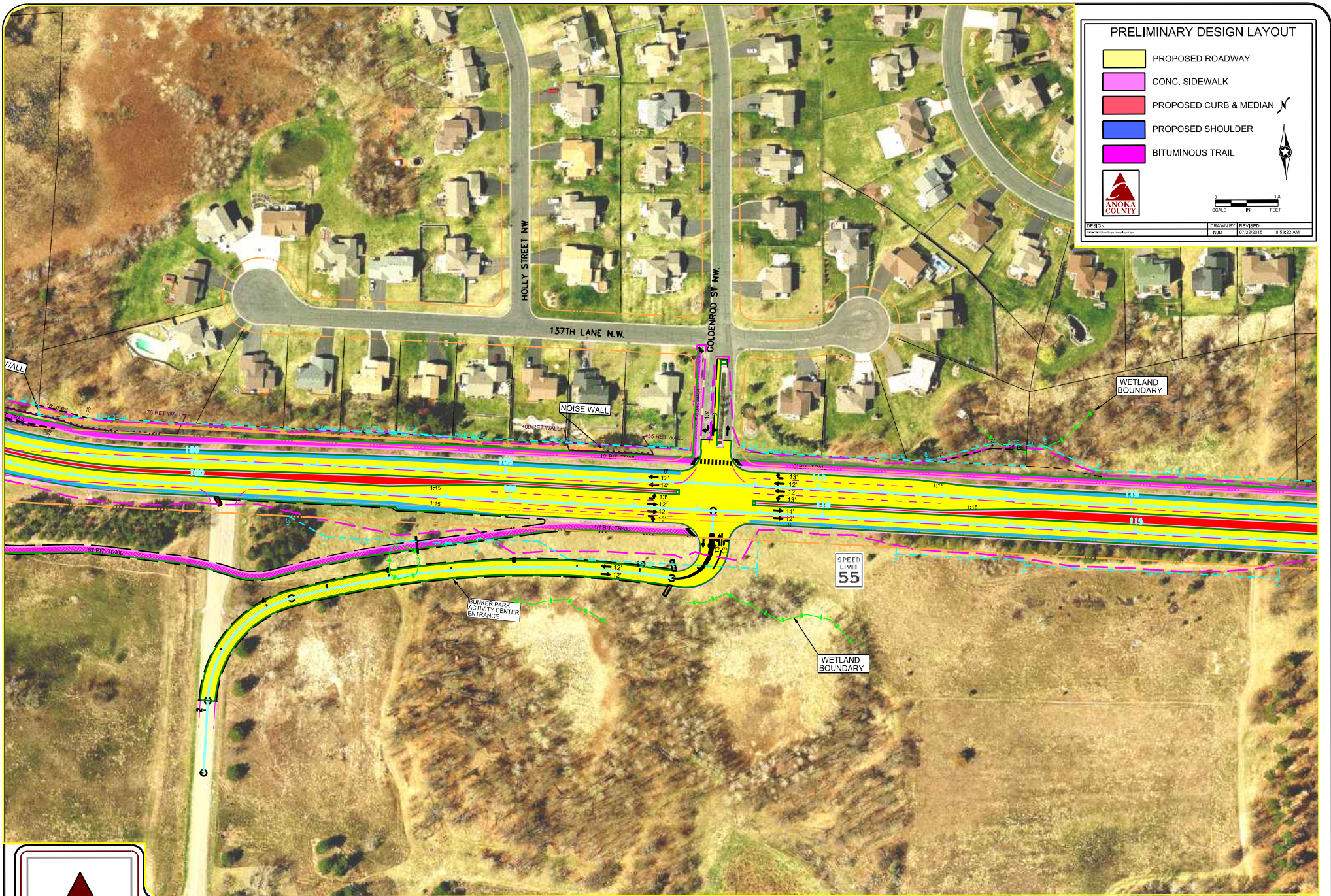
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BUNKER LAKE

REVISED LAYOUT

CSAH 116 - Reconstruction Project
Crane St. to 2230' east of Jefferson St.





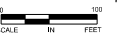
REVISED LAYOUT

CSAH 116 - Reconstruction Project
 Crane St. to 2230' east of Jefferson St.

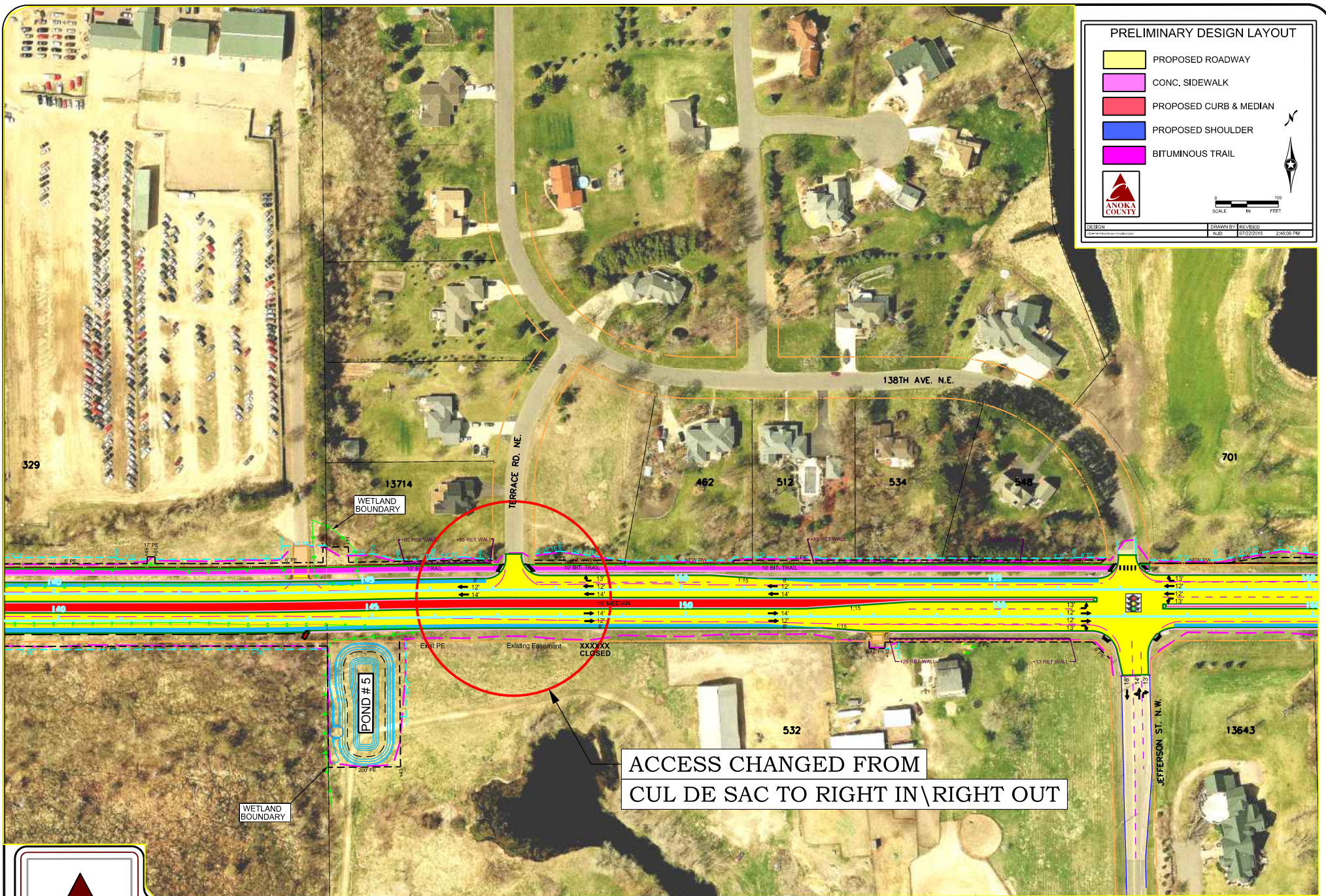


PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



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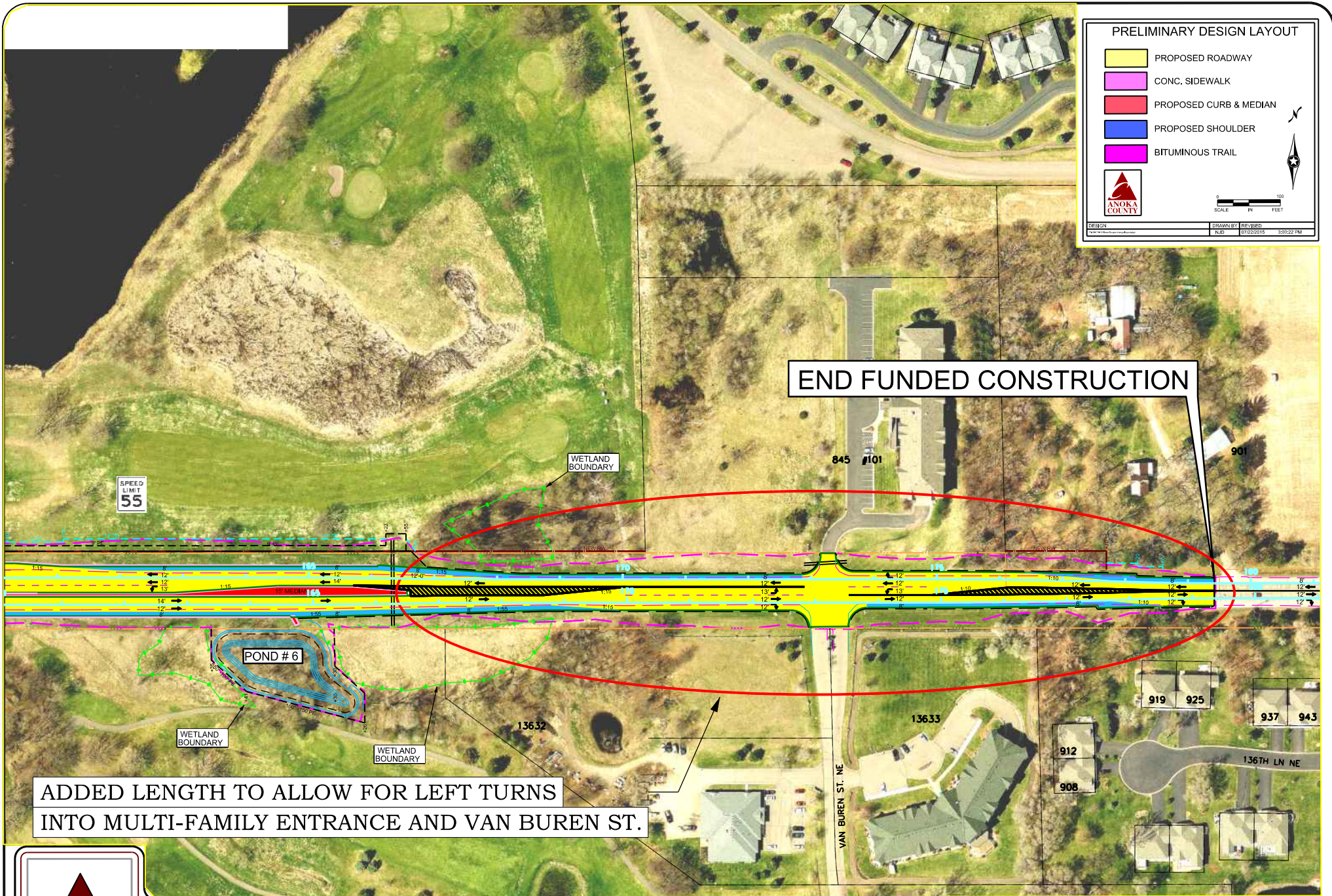


ACCESS CHANGED FROM
 CUL DE SAC TO RIGHT IN \ RIGHT OUT



REVISED LAYOUT

CSAH 116 - Reconstruction Project
 Crane St. to 2230' east of Jefferson St.



PRELIMINARY DESIGN LAYOUT

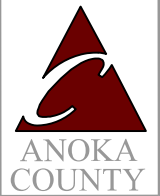
- PROPOSED ROADWAY
- CONC. SIDEWALK
- PROPOSED CURB & MEDIAN
- PROPOSED SHOULDER
- BITUMINOUS TRAIL



DESIGN	DRAWN BY	REVISED
	RJD	07/22/2015 3:05:22 PM

END FUNDED CONSTRUCTION

ADDED LENGTH TO ALLOW FOR LEFT TURNS INTO MULTI-FAMILY ENTRANCE AND VAN BUREN ST.



REVISED LAYOUT

CSAH 116 - Reconstruction Project
Crane St. to 2230' east of Jefferson St.

ACTION TRANSMITTAL No. 2015-39

DATE: August 13, 2015

TO: TAC Funding and Programming Committee

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

SUBJECT: 2016-2019 TIP Amendment: CSAH 116 Reconstruction in Andover and Ham Lake

REQUESTED ACTION: Anoka County requests an amendment to increase the project length of its CSAH 116 reconstruction project (SP # 002-716-015) to extend the project's eastern terminus to .1 mile east of Van Buren Street.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2016-2019 TIP to increase the project length of its CSAH 116 reconstruction project (SP # 002-716-015) for the purpose of release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is required due to a change in scope and project description. The project is programmed for state fiscal year 2016. This amendment would adjust one terminus for an increase in the total project length of 0.4 miles. The CSAH 116 reconstruction project will shift its east terminus from Jefferson St. to 0.1 mi east of Van Buren St. NE to include painted channelization at the intersection with Van Buren St and the senior housing development entrance to the north.

In order for the County to let the project at the desired time, it is requested to approve this amendment pending approval of the 2016-2019 TIP. The 2016-2019 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 2016-2019 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 2016-19 TIP by FHWA during the fall of, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its

conformity analysis for the 2016-2019 TIP. The analysis has resulted in a conformity determination that the projects included in the 2016-2019 TIP meet all relevant regional emissions analysis and budget tests. The 2016-2019 TIP conforms 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, in addition to a 21-day public comment period for this amendment due to the project's regional significance in adding capacity.

ROUTING

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

Please amend the 2016-2019 Transportation Improvement Program (TIP) to modify this project in program year 2016. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
1675	2016	M	M	CSAH 116	002-716-015	Anoka County	<p>CSAH 116, from Crane St in Andover to Jefferson St in Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements</p> <p>CSAH 116, from Crane St in Andover to .1 mile east of Van Buren Street NE Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements</p>	<p>2.3</p> <p>2.7</p>

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade and Surface	STP	\$11,477,760 \$11,581,964	\$7,840,000				\$3,637,760 \$3,741,964

PROJECT BACKGROUND:

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

This TIP amendment is required due to a change in scope and project description. This amendment would adjust one terminus to for the project in SFY 2016 of the 2016-2019 TIP for a change to the total project length of 0.4 miles. The CSAH 116 reconstruction project will shift its east terminus from Jefferson to 0.1 mi east of Van Buren St NE to include painted channelization at the intersection with Van Buren St and the senior housing development entrance to the north. The 2016-2019 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 accepted by the Metropolitan Council prior to federal approval of the 2016-2019 TIP, it will not be official until after that approval is granted.

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

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

While the cost of the project is increasing, that change itself does not trigger an amendment. However, this project cost increase of \$104,204 will be provided by Anoka County, and is sufficient to fully fund the project; 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2016-2019 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2016-2019 TIP meet all relevant regional emissions analysis and budget tests. The 2016-2019 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Appendix B.
**Conformity Documentation Of the 2016-2019 Transportation Improvement
Program to the 1990 Clean Air Act Amendments May 9, 2014**

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2016-19 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TIP.

Emissions Test

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2016-2019 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2016-19 TIP meets the following Conformity Rule requirements:

Inter-agency consultation: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

Regionally significant and exempt projects: The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

Donut areas: No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

Latest planning assumptions: The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

Public Participation: The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. This process satisfies federal requirements for public involvement and public consultation.

Fiscal Constraint: The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2016-2019 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2020

Rebuild and Replace Highway Assets

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton- Auxiliary lanes
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

Strategic Capacity Enhancements

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94th St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass

Regional Highway Access | Horizon Year 2020

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.

Transitway System

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

- St. Paul East 7th Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- *Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

2014 Regional Solicitation Selected Projects

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139th Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

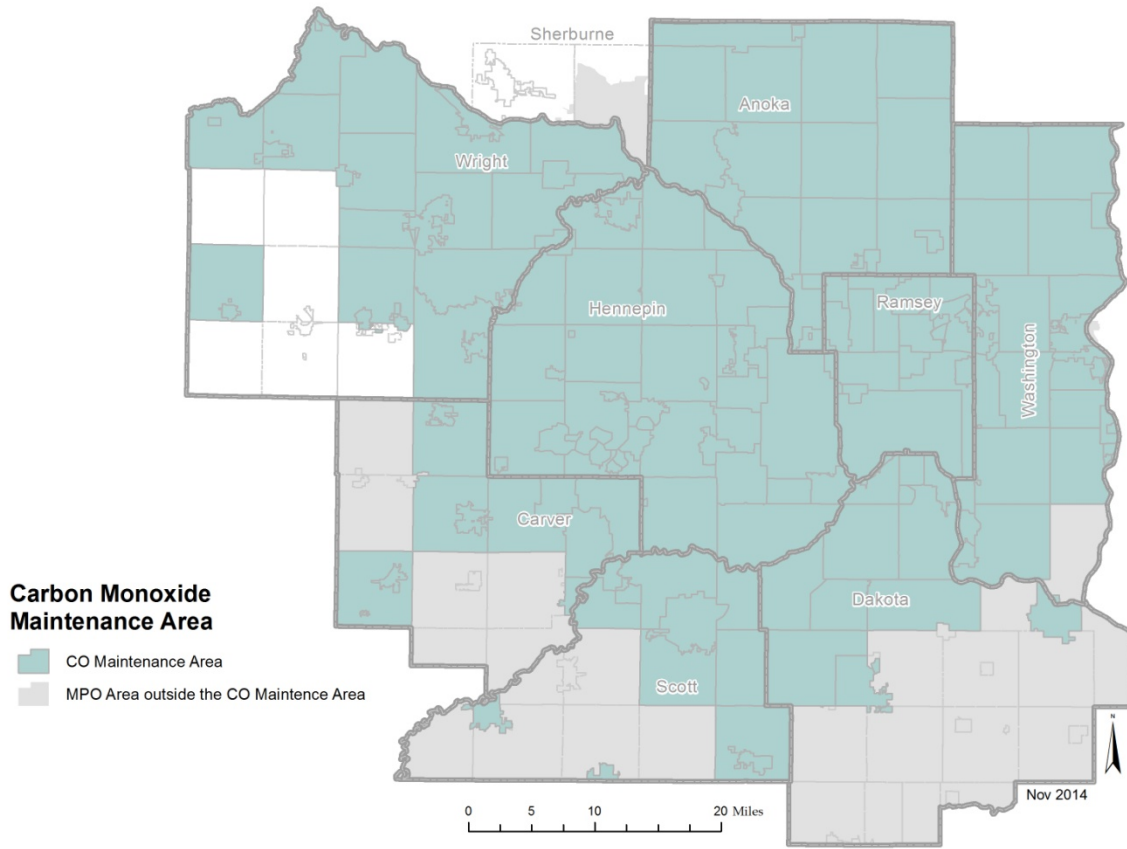
Transitway System | Horizon Year 2030

- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville.

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area





Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

May 22, 2015

Ms. Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2016-2019 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) has completed its formal review of the draft 2016-2019 Transportation Improvement Program (TIP). The MPCA has examined the draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the transportation reauthorization bill "Moving Ahead for Progress in the 21st Century" (MAP-21) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range Comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long range forecasts of regional highway and transit facility needs.

On November 8, 2010, the EPA approved a limited maintenance plan request for the Twin Cities carbon monoxide (CO) maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period." The reason is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of CO National Ambient Air Quality Standard (NAAQS) would result. Therefore, no regional modeling analysis is required; however, federally funded projects are still subject to "hot spot" analysis requirements. The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations will continue to demonstrate attainment of the CO NAAQS.

Ms. Elaine Koutsoukos

Page 2

May 22, 2015

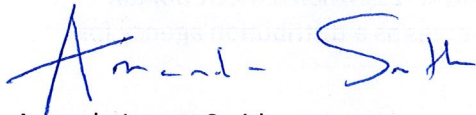
The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on November 10, 2010. This process satisfies MAP-21 requirements for public participation, as well as the public consultation procedures requirements of the Conformity Rule.

Based on a review of the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the 2016-2019 Draft TIP meet all relevant regional emissions analysis and budget tests as described therein. The 2016-2019 Draft TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA appreciates the opportunity to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

If you have any questions, please feel free to contact me at 651-757-2486 or amanda.smith@state.mn.us.

Sincerely,



Amanda Jarrett Smith
Air Policy Planner
Environmental Analysis and Outcomes Division

AJS:je

cc: Kris Riesenber, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Arlene McCarthy, Metropolitan Council
Steve Albrecht, Technical Advisory Committee (TAC) Chair
Timothy Mayasich, TAC Funding and Programing Committee Chair
Bobbi Retzlaf, MnDOT
Brian Isaacson, MnDOT
David Thornton, MPCA
Shannon Lotthammer, MPCA
Frank Kohlasch, MPCA
Mary Jean Fenske, MPCA
Innocent Eyoh, MPCA

Exempt Projects

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

Projects that Do Not Impact Regional Emissions

Safety

- S-1: Railroad/highway crossing
- S-2: Hazard elimination program
- S-3: Safer non-federal-aid system roads
- S-4: Shoulder improvements
- S-5: Increasing sight distance
- S-6: Safety improvement program
- S-7: Traffic control devices and operating assistance other than signalization projects
- S-8: Railroad/highway crossing warning devices
- S-9: Guardrails, median barriers, crash cushions
- S-10: Pavement resurfacing and/or rehabilitation
- S-11: Pavement marking demonstration
- S-12: Emergency relief (23 U.S.C. 125)
- S-13: Fencing
- S-14: Skid treatments
- S-15: Safety roadside rest areas
- S-16: Adding medians
- S-17: Truck climbing lanes outside the urbanized area
- S-18: Lighting improvements
- S-19: Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- S-20: Emergency truck pullovers

Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

Other

- O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions
- O-2: Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
- O-3: Noise attenuation
- O-4: Advance land acquisitions (23 CFR 712 or 23 CRF 771)
- O-5: Acquisition of scenic easements
- O-6: Plantings, landscaping, etc.
- O-7: Sign removal
- O-8: Directional and informational signs
- O-9: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)
- O-10: Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt from Regional Emissions Analyses that May Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hot-spot analysis. A final determination of the intersections that require an analysis by the project applicant rests with the U.S. DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) may be approved, funded and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

Regionally Significant Projects

The following codes identify the projects included in the "action" scenarios of the air quality analysis:

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

ACTION TRANSMITTAL No. 2015-40

DATE: October 13, 2015
TO: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scott County STP Funding Change
REQUESTED ACTION: Scott County requests defederalization of its 2018 County Highway 42 / Trunk Highway 13 intersection project (#070-642-024 in 2016-2019 TIP, pending approval). Federal funds would be provided to its 2019 US Highway 169 / Trunk Highway 41 Interchange construction project (#070-596-013 in 2016-2019 TIP, pending approval). Both projects were awarded STP funding in the 2014 Regional Solicitation.
RECOMMENDED MOTION: Recommend approval of the defederalization request on the condition that the County will deliver both projects as approved in the TAB solicitation.

BACKGROUND AND PURPOSE OF ACTION: Scott County received \$5,936,000 of federal Surface Transportation Program (STP) funding in the 2014 Regional Solicitation for various upgrades to CSAH 42, including signal upgrades at the intersections of CSAH 42 and TH 13, Rutgers Ave, and Quebec Ave; median reconstruction; turn lanes at intersection of CSAH 42 and MN 13; pavement rehabilitation; access modifications; construction of trail and sidewalk; utility relocation. Scott County also received STP funding in the same solicitation for construction of an interchange on US 169 at TH 41.

Because the CSAH 42 project, after several years of development and seeking funds, was being developed as a non-federal project, Scott County prefers that the project continue on that trajectory. Moving its federal funds to the US 169 interchange project in exchange for local funds would provide financial and staff-time efficiency for the County.

As is acknowledged in the attached draft County Board resolution, the County agrees to the following:

- Both projects will be delivered in fiscal year 2018. This is necessary because the CSAH 42 project is programmed for 2018 and the funds cannot be deferred until 2019 (the original program date for the US 169 project).
- Both projects are subject to the Council's Program Year Policy.
- Both projects will be completed as proposed in the 2014 Regional Solicitation. They are both subject to the Council's Scope Change Policy.
- Should all or part of the CSAH 42 project be unable to be completed, the County will reimburse the region for the appropriate amount.

The County's request is attached along with a draft County Board resolution. The County is aware that the defederalization action cannot be completed until the resolution is official.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the regional solicitation process must have significant changes (such as, but not limited to, scope changes or program year extensions) approved by TAB. This requested funding exchange does not change either project from a technical perspective, but does change which projects receive federal STP funding. Each project will continue to be monitored by MnDOT Metro District State Aid to assure that the projects are done as proposed and on time.

ROUTING

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

Proposal: To place federal funds on one large Scott County project being delivered in 2019. Federal dollars from one or more of the smaller Scott County projects selected in the 2014 Solicitation would be reallocated to the TH169/TH41 Interchange project. The de-federalized project(s) would be delivered on or before the original STIP program year and as County or State Aid projects rather than federal aid projects.

In 2014 Scott County was selected for the follow federal funds in the STP and HSIP categories:

2014 Funding Applications

Application/Project	Funding Type	Amount Received	With Inflation	STIP Year
TH 169/41 Interchange	STP	\$7,000,000	\$7,560,000.00	2019
Township Turn Lanes	HSIP	\$1,485,000	\$1,603,800.00	2019
CH 42 and TH 13 Intersection	STP	\$5,600,000	\$5,936,000.00	2018
CH 27 and 68 Roundabout	HSIP	\$900,000	\$954,000.00	2018
CH 46 and 86 Roundabout	HSIP	\$810,000	\$858,600.00	2018

We also received 2017 funds for system management (CMAQ) but we assume that will be a real challenge to include in this mix because of the STIP year.

Scott County would like to **reallocate the federal funds to the TH 169/41 interchange project**. We expect that this project will be placed in the STIP in year 2019 and with inflation; the federal STP funding will be \$7,560,000. The total construction cost is estimated at \$21,020,000 (uninflated)

We would like to see if some or all of the projects above could be reallocated to the interchange project. The priority federal projects from the above list we would like to consider for this swap are:

- 1) CH 42 and TH 13, a STP funded project proposed STIP year 2018. We are started with delivering this project as a non-federal project and it would be preferred due to its complexity if we could complete it as a nonfederal project.
- 2) Township Turn Lanes, an HSIP project in proposed STIP year 2019. This is a reactive HSIP project which involves multiple intersections. Since these turn-lane projects are in multiple locations, it would simplify its delivery and your office's review if we could do as one or more county projects by the program year 2019.

Based on reallocating these funds from these two projects to the interchange the federal funds would be at about 72 percent or less of the preliminary construction estimate of the TH169/41 project.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

Date:	September 1, 2015
Resolution No.:	2015-
Motion by Commissioner:	
Seconded by Commissioner:	

**RESOLUTION NO. 2015-xxx; STATING AN UNDERSTANDING WITH THE
TRANSPORTATION ADVISORY BOARD AND THE MINNESOTA DEPARTMENT OF
TRANSPORTATION FOR THE REALLOCATION OF FEDERAL SURFACE
TRANSPORTATION PROGRAM FUNDS ON PROJECTS IN SCOTT COUNTY AND
REQUESTING ACCEPTANCE BY THE TRANSPORTATION ADVISORY BOARD**

WHEREAS, Scott County has received federal Surface Transportation Program (STP) grants through the 2014 Transportation Advisory Board regional solicitation for two major projects in the County: 1) the Trunk Highway (TH) 169/TH 41 and County Highway (CH) 78 Interchange; and 2) the CH 42 and TH 13 Intersection Reconstruction; and

WHEREAS, the 2016-2019 Transportation Improvement Program identifies the TH 169/TH 41 and CH 78 Interchange project in program year 2019 with a total STP grant of \$7,560,000; and the CH 42 and TH 13 Intersection project in program year 2018 with a total STP grant of \$5,936,000; and

WHEREAS, all parties acknowledge that Federal funding on projects take more staffing resources and increase timelines and costs to deliver projects; and

WHEREAS, all three parties share a mutual goal of delivering federal-aid projects in a cost effective manner; and

WHEREAS, Scott County has identified an opportunity for such efficiencies and is requesting the federal funding grant in the amount of \$5,936,000 for the CH 42 and TH 13 Intersection project be reallocated to the larger TH 169/TH 41 and CH 78 Interchange project; and

WHEREAS, the TH 169/TH 41 and CH 78 Interchange project is significantly larger in scope and federal funding can be up to 80 percent of the total construction costs preliminarily estimated at \$21.02 million; and

WHEREAS, after discussion with the Transportation Advisory Board and the Minnesota Department of Transportation (MnDOT) all parties have agreed that this is an efficient and effective approach to minimizing the costs for delivering locally led federal projects; and

WHEREAS, Scott County commits to deliver the CH 42 and TH 13 Intersection project in the designated 2018 program year under the State Aid process and it will comply with permits and environmental requirements as a State Aid Project; and

WHEREAS, if a scope change from the application submitted for the CH 42 and TH 13 Intersection project is needed, all parties understand that the Transportation Advisory Board policy on Scope changes will apply; and

WHEREAS, MnDOT State Aid staff will monitor the CH 42 and TH 13 Intersection project to ensure consistency with the project's application, project schedule to meet program year requirements and field monitor final construction for consistency with the plans; and

WHEREAS, Scott County understands that failure to deliver the CH 42 and TH 13 intersection project with the application scope or the program year could result in the need to repay a portion or all of the federal money back to the region for distribution to other regional projects; and

WHEREAS, Scott County understands that TH 169/TH 41 and CH 78 Interchange project will need to be advanced to program year 2018 to facilitate this reallocation of the CH 42 and TH 13 Intersection project grant funds to this Interchange project; and

WHEREAS, Scott County understands that the grant funds for the TH 169/TH 41 and CH 78 Interchange project will remain in program year 2019 and will need to be advanced by Scott County; and

WHEREAS, Scott County has provided project schedules that demonstrate its ability to deliver both projects by the timelines that Metro State Aid requires for federal-aid projects; and

WHEREAS, the TH 169/TH 41 and CH 78 Interchange project will be delivered by Scott County using the local Federal Aid Delegated Contract Process; and

WHEREAS, all parties commit to assisting Scott County with this advanced delivery schedule on the TH 169/TH 41 and CH 78 Interchange project and will ensure that this arrangement for funding reallocation is incorporated in the 2017-2020 Metropolitan Transportation Improvement Program and MnDOT Statewide Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners in and for the County of Scott Minnesota hereby commits to this understanding with the Transportation Advisory Board and the Minnesota Department of Transportation regarding the reallocation of CH 42 and TH 13 Intersection project grant funds to the TH 169/TH 41 and CH 78 Interchange project; and

AND BE IT FURTHER RESOLVED, that the Board of Commissioners request that the Transportation Advisory Board approves this request by formal action at its September 16, 2015 meeting.

COMMISSIONERS	VOTE			
Wagner	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Wolf	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Beard	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Marschall	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain
Ulrich	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Absent	<input type="checkbox"/> Abstain

**State of Minnesota)
County of Scott)**

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 1st day of September, 2015 now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Shakopee, Minnesota, this 1st day of September, 2015.

_____ County Administrator
 _____ Administrator's Designee

Information Item

DATE: August 13, 2015
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Quarterly Update: TIP Amendment Streamlining Statistics

On April 16, 2014, TAB adopted the streamlined TIP amendment process. The purpose of the process is to reduce the amount of time necessary to approve routine TIP amendments.

The below criteria show when an amendment is eligible for streamlining:

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

During the second quarter of calendar year 2015, three TIP amendments were initiated; two streamlined and one standard. This brings the total through the quarter for the 2015-2018 TIP to 17 amendments, 11 streamlined.

QUARTERLY STREAMLINED TIP AMENDMENT REPORT

2015-2018 TIP Amendment Streamlining Statistics

Amendments with first meeting appearance in Calendar Year 2015, Quarter 2 (April-June)

- Total Amendments: 3
 - Streamlined: 2
 - Standard: 1
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 14 days
 - Standard (not regionally significant): 49 days

All 2015-2018 TIP amendments to date

- Total Amendments: 17
 - Streamlined: 11
 - Standard: 6
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 11 days
 - Standard (not regionally significant): 57 days

2014-2017 TIP Amendment Streamlining Statistics

(Note: Following Enactment of Streamlined process, April, 2014. Does not include one amendment that was defeated by TAB)

- Total Amendments: 7
 - Streamlined: 5
 - Standard (regional significant): 1
 - Standard (not regionally significant): 1
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 13 days
 - Standard (regionally significant): 118 days¹
 - Standard (not regionally significant): 55 days

¹ Regionally significant projects require a public comment period

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

Information Item

DATE: August 13, 2015
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Regional Solicitation Update

With the recent programming of FY 2017-2019 funds, Metropolitan Council Staff is now turning its attention to the 2016 Regional Solicitation, which will program funds for fiscal years 2020-2021.

At this time, two handouts are provided:

- 1) The draft 2016 Regional Solicitation Schedule. TAB will be awarding funds in January of 2017.
- 2) 2014 Regional Solicitation Criteria Sensitivity Analysis. As requested by TAB, the impact of each criterion within eight application categories has been determined.

* There is no analysis of Transit Reconstruction/Modernization, as there was only one application completed for that category.

As the timeline, shows, the Funding & Programming Committee will see agenda items related to the 2016 Regional Solicitation for the next several months.

Draft 2016 Regional Solicitation Schedule

DATE	PROCESS
July	Survey applicants, scorers, F&PC and TAC members, TAB on previous solicitation.
August	Staff evaluate previous solicitation scoring. Staff review survey and summarize results.
August 20/Sept. 16	F&PC/TAB - Present Scoring Criteria Sensitivity Analysis.
Sept 17/Oct 21	F&PC/TAB review survey results. Introduce changes to Introduction and Qualifying Criteria sections.
Oct 15/Nov 18	F&PC/TAB discusses changes to measures for bike/ped applications and transit applications.
Nov 19/Dec 16	F&PC/TAB discusses changes to measures for roadway applications.
Dec 17/Jan 20	F&PC/TAB wrap-up discussion on equity measures and multi-modal measures.
January 20, 2016	TAB – Public presentation on draft 2016 regional solicitation package
January 21, 2016	TAC F&PC reviews the draft 2016 regional solicitation package. The draft is forwarded to TAC.
February 3, 2016	TAC reviews the draft 2016 regional solicitation package. Public comment closes February 10.
February 17, 2016	TAB reviews the draft 2016 solicitation package.
February 18, 2016	TAC F&PC reviews the list of comments and staff responses, and may recommend modifying the draft solicitation package before recommending adoption of the final 2016 regional solicitation package to the TAC.
March 2, 2016	TAC reviews the public comments, staff responses and any revisions from the TAC F&PC. The TAC may also modify the solicitation package before forwarding it to the TAB for adoption as the final 2016 regional solicitation package. Recommend functional classification map.
March 14, 2016	TAB presents the draft 2016 regional solicitation to the Met Council as an information item.
March 16, 2016	TAB reviews the revised 2016 solicitation package recommended by the TAC. The TAB forwards the adopted 2016 regional solicitation package to the Met Council for concurrence. TAB adopts the regional roadway functional classification map identifying eligible "A" minor arterials.
March 28, 2016	The Metropolitan Council's Transportation Committee reviews the 2016 solicitation package and recommends it to the Metropolitan Council for concurrence.
April 13, 2016	The Metropolitan Council concurs with TAB adoption of the 2016 regional solicitation package.
March – May 2016	Online application set-up and testing
May 18, 2016	TAB solicits for Regional Solicitation projects. Staff sends announcements to local governments and other organizations and directs interested applicants to the Met Council website where all the solicitation materials are accessible.
May 19, 2016	TAC F&PC names project scoring group chairs and begins staffing the scoring groups.
May 2016	Met Council and TAB host workshops on the Regional Solicitation applications. Staff describes each program, eligibility requirements and scoring criteria and answers questions.
June 30, 2016	Deadline for staffing the project scoring groups.
July 15, 2016	Regional Solicitation applications are due by 4:00 PM.
July 18 through August 10, 2016	Staff logs in all the applications and reviews the qualifying criteria responses of all applications. Staff meets with the chair of each scoring group to discuss the qualifying criteria review, and may consult with the FHWA field office. Staff prepares a report for the TAC F&PC. Staff notifies the applicants if their project appears not to meet the qualifying criteria and invites them to the TAC F&PC meeting to defend their application.
August 18, 2016	Staff presents the list of projects that may not meet the qualifying criteria and applicants may defend their applications. The TAC Funding and Programming Committee votes on each qualifying issue and reports their decisions to the TAC at their August meeting.
Aug 22 - Oct 7, 2016	Scoring groups meet and evaluate the applications. They develop ranked lists of projects.
October 20, 2016	The TAC F&PC approve the ranked lists of projects and make them available on the Met Council website. Notify applicants that the scores are available and requests for scoring reevaluations of specific criteria can be submitted.
October 31, 2016	Scoring re-evaluation requests are due.
October 31 through November 4, 2016	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
November 17, 2016	The TAC F&PC discusses the scoring reevaluation report prepared by staff. The TAC F&PC votes on all scoring reevaluations and adjusts the project scores and rankings if necessary. Final scores are forwarded to the TAC and TAB for information.
November 21 through December 9, 2017	Staff develops funding options for the modal categories based on anticipated available funding in the programs, adopted procedures and guidance from the TAB.
December 15, 2017	TAC F&PC considers the funding options presented by staff and votes to eliminate, modify or create additional options and forwards them to the TAC. Additional TAC F&PC meeting(s) may be necessary to develop funding options.
January 4, 2017	TAC reviews the funding options forwarded by TAC F&PC and may make adjustments. TAC forwards the options to the TAB Programming Committee.
January 18, 2017	TAB vote to award funds and direct staff to include them into the draft 2018-2021 TIP.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Information Item

DATE: August 20, 2015
TO: TAC Funding and Programming Committee
PREPARED BY: Steve Peterson, Planning Analyst (651-602-1819)
Jessica Schoner, Planning Intern (651-602-1961)
SUBJECT: Sensitivity Analysis of Regional Solicitation Criteria

This information item presents a sensitivity analysis of the scoring criteria used in the 2014 Regional Solicitation. Criteria were evaluated on how they impacted project rankings, which ultimately contribute to the final funding decisions. These criteria should be reviewed to see if they are performing as intended.

Evaluation Method

While each criterion measures an important concept, some are more significant than others. Criteria were assigned point values relative to their policy importance. This point value reflects how the criterion is *intended* to perform.

Tables 1 through 8 present the criteria used to evaluate each project subcategory. The criteria are sorted based on their point allocations. Each criterion is presented with three measures:

1. Number of projects changing their ranked order if the criterion is removed
2. Number of projects that are pushed above or below the TAB-approved funding line if the criterion is removed
3. Standard deviation, or a measure of how clustered or spread out project scores are, for that criterion

Number of projects changing their ranked order if a criterion is removed, and ranked position relative to TAB-approved funding decisions

The primary measure for evaluating a criterion's actual impact in the 2014 Regional Solicitation was how many projects changed their rank position within a project subcategory if that criterion is removed. Criteria that have a large impact on how the projects score relative to each other have more potential to affect a funding decision. Changes in ranked order sometimes caused a project to move above or below the TAB-approved funding line, also indicated in the tables. However, criteria that have a mismatch between their point value and their effect on project rankings (e.g., high point value but minimal impact on rankings, or vice versa) may not be performing as intended. Future meetings will discuss possible solutions to address any issues identified.

Standard Deviation

To further explore the potential for a criterion to contribute to a project's funding decision, we calculated the standard deviation of each criterion's project scores. Higher standard deviations usually suggest scores that are widely spaced, though it is possible for outliers to skew standard deviations. Lower standard deviations indicate score clustering. Standard deviation also depends on the number of points allocated to a criterion; with higher-value criteria expected to have generally higher standard deviations.

Table 1. Summary of Roadway Expansion criteria performance (23 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Safety</i>	6	Cost effectiveness (project cost/crashes reduced)	150	18	1	37	
<i>Usage</i>	2A	Current daily person throughput	110	20	3	34	
<i>Congestion / Air Quality</i>	5A	Cost effectiveness (project cost/vehicle delay reduced)	100	16	1	34	
<i>Regional Role</i>	1A	Role in Regional Economy	90	17	1	30	
<i>Infrastructure Age</i>	4	Date of construction and remaining useful life	75	17	1	29	
<i>Risk</i>	8	Risk Assessment Form	75	10	0	11	
<i>Equity and Housing</i>	3B	Housing Performance Score	70	10	0	12	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	65	13	0	16	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	65	13	0	17	
<i>Congestion / Air Quality</i>	5B	Cost effectiveness (project cost/kg per day reduced)	50	14	0	16	
<i>Multimodal</i>	7A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	9	0	12	
<i>Multimodal</i>	7C.	Transit, bicycle, or pedestrian elements of the project	50	11	0	11	
<i>Equity and Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	6	0	5	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing/Distribution Locations, Educational Institutions, and local activity centers	20	4	0	5	The only possible values were 0, 12, or 20.
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 2. Summary of Roadway Reconstruction / Modernization criteria performance (21 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
Safety	6.	Cost effectiveness (project cost / crashes reduced)	150	12	2	44	
Usage	2A.	Current daily person throughput	110	14	0	31	
Infrastructure Age / Condition	4B.	Geometric, structural, or infrastructure deficiencies	100	8	0	5	<i>All projects scored ≥ 80</i>
Regional Role	1A.	Role in Regional Economy	90	15	1	26	
Risk	8.	Risk Assessment Form	75	12	0	19	
Equity / Housing	3B.	Housing Performance Score	70	10	1	17	
Regional Role	1B.	Current daily heavy commercial traffic	65	13	0	18	
Usage	2B.	Forecast 2030 average daily traffic volume	65	9	0	16	
Infrastructure Age / Condition	4A.	Date of construction and remaining useful life	50	11	0	13	
Congestion / Air Quality	5A.	Cost effectiveness (project cost/vehicle delay reduced)	50	5	1	13	
Multimodal	7A/B.	Ridership of transit routes directly and indirectly connected to project; Bicycle and pedestrian connections	50	12	1	12	
Multimodal	7C.	Transit, bicycle, or pedestrian elements of the project	50	12	0	13	
Equity / Housing	3A.	Connection to disadvantage populations and project's benefits, impacts, and mitigation	30	6	0	8	
Congestion / Air Quality	5B.	Cost effectiveness (project cost/kg per day reduced)	25	7	0	8	
Regional Role	1C.	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	4	0	6	<i>Scores are tightly clustered at 0, 12, and 20.</i>
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 3. Summary of Roadway System Management criteria performance (10 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Safety</i>	6	Cost effectiveness (project cost / crashes reduced)	200	8	0	73	
<i>Congestion / Air Quality</i>	5A	Cost effectiveness (project cost/vehicle delay reduced)	150	8	0	57	Most scores are either over 100 or below 30.
<i>Usage</i>	2A	Current daily person throughput	85	2	0	16	
<i>Infrastructure Age / Condition</i>	4	Date of construction and remaining useful life	75	2	0	10	
<i>Risk</i>	8	Risk Assessment Form	75	3	0	22	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	9	Scores are clustered in the top half of the score range
<i>Regional Role</i>	1A	Role in Regional Economy	65	4	0	24	
<i>Congestion / Air Quality</i>	5B	Cost effectiveness (project cost/kg per day reduced)	50	4	0	16	
<i>Multimodal</i>	7A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	2	0	11	
<i>Multimodal</i>	7C	Transit, bicycle, or pedestrian elements of the project	50	4	0	18	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	40	0	0	10	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	40	0	0	7	
<i>Equity / Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	0	0	9	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	2	0	3	The only possible values were 0, 12, or 20.
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 4. Summary of Bridges criteria performance (6 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Infrastructure Age / Condition / Safety</i>	4A	Date of construction and remaining useful life	300	4	1	24	
<i>Infrastructure Age / Condition / Safety</i>	4B	Geometric, structural, or infrastructure deficiencies	100	0		4	The lowest score is 90.
<i>Usage</i>	2A	Current daily person throughput	95	2	1	27	
<i>Risk</i>	6	Risk Assessment Form	75	0	0	27	One outlier score (5); others scored 68 to 75.
<i>Cost Effectiveness</i>	7	Cost effectiveness (total project cost / total points awarded)	75	2		30	Two low scores and the rest 43 to 75
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	12	
<i>Regional Role</i>	1A	Role in Regional Economy	65	2	1	20	
<i>Multimodal</i>	5A/B	Ridership of transit routes directly and indirectly connected to the project; Bicycle and pedestrian connections	50	0	0	17	
<i>Multimodal</i>	5C	Transit, bicycle, or pedestrian elements of the project	50	0	0	18	
<i>Regional Role</i>	1B	Current daily heavy commercial traffic	40	2	1	13	
<i>Usage</i>	2B	Forecast 2030 average daily traffic volume	30	0	0	6	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	30	0	0	8	
<i>Regional Role</i>	1C	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	20	0	0	4	The only possible values were 0, 12, or 20.
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 5. Summary of Multiuse Trails and Bicycle Facilities criteria performance (31 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Regional Role</i>	1	Identify location of project relative to Regional Bicycle Transportation Network	200	26	2	61	
<i>Usage</i>	2	Cost effectiveness per population and employment	200	25	3	53	
<i>Safety</i>	4B	How project will correct deficiencies or address safety problem	150	17	1	8	All projects scored between 120 and 150.
<i>Risk / Public Engagement</i>	6	Risk Assessment Form	130	19	3	15	
<i>Safety</i>	4A	Gaps closed, barriers removed, and / or connectivity between jurisdictions improved by the project	100	24	2	12	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	13	1	13	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	50	17	1	13	
<i>Multimodal</i>	5A/B	Ridership of transit routes directly and indirectly connected to the project; Pedestrian connections	50	10	0	10	
<i>Multimodal</i>	5C	Transit or pedestrian elements of the project	50	19	1	8	
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 6. Summary of Pedestrian Facilities criteria performance (9 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Usage</i>	2	Cost effectiveness per population and employment	200	6	1	47	
<i>Safety</i>	4B	Deficiencies corrected or safety problem addressed	180	0	0	44	
<i>Risk</i>	6	Risk Assessment Form	130	4	1	25	
<i>Safety</i>	4A	Barriers overcome, gaps filled, or system connections	120	2	0	27	
<i>Regional Role</i>	1	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	100	6	1	43	
<i>Multimodal s</i>	5A/B	Ridership of transit routes directly and indirectly connected to project; Bikeway connections	75	4	1	13	All projects scored at least 45
<i>Multimodal</i>	5C	Transit or bicycle elements of the project	75	0	0	14	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	4	1	18	
<i>Equity / Housing</i>	3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation	50	2	0	12	7 (of 9) submissions scored 30 or 40
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 7. Summary of Safe Routes to School criteria performance (3 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>SRST Elements</i>	1	Describe how the project addresses 5 E's* of SRST Program	250	0	0	15	
<i>Safety</i>	4B	Deficiencies corrected or safety or security addressed	150	0	0	25	
<i>Usage</i>	2A	Average share of student population that bikes or walks	120	0	0	46	
<i>Safety</i>	4A	Barriers overcome, gaps filled, or system connections	100	0	0	2	All submissions scored at least 96.
<i>Public Engagement / Risk</i>	6B	Risk Assessment Form	85	0	0	26	
<i>Usage</i>	2B	Student population within school's walkshed	80	0	0	34	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	10	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	50	0	0	6	
<i>Multimodal</i>	5	Ridership of transit routes directly connected to the project	50	0	0	26	
<i>Public Engagement / Risk</i>	6A	Public engagement process	45	0	0	4	All submissions scored between 38 and 45.
TOTAL			1,000				

*The 5 Es of Safe Routes to School include Evaluation, Engineering, Education, Encouragement, and Enforcement.

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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Table 8. Summary of Transit Expansion criteria performance (12 projects submitted).

Criteria	#	Measures	Max Points	# of projects:		St. Dev.	Comments
				Rank order changed	Crossed funding line		
<i>Usage</i>	2C	Service (operating) cost effectiveness of project (per new rider)	175	2	0	45	
<i>Emissions</i>	4A	Total emissions reduced	133	2	0	41	
<i>Equity / Housing</i>	3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation	130	4	1	47	
<i>Usage</i>	2A	Cost effectiveness of project (per rider)	105	5	0	29	
<i>Usage</i>	2B	Cost effectiveness of project (per new rider)	70	2	0	16	
<i>Equity / Housing</i>	3B	Housing Performance Score	70	0	0	9	All submissions scored above 42
<i>Emissions</i>	4B	Cost effectiveness (project cost / kg of emissions reduced)	67	4	0	17	
<i>Multimodal</i>	5A	Bicycle and pedestrian connections	50	2	0	8	
<i>Multimodal</i>	5B	Multimodal elements of the project	50	0	0	10	
<i>Risk</i>	6	Risk Assessment Form	50	0	0	11	
<i>Regional Role</i>	1C	Ridership of transit routes directly connected to the project	34	0	0	11	
<i>Regional Role</i>	1A	Connection to Job Concentrations, Manufacturing / Distribution Locations, Educational Institutions, and local activity centers	33	0	0	0	All submissions scored 33 (100%)
<i>Regional Role</i>	1B	Existing population within ¼ mile (bus stop) or ½ mile (transitway)	33	0	0	10	
TOTAL			1,000				

Key:	Number changed rank order: How many projects changed their ranked order by including that criterion	Number crossed funding line: How many projects would have flipped across the TAB-approved funding line by including that criterion	St. Dev. Standard deviation, a measure of how clustered or spread out project scores are
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