

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, January 21, 2016
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 December 17, 2015 meeting*
- 4) TAB Report – Information Item
- 5) 2015 TDM Solicitation Project List – Action Item 2016-09 *
- 6) Scope Change Request – City of Minneapolis HSIP Project – Action Item 2016-19*
- 7) TIP Amendment – City of Minneapolis HSIP Scope Change – Action Item 2016-20*
- 8) 2014 Regional Solicitation Transit Inflation Correction – Action Item 2016-18*
- 9) 2016 Regional Solicitation Discussion on Unique Projects – Information Item*
- 10) Quarterly Report on Streamlined TIP Amendments – Information Item*
- 11) Other Business
- 12) 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
December 17, 2015

MEMBERS PRESENT: Tim Mayasich (chair), Colleen Brown, Kyle Burrows, Jenifer Hager, Craig Jenson, Jane Kansier, Karl Keel, Andrew Korsberg, Jim Kosluchar, Elaine Koutsoukos, Bruce Loney, Eriks Ludins, Molly McCartney, Gina Mitteco, Paul Oehme, Ryan Peterson, Steve Peterson, John Sass, Lyndon Robjent, Cory Slagle, Amanda Smith, Carla Stueve, Andrew Witter, and Joe Barbeau (staff)

OTHERS PRESENT: Jeff Handeland (City of Minneapolis), Mary Karlsson (Metro Transit), Steve Love (City of Maplewood), Carl Ohrn (Metropolitan Council), and Katie White (Metropolitan Council)

1. Call to Order

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

2. Adoption of Agenda

Steve Peterson suggested adding two items to the agenda. They were 2016-05 (Funding Category Minimum and Maximum Funding Amounts) and 2016-08 (Forms and Qualifying Criteria).

MOTION: Ludins moved to adopt the agenda with the additions of the additional items. Seconded by Mitteco. The motion was approved unanimously.

3. Approval of the Minutes from the November 19, 2015 Meeting

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

4. TAB Report – Information Item

Koutsoukos reported on the December 16, 2015 TAB meeting. Task Force Chair Hamann-Roland reported that TAB directed the Bylaws Task Force to look at a broader range of alternates for all forms of representation on the TAB. The Council recently established an Advisory Committee on Equity-Related Policy. The Committee will advise the Council on advancing Equity in all Council areas. TAB approved four action items: The 2016 Regional Solicitation Funding Categories, a request from TAB for the technical committees to create a list of pros and cons for three options on funding functional classifications in the Solicitation, inclusion of a cost effectiveness criterion in the Solicitation applications, and the Metropolitan Airports Commission Capital Improvement Program.

5. TDM Scoring and Appeals – Action Item

White said that scores were released at last month's meeting. Since then one score has been appealed, resulting in a change of score to one project, and the changing of two items on the ranked score sheet.

MOTION: Hager moved to approve the scores after the appeal process. Seconded by Loney. The motion was approved unanimously.

6. Scope Change Request – City of Minneapolis East-West Pedestrian Improvements – Action Item

Barbeau said that in the 2011 Regional Solicitation, The City of Minneapolis received \$1,120,000 in Surface Transportation Enhancement (TE) funding for improvements on 7th Street South and 8th Street South from 1st Avenue North to Chicago Avenue and on 6th Street South and 9th Street South from 1st Avenue North to Second Avenue South for FY 2016. In winter of 2015, the City requested, and was granted, a scope change to eliminate improvements from several intersections and replace them with improvements at other intersections. The City is requesting a scope change that would eliminate more intersection improvements. The reason for this is that the

City has been awarded other funds for signal replacement projects and other intersection improvements. The city is requesting removal of work from 11 intersections and individual project elements from others.

Review by staff and original scorers indicated that the project would have been funded with the requested scope.

The applicant budget included proportionate decreases in the intersection elements but replaced that funding in the lighting and landscaping categories. Staff suggested not allowing for those increases and suggested a total project budget of \$1,437,369. Staff suggested two potential funding scenarios with this budget:

- Providing the full \$1,120,000, as requested. This would be just under 80% of the staff-suggested total of \$1,437,369.
- Maintain the federal proportion. The current project budget is \$2,050,000. The federal contribution, \$1,120,000, is 54.6%. From the staff-suggested budget, a 54.6% federal contribution would be \$785,294.

Mayasich asked whether there is a per-project limit to the number of scope change applications that can be submitted. Barbeau replied that there is no such limit. Mayasich replied that a limitation should be considered. Koutsoukos said that some of the intersections in this project had already been completed and it would have been problematic to not allow the City to apply for a scope change.

Hager said that the primary purpose of the original project was to establish east/west pedestrian improvements, which has not changed. The City wishes to add additional lighting that will provide Downtown lighting consistency. The City is amending its request to leave the landscaping budget at \$400,000 and requests a federal funding amount eliminating that from the budget.

Robjent asked whether or not completion of the project could be in jeopardy if it does not receive all of its federal funding. Hager replied that a reduction in the lighting budget would impact uniformity in Downtown lighting. Steve Peterson asked whether MnDOT State Aid would be able to redistribute funds removed from the project, to which Brown replied in the affirmative.

Keel said that the project, as of the first scope change, was presented as providing a certain level of amenity and federal funding should be reduced proportionately.

MOTION: Hager moved to recommend approval of the scope change at a total project cost of \$1,843,384 and a federal contribution of \$875,317. Seconded by Sass. The motion was approved unanimously.

7. TIP Amendment – City of Minneapolis East-West Pedestrian Improvements – Action Item

Barbeau said that a TIP amendment is needed along with the previous scope change item. He suggested that the amendment be approved with updated amounts based on the previous action item: Total funding at \$1,843,384; FHWA at \$875,317; and local at \$968,067.

MOTION: Keel moved to recommend approval of the TIP amendment with the updated funding amounts. Seconded by Hager. The motion was approved unanimously.

2016 Regional Solicitation: Functional Classification Scoring – Information Item Resulting from 12/16/2015 TAB Meeting

Steve Peterson presented on the Draft 2016 Regional Solicitation. At its December 16, 2015 meeting, TAB tentatively approved the adjustment of scoring to accommodate the ability for all functional classifications to compete for roadways funds. Jenson said that the key to this discussion is connectors, which proved unable to compete in 2014. Robjent suggested providing total mileage of all A-minor classifications to TAB members. Keel said that adjusting the criteria provides artificial rankings and suggested that a policy decision would be more appropriate. Kansier agreed, stating that a policy decision would be more transparent. Stueve suggested that safety issues on connectors are better-addressed by the Highway Safety Improvement Program (HSIP).

Koutsouks suggested that projects could be funded by merit and over-programmed projects could be funded with consideration for accommodating certain functional classifications.

Ryan Peterson said that the projects that would have been funded by a suggested scoring change would not have been connectors but that other, unintended, results would have occurred.

Burrows suggested that if a guarantee of one project funded in each functional classification was established that a minimum score be established to assure that no inadequate projects are funded.

Ryan Peterson suggested creating a new category for connectors. Steve Peterson replied that TAB has specifically asked that no categories be added.

MOTION: Robjent moved to recommended funding at least one connector. Seconded by Sass. No vote was taken, as this is not a part of an action item for this meeting. Group consensus was that the solicitation should provide guaranteed funding for at least one connector.

8. 2016 Regional Solicitation: Applications – Action Item

Steve Peterson presented an action item that shared key proposed changes on the measures for the 2016 Regional Solicitation.

A new cost effectiveness criterion would be included in each application category, requiring elimination of cost effectiveness from other criteria and measures. Stueve suggested that cost effectiveness be determined by dividing the federal funding by the total points. Robjent replied that smaller projects would be at a disadvantage.

Hager asked how total project cost would be calculated. Ohrn said that it would be a total of all federally eligible costs.

Koutsoukos reminded the group that there had been discussion of not including noise walls in the cost.

MOTION A: Koutsoukos moved to recommend that cost effectiveness be included in each application category and be determined by calculating federally eligible cost, not including noise walls, divided by points scored in the other measures. Seconded by Robjent. Motion A was approved unanimously.

Kansier suggested removing Measure 1B, Existing population within 0.25 mile (bus stop), 0.5 mile (transitway), and/or 2.5 miles (park & ride lot) from the Transit Expansion and Transit System Modernization applications. She added that if it is not removed, the park-and-ride lot distance should be increased. Burrows said that the 2.5-mile radius captures population. He added that transit is dependent on density near routes and most park-and-ride usage comes from within 2.5 miles. Kansier said that many users come from further away and added that population numbers are outdated. Koutsoukos said that the 2.5-mile distance was taken from the region's Park-and-Ride Plan and seems roughly equivalent to a quarter-mile walk.

Kansier said that population is captured in the "Usage" criterion. Barbeau replied that existing ridership was removed from "Usage" in the Transit Expansion application category.

MOTION B: Kansier moved to recommend removal of measure 1B from the Transit Expansion and Transit System Modernization applications. Seconded by Slagle.

McCartney said that some riders drive to park-and-ride lots that are not their closest lots to get further down a transit line.

Karlsson suggested that staff revisit the 2.5-mile park-and-ride radius.

Motion B was approved unanimously.

Stueve said that Synchro cannot be used to model traffic delay caused by trains and added that the only way to do so would involve "tricking" the program. Karlsson said that since applying for funds would be a planning

exercise, it is acceptable to “trick” the program. Stueve disagreed. Steve Peterson said that staff will develop alternatives.

Stueve asked how crash reduction will be determined for railroad crossings. Steve Peterson replied that this would be a proactive measure based on risk factor.

Stueve said that points should not be awarded for load-posted bridges, as this could be an incentive to load-post early. Karlsson replied that engineers, following their code of ethics, would not likely do that. General consensus was to leave the points for load-posted bridges in.

MOTION C: Stueve moved to keep educational institutions in measure 1C, Connection to Total Jobs and Manufacturing/Distribution Jobs, in the Roadways applications as part of the recommended application package. Seconded by Robjnt. Motion C was approved unanimously.

Steve Peterson informed members that education has changed from simply touching an educational institution to counting the enrollment.

MOTION D: Koutsoukos moved to recommend the measures and scoring guidance, inclusive of the changes agreed to by the Committee members. Seconded by Mitteco. Motion D was approved unanimously.

9. 2016 Regional Solicitation: Criteria and Measures – Action Item

Steve Peterson presented the criteria weighting and measure scoring.

Burrows suggested that the cost effectiveness score be worth 150 to 200 points.

MOTION A: Robjnt moved to recommend that the cost effectiveness score be worth 100 points. Seconded by Kosluchar. Motion A was approved unanimously.

MOTION B: Robjnt moved to recommend increasing Role in the Regional System by seven percent and Usage by .5 percent in lieu of the former Total Bridge Cost Effectiveness criterion in the Bridges application category. Seconded by Loney. Motion B was approved unanimously.

Peterson said that staff suggested increasing measure 1C to 30 points for all roadway measures, as 20 points proved not to be impactful. He said that after the recommendation to eliminate population from the Transit application categories, he suggested that Measures 1A and 1C each be worth 50 points.

Robjnt said that for the Roadway application categories, the Risk Assessment criterion should be worth more than 7.5 percent. Oehme expressed agreement.

MOTION C: Robjnt moved to recommend increasing the Risk Assessment criterion in the Roadways application category from 7.5 percent to 10 percent while reducing the Multimodal Connections category in the same applications from 10 percent to 7.5 percent. Seconded by Witter. Motion C was approved unanimously. Oehme said that the increased value to the Risk Assessment Criterion will lead to better preparation and fewer scope changes.

MOTION D: Robjnt moved to recommend the weighting of the criteria and measures for the 2016 Regional Solicitation, inclusive of the changes agreed to by the Committee members. Seconded by Kansier. Motion D was approved unanimously

10. 2016 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts– Action Item

Peterson said that the Funding & Programming Committee had discussed federal maximum and minimum funding amounts at a previous meeting. While most amounts are proposed to remain unchanged, committee members felt that the maximum federal amount for Multiuse Trails and Bicycle Facilities should be reduced from \$5.5 million to \$3.5 million in order to facilitate the funding of more projects. Previous Regional Solicitations had

a \$1 million maximum for Transportation Enhancements, though STP funds could be used in larger amounts. The \$5.5 million maximum was based on the previous maximum for STP. Staff suggested the increased minimum amounts for the three Bicycle and Pedestrian Facilities applications in order to avoid funding projects that are too costly from a federal compliance perspective.

MOTION: Robgent moved to recommend the award maximums and minimums. Seconded by Sass.

Jenson asked why the maximum federal award is proposed to be reduced to \$3.5 million and suggested that it could potentially be reduced even further. Ohrn said that \$3.5 million had been used in the STP Bikeway category in the past. Mitteco added that this was viewed as an adequate federal contribution to fund a grade-separated crossing.

The motion was approved unanimously.

11. 2016 Regional Solicitation: Forms and Qualifying Criteria – Action Item

MOTION: Kansier moved to recommend approval of the 2016 Regional Solicitation Introductions, Forms, and Qualifying Criteria along with the measures and weighting into a draft Regional Solicitation for public comment, inclusive of changes agreed upon earlier in this meeting. Seconded by McCartney. The motion was approved unanimously.

12. Other Business

No other business.

13. Adjournment

The meeting was adjourned.

ACTION TRANSMITTAL No. 2016-09

DATE: January 15, 2016
TO: TAC Funding & Programming
PREPARED BY: Katie White, Senior Planner (651-602-1716)
SUBJECT: Innovative Travel Demand Management Solicitation Awards
REQUESTED ACTION: Recommend to TAC that the projects shown in the Attachment be awarded funding through the Innovative Travel Demand Management (TDM) solicitation
RECOMMENDED MOTION: That TAC Funding & Programming recommend to TAC that the projects shown in the Attachment be awarded funding through the Innovative TDM solicitation

BACKGROUND AND PURPOSE OF ACTION: On June 24, 2015, the Metropolitan Council authorized the release of a solicitation for Innovative Travel Demand Management (TDM) projects. Applications for funding were due September 11, 2015. A total of 11 projects were submitted requesting a total of \$2,420,696, which exceeded the \$1,800,000 available.

A scoring committee was established with membership similar to the Transit scoring team from the previous solicitation including representatives from Washington County, Scott County, the Metropolitan Council, the City of Chanhassen, MnDOT, and MPCA. The scoring committee recommended that seven projects be fully funded and one project be partially funded. One appeal was received, which was executed in the manner described in the solicitation packet. Minneapolis Bicycle Coalition appealed the score of one measure and the resulting change increased their point total and resulted in the project being selected for partial funding. The final list of TDM projects, scores and recommended funding is shown the Attachment.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funds, which includes the Innovative TDM application. Travel demand management (TDM) policies and activities are supported under Strategy C4 in the *2040 Transportation Policy Plan*.

Staff recommends TAB approve the attached Innovative TDM project list for funding.

ROUTING

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

2015 Regional Solicitation Application Scoring

Prioritizing Criteria

TDM

ID	Applicant	Project Name	Funding Information			Prioritizing Criteria													Total	Recommended Funding Amount
						1. Role in Trans. System & Econ.		2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation		6. Risk Assessment					
						100 pts avail	100 pts avail	150 pts avail	400 pts avail		200 pts avail		50 pts avail							
1A	1B	2	3A	3B	4A	4B	5A	5B	6A	6B	6C	0-1,000								
			Federal	Match	Total	0-50	0-50	0-100	0-80	0-70	0-200	0-200	0-100	0-100	0-15	0-20	0-15			
3778	Nice Ride	Densification and Infill Initiative	\$300,000	\$150,000	\$450,000	40	38	55	40	69.29	200	200	79	56	15	20	15	827	\$300,000	
3733	UMN -- Y. Fan	Smartphone based interventions	\$300,000	\$75,000	\$375,000	40	38	45	20	59.50	180	150	100	83	15	20	15	766	\$300,000	
3855	St. Paul Smart Trips	Trip Planning	\$95,000	\$56,944	\$151,944	50	50	100	40	70.00	100	46	86	56	15	20	10	643	\$95,000	
3816	UMN -- A. Lari	eWorkplace Phase III	\$300,000	\$75,000	\$375,000	50	12	18	40	64.99	160	100	50	83	15	20	10	623	\$300,000	
3811	Carver County	Transportation Management Association	\$160,000	\$40,000	\$200,000	50	14	73	20	39.37	121	90	64	83	15	20	15	604	\$160,000	
3856	Anoka County	Fridley Northstar Station Shuttle Service	\$240,000	\$60,000	\$300,000	50	15	64	40	57.14	97	84	79	72	15	12	10	595	\$240,000	
3794	Cycles for Change	Bicycle Access & Training at Spokes	\$300,000	\$75,000	\$375,000	40	26	36	80	69.29	107	24	57	100	15	20	10	584	\$300,000	
3780	Mpls Bicycle Coalition	Community Bicycle Connectors	\$239,000	\$64,000	\$303,000	40	12	9	80	69.29	105	18	100	89	15	20	12	569	\$105,000	
3830	Metro Transit	Integrated Real Time Information	\$120,000	\$30,000	\$150,000	0	26	91	40	60.07	30	86	86	83	15	20	15	552	\$0	
3851	Transit for Livable Communities	Transportation Leadership for Cities	\$66,696	\$16,674	\$83,370	40	0	27	20	70.00	130	58	86	72	15	20	10	548	\$0	
3781	Metro Transit	Mobility Ecosystem	\$300,000	\$75,000	\$375,000	0	26	82	0	43.30	30	86	29	22	15	12	10	355	\$0	
Total			\$2,120,696																	

Federal amount available \$1,800,000

ACTION TRANSMITTAL No. 2016-19

DATE: January 4, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for City of Minneapolis 35th and 36th Streets Overhead Signal Additions (HSIP)
REQUESTED ACTION: The City of Minneapolis requests a scope change to its HSIP-funded intersection signal project (SP # 141-030-023) to eliminate four of the 16 intersections from the project.
POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request. If it recommends approval, the Committee can recommend full federal funding or a reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,209,600 in Highway Safety Improvement Program (HSIP) funding in 2011 for addition of overhead signals along 35th and 36th Streets in South Minneapolis. The improvements, at 16 intersections between Blaisdell Avenue South and Park Avenue South, are scheduled for fiscal year 2016.

The City of Minneapolis is requesting that four of the 16 intersections be removed from the project, as these locations overlap with another project scheduled for construction in 2017. While the number of intersections being improved decreases, the City has estimated an increased project cost due to the addition of new ADA curb ramps and related signal revisions meant to accommodate the ramps. The four locations to be removed are:

- 35th St / Stevens Ave
- 35th St / 2nd Ave
- 36th St / Stevens Ave
- 36th St / 2nd Ave

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. MnDOT Metro District manages the region's HSIP solicitation on behalf of TAB and the Metropolitan Council.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: MnDOT staff reviewed the original project and scoring. The project would still have been selected in that HSIP round without the four intersections proposed for removal.

The City of Minneapolis, based on the additional elements it is adding to the 12 remaining intersections, requests no reduction in federal funding. Assuming the scope change is approved, options for funding include:

1. Providing all federal funding as originally programmed.
2. Subjecting the City to a proportionate reduction in funds. In its application for scope change, the City states that \$70,000, or 5.21% of the project, was budgeted to the four intersections. A 5.21% reduction in federal funding would be \$63,000, bringing the federal total to \$1,146,600

ROUTING

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

December 22, 2015

Mr. Timothy Mayasich
Funding and Programming Chair
Metropolitan Council
390 Robert St. North
St Paul, MN 55101-1805

SUBJECT: 35TH AND 36TH STREETS OVERHEAD SIGNAL ADDITIONS
SCOPE CHANGE REQUEST
S.P. 141-030-023

Dear Mr. Mayasich:

The City was successful in the 2011 federal funding solicitation for the Highway Safety Improvements Program (HSIP) for overhead signal additions along 35th and 36th Streets in South Minneapolis. The State Transportation Improvement Program (STIP) has \$1,209,600 in federal funding (total project cost of \$1,344,000) scheduled for improvements at 16 intersections between Blaisdell Avenue S and Park Avenue S along 35th and 36th Streets in fiscal year 2016.

The purpose of this letter is to request a scope change for consideration to decrease the number of intersections from 16 to 12. The City identified four locations included in the HSIP project that overlap with the I-35W Transit/Access project S.P. 12782-327, which is currently being designed and will begin construction in 2017. MnDOT and City staff discussed potential ways of coordinating the two projects but ultimately determined it was most efficient to include the signal upgrades as part of the I-35W project and remove the four locations from the HSIP project.

A revised cost estimate is also included in the scope amendment. There are two elements that factor into the new estimate: 1) decrease from 16 to 12 intersections, 2) increase in construction costs at the remaining 12 intersections. The increase in cost is largely attributed to new ADA curb ramps now included in the scope and related signal revisions required to accommodate the ADA curb ramps (see Table 1). When combining the two cost elements, the total cost estimate for construction increases significantly. Although the original project description has changed since its submittal, the total benefits at the remaining 12 intersections are significantly higher than the original application due to additional safety countermeasures that are now proposed. The additional improvements meet the criteria to be considered eligible for federal funding and are crash countermeasures consistent with the intent of the HSIP program. Therefore, the City is requesting a scope change, in order to move forward with a modified project scope. Please consider this formal request from the City of Minneapolis for the change in scope of the 35th and 36th Streets Overhead Signal Additions project for fiscal year 2016.

ORIGINAL PROJECT DESCRIPTION

In the 2011 HSIP funding submittal, 16 intersections were identified for overhead signal upgrades along 35th and 36th Streets between Blaisdell Avenue S and Park Avenue S. Converting a pedestal signal into an overhead signal

is a proven crash reduction countermeasure. The City has been focused on installing overhead signals over the past 15 years and the projects have been very successful. Recent before and after crash records for overhead signal conversions show an 80% reduction in right angle (RA) crashes and a 30% reduction in total crashes. The 35th and 36th Street corridors were selected because of a high RA crash history.

The scope of 12 of the 16 intersections was to convert pedestal signals to overhead signals. The other four intersections already have existing overhead signals so the original scope was to install a longer mast arm and supplemental heads. These four intersections have an estimated 35% reduction in RA crashes. The locations are listed below:

- 35th St /Stevens Ave
- 35th St /2nd Ave
- 36th St /Stevens Ave
- 36th St /2nd Ave

REQUESTED CHANGE OF SCOPE

MnDOT is currently managing the design of the I-35W Transit/Access project. One element of the project scope includes signal upgrades with new ADA curb ramps at intersections adjacent to bridges crossing over I-35W. Construction is scheduled to begin in 2017. Four intersections in the 35th and 36th Streets Overhead project overlap with the I-35W Transit/Access project. MnDOT and City staff discussed potential ways of coordinating the two projects but ultimately determined it was most efficient to include the signal upgrades as part of the I-35W project and remove four locations from the HSIP project.

The following intersections are proposed to be removed from the HSIP project (see Table 1):

- 35th St /Stevens Ave
- 35th St /2nd Ave
- 36th St /Stevens Ave
- 36th St /2nd Ave

A major factor in the decision was that the four locations were the ones noted above that already had existing overheads. The proposed longer mast arms and supplemental heads were a small component of the original HSIP project scope thus it was feasible to remove the four intersections from the HSIP project. The City and MnDOT are collaborating on the design of the I-35W Transit/Access project to ensure the crash reduction countermeasures are included when the signal systems are eventually rebuilt with the I-35W project.

The second component to the scope amendment is the revised cost estimate that incorporates increased construction costs estimated for the remaining 12 intersections in the HSIP project. The period between 2011 and 2014 has been a time of change with evolving construction requirements related to ADA compliant curb ramp upgrades. When the 2011 application was submitted, the City was in the process of determining its ADA transition plan. Also, MnDOT had not yet determined in 2011 that an overhead signal upgrade project triggered curb ramp replacement. Up until 2012, the City built such projects without replacing the curb ramps. The 35th and 36th Streets Overhead Signal project was applied for in 2011 and did not include replacing the curb ramps in the cost estimate. Subsequently, beginning in 2014, the City's policy changed to include curb ramp replacement as part of all signal projects with underground work. This is also now consistent with MnDOT's current construction requirements for a federally funded project.

The curb ramp replacement is now included in the scope of the 35th and 36th Streets Overhead Signal project. This requires all four corners of a given intersection to be significantly disturbed whereas the original scope only impacted two corners in a minor way. The additional concrete removal will disrupt more of the existing signal system components; therefore, more elements of the signal system must be upgraded at the same time. Accessible Pedestrian Signals (APS), pedestrian countdown timers, and new 12" signal heads (replacing any existing 8" heads) will be installed (see Table 1).

Table 1: Revised Safety Improvements

Intersection	Included in Original HSIP Application Project Scope	Proposed Scope Change
35 th St /Blaisdell	OH	OH, R, APS, C, 12"
35 th St /1 st Av	OH	OH, R, APS, C, 12"
35 th St /Stevens	A	Remove
35 th St /2 nd Av	A	Remove
35 th St /3 rd Av	OH	OH, R, APS, C, 12"
35 th St /4 th Av	OH	OH, R, APS, C, 12"
35 th St /Portland	OH	OH, R, APS, C, 12"
35 th St S. / Park	OH	OH, R, APS, C, 12"
36 th St /Blaisdell	OH	OH, R, APS, C, 12"
36 th St /1 st Av	OH	OH, R, APS, C, 12"
36 th St /Stevens	A	Remove
36 th St /2 nd Av	A	Remove
36 th St /3 rd Av	OH	OH, R, APS, C, 12"
36 th St /4 th Av	OH	OH, R, APS, C, 12"
36 th St /Portland	OH	OH, R, APS, C, 12"
36 th St S. / Park	OH	OH, R, APS, C, 12"
<p>OH Overhead Signals A Install new longer mast arm and supplemental heads (OH already exists at this location) R ADA Compliant Pedestrian Ramps APS Accessible Pedestrian Signal (APS) C Pedestrian Countdown Timers 12" Convert all existing 8" signal lenses to 12" lenses</p>		

The construction costs associated with the four intersections proposed to be removed from the project is \$70,000 (of which \$63,000 is federal funding).

The current estimated construction cost for the remaining 12 intersections is \$3,075,000.

The STIP currently has \$1,209,600 federal funding.

The safety improvements now included in the project meets the intent of the HSIP program – to reduce serious injury crashes. The City believes that this additional work is eligible for federal funding. The HSIP program is intended to be 90% federal funding and 10% local cost participation. Thus, the City is requesting that the total federal funding remain at the previously allocated amount of \$1,209,600 for the 35th and 36th Streets Overhead Signal Additions project. This would result in a 39%/61% federal/local funding split, with a much higher local share than originally anticipated. Also we request that this project be considered for federal funding reallocation if any becomes available in 2016.

We look forward to discussing the revised project with you in more detail. If you have any questions, I can be reached at 612-673-2743 or by email at allan.klugman@minneapolismn.gov. (Please Note: I will be out of the office until January 6th. In the meantime, contact Ryan Anderson at 612-673-3986 or by email at ryan.anderson@minneapolismn.gov)

Sincerely,

CITY OF MINNEAPOLIS

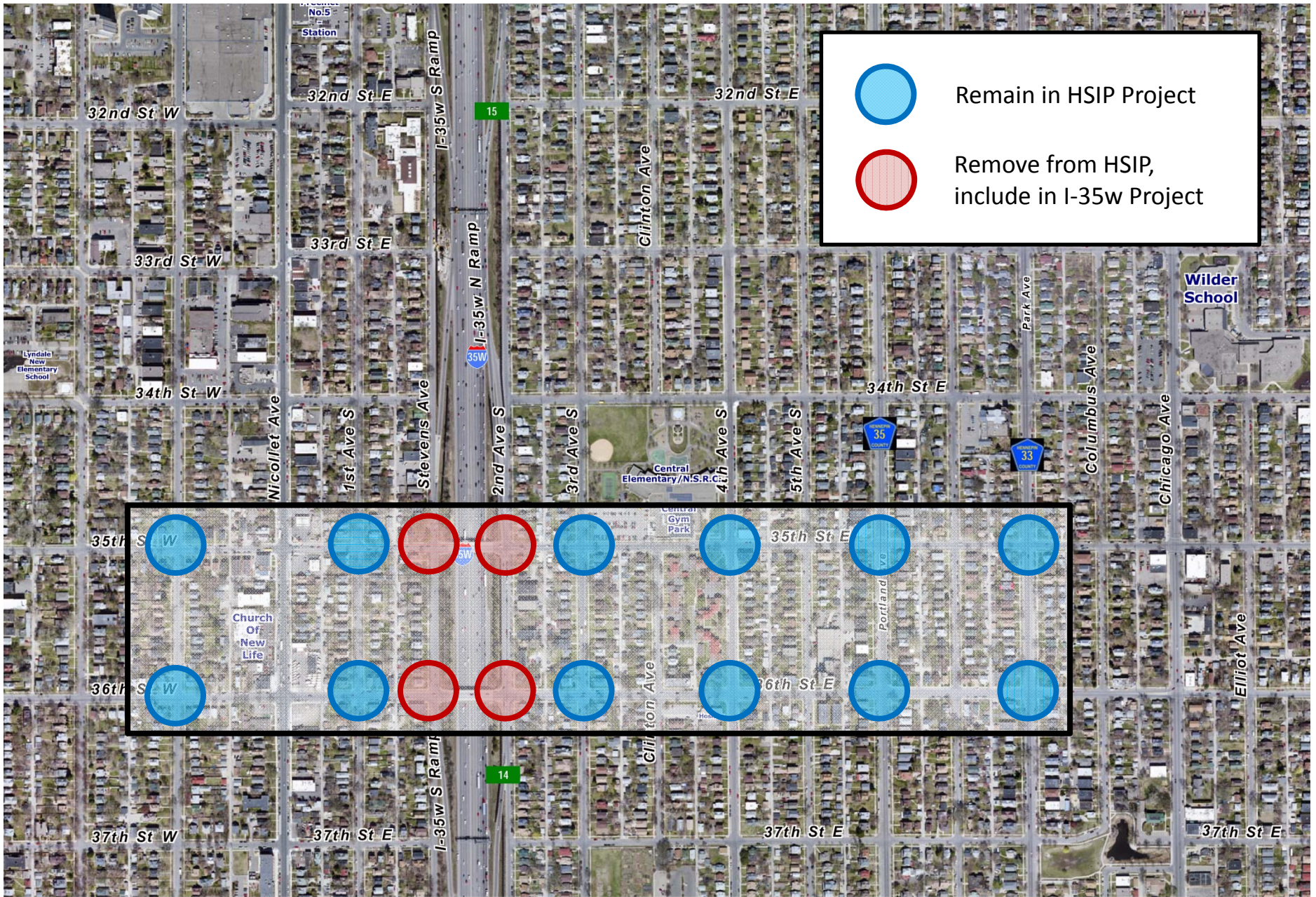
Allan Klugman, P.E., PTOE
Senior Professional Engineer



Attachments: Revised Cost Estimate
Project Location Map

Project Elements and Estimate of Construction Costs – Revised 12/21/15

Based on the revised project elements (see Table 1) and current bid prices (2015) the estimate of construction costs have been revised as shown below.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$150,000
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$500,000
<input type="checkbox"/>	Path/Trail Construction	\$
<input checked="" type="checkbox"/>	Traffic Control	\$75,000
<input type="checkbox"/>	Striping – durable crosswalk markings	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input checked="" type="checkbox"/>	Traffic Signals	\$2,100,000
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input checked="" type="checkbox"/>	Contingencies	\$250,000
	TOTAL CONSTRUCTION COST	\$3,075,000



 Remain in HSIP Project
 Remove from HSIP, include in I-35w Project



ACTION TRANSMITTAL No. 2016-20

DATE: January 14, 2016

TO: TAC Funding and Programming Committee

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

SUBJECT: 2016-2019 TIP Amendment: City of Minneapolis Intersection Project Scope Change

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to adjust the description and increase the cost of its 35th and 36th Street Intersection Overhead Signal project (SP # 141-030-023).

RECOMMENDED MOTION: That TAC F&P recommend to TAC adoption of the amendment into the 2016-2019 TIP to adjust the description and increase the cost of its 35th and 36th Street Intersection Overhead Signal project (SP # 141-030-023) along with any other changes made to AT 2016-19.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is required due to a change in project cost and description. This amendment will reflect the removal of four intersections from the scope of work, the addition of ADA/ramp and intersection work, and due to that addition, an increase the total project cost. It will also correct the spelling of “Blasdale” Avenue to “Blasdell.” This TIP amendment is needed to reflect a proposed scope change (AT 2016-19) and should reflect any adjustments made to the approved item.

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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB’s and Council’s regular meetings.

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 include this project in program year 2016. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	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
1482	2016	M	M	Local999	141-030-023	Minneapolis	35th and 36th St between Park Ave and Blaisdale Ave in Mpls-Construct overhead signal indications at 16 intersections 35th and 36th St between Park Ave and <u>Blaisdell</u> Ave in Mpls-Construct overhead signal indications <u>and ADA upgrades</u> at <u>12</u> intersections	-

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SH	Traffic Signal Revision	HSIP	1,344,000 <u>3,075,000</u>	1,209,600				134,400 <u>1,865,400</u>

PROJECT BACKGROUND:

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

This amendment is needed to remove four intersections from the scope of work and increase the project total cost due to the additional ADA ramp/intersection work required.

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

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

X

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

*Exempt Project Category S-7 (Traffic control devices) per Section 93.126 of the Conformity Rules

ACTION TRANSMITTAL No. 2016-18

DATE: January 15, 2016

TO: TAC Funding and Programming Committee

PREPARED BY: Steve Peterson, Planning Analyst (651-602-1819)

SUBJECT: 2014 Regional Solicitation Transit Inflation Correction

REQUESTED ACTION: Recommend to TAC that an inflation adjustment be added for bus purchases in three Transit Expansion projects, selected in the 2014 Regional Solicitation, that were not inflated.

RECOMMENDED MOTION: That TAC Funding and Programming recommend to TAC that an inflation adjustment be added for bus purchases in three Transit Expansion projects, selected in the 2014 Regional Solicitation, that were not inflated.

BACKGROUND AND PURPOSE OF ACTION: In March 2015, TAB approved adding an inflation factor to projects that were awarded federal funds as part of the 2014 Regional Solicitation. The inflation factors included the following:

- 4% inflation for 2017 projects
- 6% inflation for 2018 projects
- 8% inflation for 2019 projects

However, transit vehicles were specifically called out not to be inflated. The reason for this was that Metropolitan Council staff understood that bus purchases were negotiated as part of multiyear contracts with costs that remained flat. Some transit representatives at TAC F&P and TAC meetings questioned this assumption. After further examining the issue during the summer of 2015, staff have learned that there is an inflation factor built into these contracts (i.e., buses purchased in 2018 are more expensive than buses purchased in 2017). As a result, bus purchases should have been inflated just like all other project elements.

The Regional Solicitation application required all applicants to list project costs using current-year dollars as opposed to the actual year of construction four to five years later. In talking with Minnesota Valley Transit Authority and Metro Transit staff, the transit vehicle costs used in the submitted cost estimates reflected current year prices. Therefore, there were inconsistencies between what was required in the application and the guidance given to TAB regarding which project elements should be inflated. As a result, some transit project elements, such as transit stations, were inflated, while other project elements, such as bus purchases, were not inflated.

Going forward, staff suggests inflating all project elements and this is reflected in the draft 2016 Regional Solicitation package. At this time, staff requests retroactively including inflation for the bus purchases resulting from the 2014 Regional Solicitation. This would impact just the uninflated bus purchases in the three projects below.

Proj Num	Name	Sponsor	Yr	Current Fed Amt	Adjusted Fed Amt	Increased Fed Amt
TRS-TCMT-18B	Penn Avenue Corridor Buses	M Transit	2018	\$4,121,340	\$4,368,620	\$247,280
TRS-TCMT-18A	Emerson-Fremont Corridor Bus and Technology Improvements	M Transit	2018	\$6,671,726	\$7,072,030	\$400,304
TRS-TCMT-19	Chicago Ave Corridor Buses	M Transit	2019	\$3,130,547	\$3,380,991	\$250,444
TOTAL						\$898,028

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding. TAB also sets inflation rates for program years.

STAFF ANALYSIS: To correct the inconsistent guidance given in the 2014 Regional Solicitation, the above-listed projects with bus purchases included should be inflated like all other project elements. Correcting this oversight will add \$898,028, in federal funds to the projects. In discussing this issue with MnDOT Metro District and Central Office staff, they believe that there will be adequate federal funding available in 2018 and 2019 to accommodate this correction.

ROUTING

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

Information Item

DATE: January 13, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Carl Ohrn, Planning Analyst (651-602-1719)
SUBJECT: Unique Project Evaluation, Considerations, Selection and Funding

A question about how to consider unique projects came up early in the Regional Solicitation Evaluation and Redesign. These projects are federally eligible for funds through the Regional Solicitation, but do not fit well within the 10 TAB-approved application categories (e.g., Roadway Expansion) and making a fair comparison with other projects is difficult. While these projects are not able to address all of the criteria and measures in the application categories, they can still have significant regional benefits. In the Regional Solicitation Evaluation, the TAB adopted a structure that recognized unique projects separate from the other 10 application categories, but did not address how or when these projects should be submitted, evaluated, or selected. The TAB has funded three unique projects in the past: diesel retrofit of public vehicles, electric vehicle recharge stations, and the Travel Behavior Inventory survey.

A formalized approach to unique projects would be helpful for potential unique project applicants and to the overall Regional Solicitation process. Noted below are some considerations for formalizing a process for the evaluation, selection, and funding of unique projects.

1. The project must be eligible for at least one of the federal categories of funds (Surface Transportation Block Grants (STBG) or CMAQ).
2. Are there projects eligible for federal funding that are beneficial to the region but that are not being submitted or selected because they do not compete well within the existing process?
3. Can a process be established to allow comparison of the regional benefits of the unique project to the traditionally selected projects?
4. What funds will be used to fund unique projects and when will the funding decisions be made? Can the process be designed to provide funds, but not build expectations that a project will be funded regardless of regional benefit?
5. In the past, the TAB has required unique project sponsors to follow the Regional Solicitation procedures and requirements, such as local match, scope change procedures, reporting, contracting, etc.

Listed below are three funding and selection options that have been suggested. Each addresses the concerns identified above and each has its own benefits and drawbacks.

A. Request unique project applications be submitted at the same time as the overall Regional Solicitation application schedule.

- The evaluation of the project(s) would take place in parallel with the overall solicitation.
- A recommendation to fund or not would be made through the regular TAC/TAB process. The F&PC and TAC would evaluate the project considering the benefits to the region. Given there are no formal criteria this would occur on a case-by-case basis. The timing allows a comparison of the benefits provided by the traditionally selected projects.
- A benefit of this option is that the decision would be made at the same time as all other funding decisions so the merits of the project could be compared to the other projects. In addition, given that funding of all projects would occur simultaneously, funding for the unique project would be assured.
- Given the type of project, staff would determine what type of funds could be used.
- The downside of this option is that the solicitation evaluation process for making funding decisions for the traditional projects is complicated and time consuming. The history of making funding decisions for unique projects has also been very time consuming and contentious. Doing the two processes simultaneously may prove to be a challenge.

B. Conduct a separate Regional Solicitation for Unique Projects.

Such a solicitation might be conducted before, during or after the regular solicitation process. The three timing options present different issues that would be addressed when a schedule was adopted.

- If considered in the same time frame as the regional solicitation, then the benefits of the unique projects can be compared to the projects in the regular solicitation.
- If considered before or after the regular solicitation, then the question of available funding would have to be addressed (see the discussion under Option C).
- This option requires the development and processing of an additional solicitation which is complicated and time consuming. The traditional process of developing and weighing criteria is difficult to adapt to unique projects.
- Given there have been few unique projects submitted in the past, developing a solicitation may not be necessary.

C. Unique Projects are considered as they arise but the source of funds is established.

Under this scenario, a project sponsor would come forward on its own schedule. The TAC would make a recommendation to TAB to fund or deny. If the project was approved by the TAB, one of the following funding methods would be used:

- 1) the unique project would be put in a queue for “turn back” money,

- 2) the unique project would be put in the queue for “new money” that might come to the region, or
- 3) the unique project funding would be “off the top” of the funds available for the next solicitation. (Under this option the applicant could also choose to advance construct the project using its own funding and getting paid back with future federal funds.)

The TAB would determine a preferred funding method prior to accepting any applications. Knowing there is a designated funding source may encourage potential applicants.

Some of the advantages of this option are:

- It is more difficult today to “backfill” projects that fail to advance after funding has been awarded to the project. Having one or more selected “unique projects” may offer opportunities to spend this money.
- Recently there have been a number of times that “new” money has been made available to the region. In most situations there has been a very tight timeline to authorize eligible projects. Having one or more selected unique projects may help to use these funds within the required deadlines with regionally selected projects.
- Another option available to the TAB would be to set aside funds prior to or during the regular solicitation for unique projects. This does create a number of problems. The set aside may create the expectation that a project will be funded. If a worthwhile project is not submitted it may be difficult to reprogram these funds.

Information Item

DATE: January 5, 2016
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 fourth quarter of calendar year 2015, six TIP amendments were initiated; three streamlined. This brings the total through the quarter for the 2016-2019 TIP to seven amendments, three streamlined.

QUARTERLY STREAMLINED TIP AMENDMENT REPORT

2016-2019 TIP Amendment Streamlining Statistics

Amendments with first meeting appearance in Calendar Year 2015, Quarter 4 (October-December)

- Total Amendments: 6
 - Streamlined: 3
 - Standard (regionally significant): 0
 - Standard (not regionally significant): 3
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 21 days
 - Standard (regionally significant): N/A
 - Standard (not regionally significant): 74 days

All 2016-2019 TIP amendments to date

- Total Amendments: 7
 - Streamlined: 3
 - Standard(regionally significant): 1
 - Standard (not regionally significant): 3
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 21 days
 - Standard(regionally significant): 276 days¹
 - Standard (not regionally significant): 74 days

2014-2017 and 2015-2018 TIP Amendment Streamlining Statistics

(Note: Does not include cancelled or defeated amendments)

- Total Amendments: 25
 - Streamlined: 17
 - Standard (regional significant): 1
 - Standard (not regionally significant): 7
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 11 days
 - Standard (regionally significant): 118 days¹
 - Standard (not regionally significant): 57 days

¹ Regionally significant projects require a public comment period