

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, May 17, 2018
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 April 19, 2018 Meeting*
- 4) TAB Report
- 5) 2018-2021 TIP Amendment: Washington County Hadley Interchange – Action Item 2018-32*
- 6) Scope Change: Anoka County Hanson Boulevard Expansion – Action Item 2018-33*
- 7) 2019-2022 TIP Amendment: Anoka County Hanson Boulevard Expansion – Action Item 2018-34*
- 8) Draft 2019-2022 Transportation Improvement Program – Action Item 2018-35*
- 9) MnDOT's Transportation Asset Management Plan – Information Item
- 10) Scope Change Work Group Update – 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
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
April 19, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Ken Ashfeld (City of Maple Grove), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Robert Ellis (City of Eden Prairie), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe Lux (Ramsey County), Joe MacPherson (Anoka County), Gina Mitteco (MnDOT Bike & Ped), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Lyndon Robjent (Carver County), Michael Thompson (Plymouth), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: David Burns (Metropolitan Council), Charles Carlson (Metro Transit), Gayle Gedstad (MnDOT)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Lux moved to adopt the agenda. Seconded by Lehmann. The motion was approved unanimously.

3. Approval of the Minutes from the March 22, 2018, Meeting

MOTION: Eyoh moved to approve the minutes. Seconded by MacPherson. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the April 18, 2018, TAB meeting, which included the approval of seven action items:

- Release of the draft Transportation Performance Plan for public comment.
- Streamlined TIP amendment for MnDOT-sponsored “Enhanced Mobility for Seniors and Persons with Disabilities” projects.
- Streamlined TIP amendment to add railroad crossing signal equipment.
- Streamlined TIP amendment for a traffic management system project.
- TIP amendment to incorporate safety performance measure language.
- Scope change for MnDOT-sponsored Highway Safety Improvement Program (HSIP) project on US 212 to replace the reduced conflict intersection at CSAH 36 with other safety and access solutions and to provide federal funding at 90%, but not to exceed the original federal award of \$498,400.
- Scope change for St. Paul’s Expo Area Safe Routes to School project to eliminate sidewalks and maintain the federal funding amount award at 80%, not to exceed the original federal award of \$972,000.

5. 2022-2023 Highway Safety Improvement Program (HSIP) Solicitation – Action Item 2018-31

Gedstad and Peterson provided a brief presentation on the purpose of funds, funding availability, project types, program history, and schedule for the Highways Safety Improvement Program (HSIP).

Robjent asked whether funds can be used on collectors, to which Peterson replied in the affirmative. Robjent asked whether a project funded through this program can be combined with other projects. Koutsoukos replied that two projects can be built at the same time. Barbeau said that the maximum project cost is \$2 million. Gedstad suggested asking about specific scenarios via email to MnDOT. Brown suggested addressing the total project maximum cost.

Jenson asked whether the scoring committee has been formed, to which Gedstad replied there are openings.

MOTION: Lux moved to recommend approval of the 2022-2023 HSIP Solicitation program criteria for the Metro District and the release of the solicitation. Seconded by Jorgensen. The motion was approved unanimously.

6. Update on the Arterial Bus Rapid Transit Network – Information Item

Carlson provided an update on arterial bus rapid transit (ABRT). He discussed the future rapid transit network, causes of delay, and features of four different lines at various stages of planning and development.

Lux asked how much less frequent stops will be versus local service. Carlson replied that local routes tend to have six-to-eight stops per mile versus about one stop every half-mile for rapid transit.

Peterson asked how the corridors are prioritized. Carlson replied that project readiness is a key element.

Koutsoukos asked whether the West 7th Street corridor, which had been removed from the priority list at the request of Ramsey County, would be implemented in the future. Carlson said that the Ramsey County Regional Rail Authority is focused on streetcars along that corridor.

Barbeau asked how to determine where stations are placed and whether there is public outreach on that topic. Carlson replied that stations are almost always placed at connecting routes and that other station selection is based on spacing and ridership. He added that station site selection is an iterative process. Bly added that accessibility is generally assured at stations, to which Carlson replied that the reduced number of stations, versus local stops enables greater attention to maintenance.

Eyoh asked what the frequency is for ABRT and local routes, to which Carlson replied 10 minutes for the former and 30 minutes for the latter.

7. Regional Solicitation Congestion Measure – Information Item

Burns provided information on the use of congestion data in the Regional Solicitation.

Robjent asked what measures include this, to which Peterson said it is included in the Roadway Expansion and Roadway Reconstruction peak hour congestion on an adjacent parallel route measure along with the peak hour congestion within the project area measure in the Traffic Management Technologies category. Robjent asked whether a freeway can be used as the parallel route, to which Peterson replied in the affirmative. Robjent asked whether the applicant can receive points for the proposed route. Peterson replied that this is the case in Traffic Management Technologies.

Lehmann asked whether this data will be coordinated with MnDOT congestion maps, to which Burns replied in the affirmative.

8. Scope Change Work Group Update – Information Item

Oehme said that the Scope Change Work Group was created because of inconsistent decision-making from the various committees, the existence of two policies, the lack of consideration for Federal Transit Administration-sponsored projects in the policies, and uncertainty of when projects should be re-scored. He said that he discussed the issues with the TAB Executive Committee and that members are very interested in justification for any minimum amount for taking funds from a project.

9. Other Business

Robjent asked when the scoring committees will be selected. Koutsoukos said that would occur in the summer.

Koutsoukos said that the Regional Solicitation will be released on the on-line program in mid-May.

10. Adjournment

MOTION: MacPherson moved to adjourn the meeting. Seconded by Brown. The motion was approved unanimously and the meeting was adjourned.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2018-32

DATE: May 1, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: 2018-2021 TIP Amendment: Washington County Hadley Avenue Interchange Cost Increase

REQUESTED ACTION: Washington County requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of its Hadley Avenue interchange construction project (SP # 082-596-005).

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of Washington County's Hadley Avenue interchange construction project (SP # 082-596-005).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to accommodate an increase in cost. The increase is due to poor soils, muck excavation, the addition of management systems items, and the addition of noise walls. The noise walls are being added as a result of the public involvement process. Local funds will cover the increased cost.

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. While the project description is not changing, the cost change is large enough to meet the FHWA's threshold to require a TIP amendment (35% for projects costing from \$3M to \$10M).

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 the 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	Concur	-
Metropolitan Council	Concur	-

Please amend the 2018-2021 Transportation Improvement Program (TIP) to include this project in program year 2019. 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	
1576	2019	M	M	MN 36	082-596-005	Washington County	MN 36, at CSAH 35 (Hadley Ave) in Oakdale-Construct interchange and construct Gateway State Trail access (Tied to 082-090-007 and 8204-72)	0.9	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade, Surface, Bridge		STBGP	\$9,450,000 \$13,650,000	\$7,560,000				\$1,890,000 \$6,080,000

PROJECT BACKGROUND:

- 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 increase the total project cost due to poor soils/muck excavation, and the addition of noise walls which were voted in during the public involvement process, and TMS and DMS items that were added. There is not a change in project scope, and local funds will be covering the additional costs.

- 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 ✓

No additional federal funds are being added to this project, therefore fiscal constraint will be 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
- Exempt from regional level analysis ✓
- N/A (not in a nonattainment or maintenance area)

Exempt due to a lack of impact on the amount or length of capacity added.

ACTION TRANSMITTAL No. 2018-33

DATE: May 7, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: Scope Change Request for Anoka County's Hanson Boulevard Expansion

REQUESTED ACTION: Anoka County requests a scope change to its Hanson Boulevard Expansion project (SP # 002-678-022) to eliminate widening of the bridge over Coon Creek.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request and recommend a federal award amount.

BACKGROUND AND PURPOSE OF ACTION: Anoka County was awarded \$7,000,000 (\$7,560,000 after inflation adjustment) in Surface Transportation Block Grant funds for the 2019 fiscal year in the Roadway Expansion category of the 2014 Regional Solicitation. The project was awarded funding to expand Hanson Boulevard (CSAH 78), a two-lane roadway, to a four-lane divided facility with six-foot paved shoulders from 139th Lane to Crosstown Boulevard (CSAH 18), a distance of roughly one and a half miles. Anoka County's request proposes changes to the bridge over Coon Creek. The rest of the project length would remain unchanged from the original scope.

Due to the existence of various power lines on both sides of the street, the planned widening of the bridge is impractical. The County considered several alternatives including constructing a separate bridge and alternate routes for the trail but settled on working within the existing bridge width. The impacts of this scope change will primarily be to the bridge. Key impacts would be:

- The overall bridge width would remain at today's 71.5 feet, as opposed to the planned increase to 88 feet.
- The median would be narrowed from the planned six feet to four feet.
- The inside lane width would be reduced from the planned 14 feet to 13 feet.
- The bicycle trail would remain at today's six-foot width with no clear zone, as opposed to the required width of 14 feet. The County received a variance from MnDOT Metro State Aid on this requirement on December 18, 2017.
- Additional bridge upgrades would be made (including installation of additional reinforcing for the beams, addition of concrete approach panels, deck resurfacing, and improvements to the erosion control best management practices).

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

A TIP amendment accompanies this request.

STAFF ANALYSIS:

Scoring: This project scored 543 points out of 1,100. The highest-scoring unfunded project in the Roadway Expansion category scored 510. For most scoring categories, there was no need for a scoring change. The scorer in the Multimodal Facilities and Connections criterion deducted two points due to the narrowing of the trail improvement on the east side of the bridge along with the removal of the sidewalk on the west side, which could potentially have accommodated future non-motorized infrastructure. With that deduction, the project still scores 541, enough to have been funded.

Funding: The County did not propose a federal funding amount. The bridge replacement was included in the original budget at a cost of \$1,000,000. In lieu of replacing the bridge, the County is estimating \$530,000 for new upgrades to the existing bridge. This results in a \$470,000 reduction from the bridge. Staff provides the following options for federal funds removal:

- Remove \$376,000 of federal funds, which is 80% of the \$470,000 cost reduction.
- Remove \$282,000 of federal funds, which is 60% of the \$470,000 cost reduction. The 60% is based up the fact that the original application was funded with a 60% federal contribution.

ROUTING

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



Anoka County

TRANSPORTATION DIVISION

Respectful, Innovative, Fiscally Responsible

Highway

Transit

Surveyor

GIS

Fleet

April 16, 2018

Mr. Paul Oehme
TAC Funding & Programming Chair
Metropolitan Council
390 Robert Street North
St Paul, MN 55101

RE: SP 002-678-022 – CSAH 78 (Hanson Boulevard) Reconstruction
Scope Change Request

Introduction

Hanson Boulevard is currently a two-lane, undivided, rural roadway that will be expanded to a four-lane, divided, urban roadway. Hanson Boulevard is classified as an A-Minor Arterial Expander with an average annual daily traffic (AADT) volume of approximately 17,700. The traffic volume is expected to climb to approximately 33,000 vehicles per day by 2040.

In 2014, Anoka County received funding through the 2014 Regional Solicitation, Roadway Expansion category, for the Hanson Blvd expansion from 139th Lane NW/Jay Street NW to CSAH 18 (Crosstown Blvd NW) in the City of Andover. The 2018-2021 State Transportation Improvement Program (STIP) has allocated \$7,602,951 of federal funds to the project with a total estimated project cost of \$12,532,320 in state fiscal year 2019. The County is requesting a scope change that resolves a buildability issue associated with the originally proposed bridge widening work.

Original Project Scope

The original application was approved under the assumption that the existing bridge (Bridge #02539), over the Coon Creek, would be widened to accommodate Anoka County's typical 4-lane, divided, urban section. The typical section for the proposed bridge widening included 8 feet wide shoulders, a 6 feet wide median, two 14 feet wide inside lanes, and two 12 feet wide through lanes. In addition, a 10 feet wide multi-use trail, with proper clear zone widths would also need to be accommodated on the widened bridge section. The summation of these elements equates to a typical section width of 88 feet on the bridge. With an existing bridge width of 71.5 feet, the proposed bridge improvements were estimated to cost \$1,000,000.

The Power Companies

There are two power companies that use the Hanson Boulevard corridor as an avenue to convey power from the Monticello nuclear power plant to the Twin

Our Passion Is Your Safe Way Home

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer

2018-33; Page 3

Scope Change Request
Urbanization / Widening of CSAH 78
SP 002-678-022

Cities. Xcel Energy owns and operates an aerial transmission line facility along the west side of the corridor. Great River Energy (GRE) owns and operates a similar facility along the east. Both facilities existed prior to the original construction of Hanson Boulevard and exist within their own private easements.

The Xcel facility has three levels of transmission lines, fastened to poles approximately 140 feet tall, as seen in the attached exhibits. The bottom set of lines carry 345kV of power. When the lines are plotted in 3D it reveals that bottom level of Xcel transmission lines are approximately 30 feet above, and 5 feet west, of the bridge deck. OSHA regulations require a 20' clear zone around these transmission lines during construction. That allows equipment to be approximately 10 feet in height at the west edge of the deck.

Similar to the Xcel facility, the GRE transmission line contains three levels of transmission lines on poles approximately 90 feet tall. The lowest level of lines carry 230kV of power. These lines are located approximately 35 feet above the bridge deck. As with the Xcel lines, OSHA regulations require a 20' clear zone around the transmission lines. This allows equipment to be approximately 15 feet in height at the east edge of the deck.

Xcel and GRE both own easements for their power lines. Costs to shift these power lines away from the bridge would have to be covered locally. The cost to move one Xcel pole was estimated to be approximately \$215,000. The cost to move one GRE pole was estimated to be approximately \$100,000. Multiple poles would have to be relocated to shift either line away from the bridge. The cost to shift the power companies existing easements, and resulting impacts to adjacent properties and vegetation, were not considered but assumed to be substantial.

De-energizing the power lines was also discussed with the power companies. Both companies said they would be willing to de-energize their lines. However, neither utility would guarantee any specific dates, or specified length of time. Additionally, due to the importance of these lines to the power grid for each respective company, both power companies reserved the right to re-energize their lines at any given time; at which point all construction activities that could interfere with the operation of the lines would be required to cease immediately. This makes coordination and scheduling extremely difficult, and the risk of cost over-runs associated with halting construction at a moment's notice would be significant.

The Conclusion

For the reasons described above, Anoka County considered several alternatives, including the use of micro pile, constructing a separate bridge for the multi-use trail, and alternate routes for the trail.

After considering all the alternatives, costs, construction schedule impacts, and stakeholder feedback, it was determined that the best course of action was to modify the existing bridge deck to meet the project needs. The revised typical section for the bridge includes: a narrower median width of 4 feet versus the proposed 6 feet, an

Scope Change Request
Urbanization / Widening of CSAH 78
SP 002-678-022

inside lane width of 13 feet versus 14 feet, and reduced shoulder widths of 3 feet on the east side of the bridge and 4 feet on the west side. In addition, a variance from State Aid Rules was requested and approved allowing the County to maintain the existing trail width (on the bridge) of 6 feet, with no clear zone, in lieu of the required width of 14 feet. The variance was approved December 18, 2017.

The revised typical section across the bridge is consistent with the original intent outlined of the STIP application and can be constructed without widening the bridge. Additionally, construction can be completed with standard construction methods, beneath the live power lines, while meeting OSHA safety requirements.

Additional upgrades to the bridge include: installation of additional reinforcing for the existing bridge beams to extend the life of the bridge, addition of concrete approach panels, resurfacing of the bridge deck, and improvements to the erosion control BMP's protecting the foundation of the bridge.

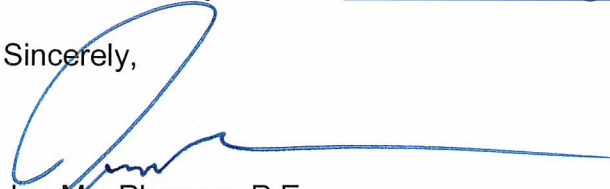
Funding

The proposed funding changes are as follows:

Original Bridge Estimate	\$1,000,000
Revised Bridge Estimate	\$530,000

If you have any questions or need additional information, I can be reached at (763) 324-3199, or by email at Joe.MacPherson@co.anoka.mn.us.

Sincerely,



Joe MacPherson, P.E.
Assistant County Engineer

cc: Nick Dobda P.E., Anoka County Project Manager
Doug Fischer P.E., Transportation Division Manager/County Engineer
File

COON CREEK

12' THRU ←

14' THRU ← 1 : 55

14' THRU →

1 : 55

12' THRU →

12' THRU ← 520

14' THRU ←

1 : 55

14' THRU →

1 : 55

12' THRU →

70

COON CREEK

POND 100

100 HWL = 872.65

NWL = 870.00

14205

POND 200A

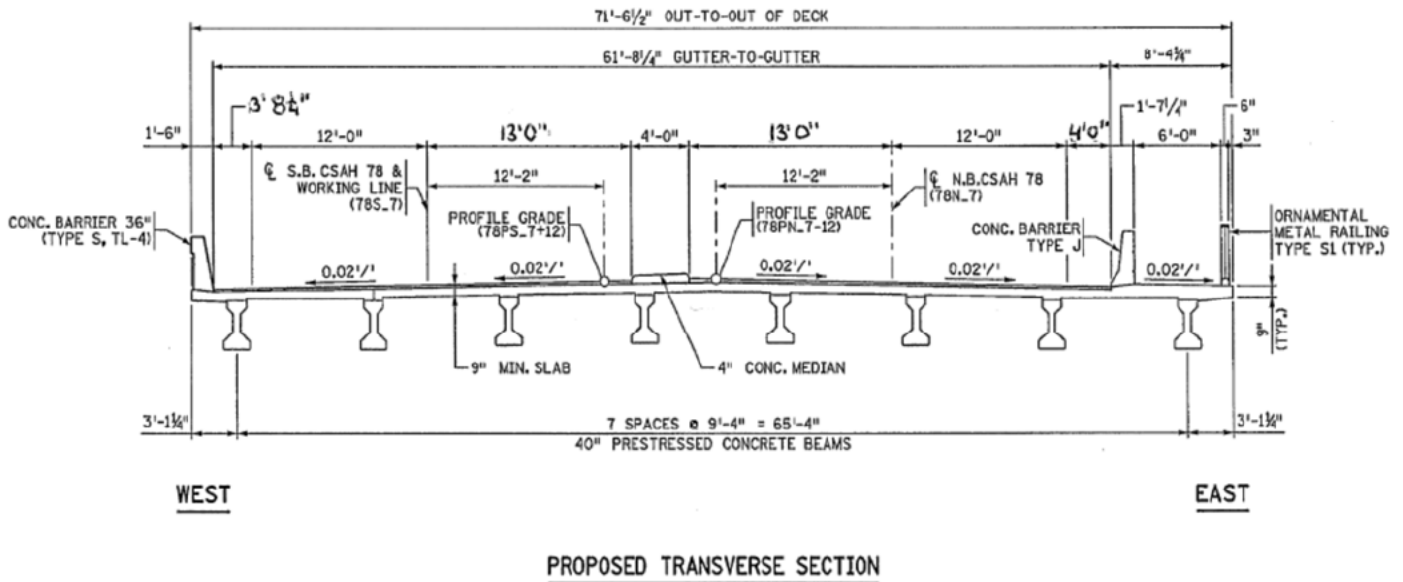
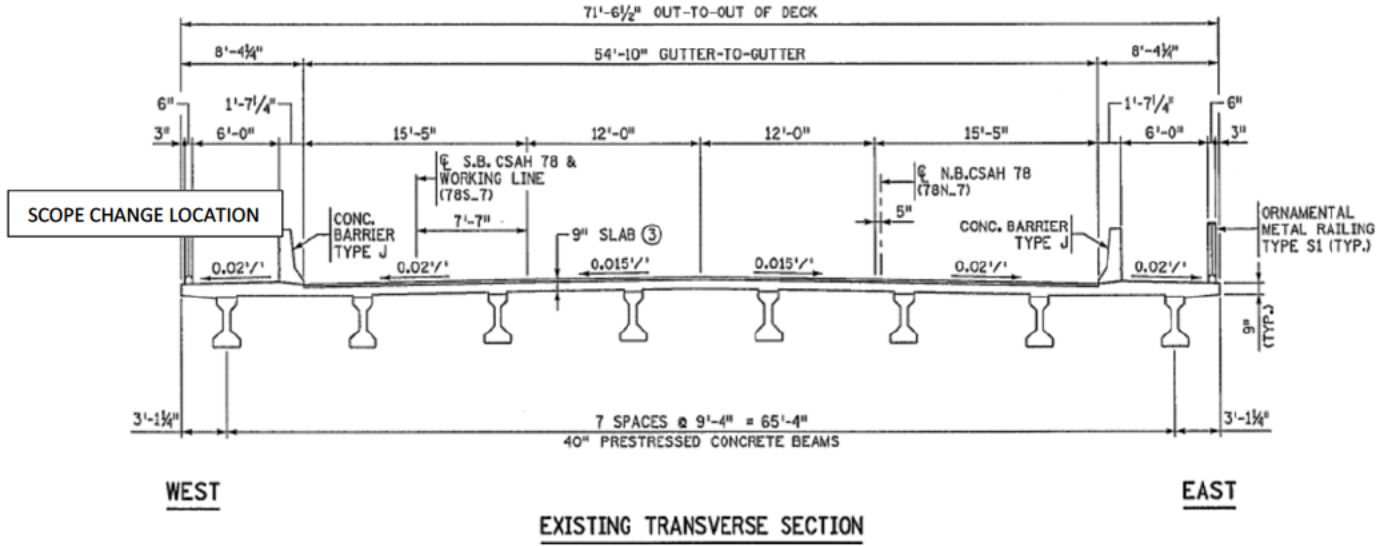
100 HWL = 875.66

NWL = 870.00

T PARK

Anoka County - Scope Change Request
CSAH 78 (Hanson Blvd) Reconstruction Project
 SP 002-678-022

Figure 1: Bridge Sections



Anoka County - Scope Change Request
CSAH 78 (Hanson Blvd) Reconstruction Project
SP 002-678-022

Figure 2: Existing Xcel Energy Transmission Power Lines (west side of CSAH 78)



Anoka County - Scope Change Request
CSAH 78 (Hanson Blvd) Reconstruction Project
SP 002-678-022

Figure 3: Existing Great River Energy Power Transmission Lines (east side of CSAH 78)



ACTION TRANSMITTAL No. 2018-34

DATE: May 9, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment: Anoka County Hanson Boulevard Expansion

REQUESTED ACTION: Anoka County requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to eliminate a widening of a bridge and change the cost of its Hanson Boulevard Expansion (SP # 002-678-022).

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2016-2019 TIP to eliminate a widening of a bridge and change the cost of Anoka County's Hanson Boulevard Expansion (SP # 002-678-022).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to amend the project description to eliminate reference to widening of a bridge, as the bridge will no longer be widened. A cost reduction is also cited. This action item is related to 2018-33, a scope change request, and the costs included in the attached amendment request could change based on the decision made on that item.

In order for the County to let the project at the desired time, it is requested to approve this amendment pending approval of the 2019-2022 TIP. The 2019-2022 TIP is scheduled to be approved by the Metropolitan Council on September 23, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2019-2022 TIP, it will not be official until after that approval is granted.

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

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

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

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	

Please amend the 2019-2022 Transportation Improvement Program (TIP) to amend the following project in program year 2019.

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
-	2019	M	M	CSAH 78	002-678-022	Anoka County	**MN159**CSAH 78, from 139th Ln NW TO 0.1 mile N of CSAH 18 in Andover– Expand from 2 to 4 lanes, widen one bridge (repurposing)	1.52

Prog	Type of work	Prop Funds	Total \$	FHWA \$	AC \$	Demo	TH \$	Bond	Other \$
MC	Grade and Surface	STPGB	12,532,320 12,060,320	7,560,000 7,287,000	-	42,951	-	-	4,929,369 4,741,369

PROJECT BACKGROUND:

- 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 request is to amend the project description to eliminate reference to widening of a bridge, as the bridge will no longer be widened. A cost reduction is also cited.

- 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

Total project cost is being reduced. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on 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 ✓
- N/A (not in a nonattainment or maintenance area)

Exempt due to a lack of impact on the amount or length of capacity added.

ACTION TRANSMITTAL No. 2018-35

DATE: May 10, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: Adoption of the Draft 2019-2022 Transportation Improvement Program (TIP) for release for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2019-2022 Transportation Improvement Program (TIP) for release for a public comment period.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC adoption of the draft 2019-2022 Transportation Improvement Program (TIP) for release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds and projects that affect air quality. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2019-2022 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from June 23 to August 7.

The 2019-2022 TIP approval schedule is as follows:

- June 20, 2018 – TAB approves draft TIP for public review
- August 7, 2018 – Public review/comment period ends
- August 15, 2018 – TAB considers public comments and approval of the final TIP
- September 10, 2018 – Transportation Committee recommends concurrence with the TIP to the Metropolitan Council
- September 26, 2018 – Metropolitan Council concurrence with TAB approval of TIP
- September/October, 2018 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- Roughly November 1, 2018 – USDOT approves Minnesota STIP

The 2019-2022 TIP includes projects valued at approximately \$4 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 18% (both in terms of total and federal dollars) of this is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$4.04 Billion
 - Federal Highway – \$1.3 Billion
 - Federal Transit – \$872 Million
 - Property Tax and State Taxes – \$1.4 Billion
 - Trunk Highway – \$471 Million

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program 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.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	-
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Release for Public Comment	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Review & Recommend	-
Metropolitan Council	Review & Concur	-

2019-2022 STIP & 2023-2028 CHIP Overview



Figure 1. 3rd Avenue Bridge (MN 65)

2019-2022 State Transportation Improvement Program (STIP)

The new funding from the 2017 Minnesota Legislative session continues to impact the program as projects are advanced and new projects are developed in the STIP years. A major river crossing, the 3rd Ave Bridge (MN 65), enters the STIP this year.

Changes from last year's STIP

Projects moving and being added due to new funding

- I-35 Pavement in Chisago County advanced from 2021 to 2019
- 3rd Ave Bridge (MN 65) in downtown Minneapolis, advanced from 2021 to 2020
- I-94 Pavement and auxiliary lanes in NW Hennepin County, advanced from 2026 to 2020
- Re-thinking I-94, additional investment beginning 2021
- Other infrastructure: \$10M in new funding in each year (2018-2021) is being used to upscope current projects and develop stand-alone roadside infrastructure projects.

Main Streets and Interchange funding

Some of the new funding has been set aside in 2020 and 2021 for two initiatives in Metro:

- The \$10M/yr Main Streets pool is intended to upscope projects on trunk highways that run through community main streets or are urban reconstruction projects. These funds will close funding gaps for additional needs that MnDOT and locals have identified as long term fixes that cannot be funded in another way.
- A pool for interchange/mobility projects has funding in 2020 (\$10M), 2021 (\$20M), and 2022 (\$25). Through 2021, these funds are intended primarily for MnDOT participation on projects that local agencies are leading on the state highway system.

Funds for both of these funding pools will start to be programmed in this upcoming year.

Major projects (\$15M+)

In addition to multi-year construction projects, like the I-35W Downtown to Crosstown project, the following projects will begin in STIP years. The pavement projects listed are mainly concrete repair or reconstruction projects that will have major traffic impacts.

Major projects

- 2019
 - I-35W North MnPASS from Roseville to Lino Lakes. 3 year project. (Ramsey/Anoka)
 - I-494 from South St Paul to Inver Grove Heights, pavement and auxiliary lane (Dakota)
 - I-94/I-494/I-694 System Interchange in Woodbury (Washington)
 - I-35 from Harris to Chisago/Pine County line, pavement (Chisago)
- 2020
 - 3rd Ave Bridge (MN 65) over Mississippi in downtown Minneapolis. 2 to 3 year project. (Hennepin)
 - I-35W/42nd St - Stormwater cavern (Hennepin)
 - Hwy 5 at Minneapolis-St. Paul International Airport, pavement & bridges (Hennepin)
 - I-494 from South St Paul to Eagan, pavement (Dakota)
 - I-94 from Maple Grove to Rogers, pavement. 2 year project. (Hennepin)
- 2021
 - Rethinking I-94 projects – possible interchange rehabs, bridges, pavement, and MnPASS projects. Projects to be programmed in the upcoming year (Hennepin/Ramsey)
- 2022
 - Rethinking I-94 projects – possible interchange rehabs, bridges, pavement, and MnPASS projects. Projects to be programmed in the upcoming year. (Hennepin/Ramsey)
 - US 10/Rum River Bridge (Anoka)

Corridors of Commerce

Two new major mobility projects have been announced for Metro District via the Corridors of Commerce program established via 2017 legislation:

Route	Description	Cost	Starting in FY
<u>I-494</u>	From France Avenue to Trunk Highway 77 eastbound and from Trunk Highway 77 to I-35W westbound, add MnPASS lanes in both directions.	\$134 million	2021
<u>I-494/I-35W</u>	Complete Phase 1 of the I-494/I-35W turbine interchange, northbound to westbound directional ramp.	\$70 million	2021

2023-2028 Capital Highway Investment Plan (CHIP)

Changes from last year's CHIP

Mobility investments

This past winter, MnDOT modified Minnesota State Highway Investment Plan (MnSHIP) direction and extended funding for Mobility investments past 2023, both for major investments and smaller spot mobility projects. Approximately \$50M/year was moved from pavement investments statewide for 2024, 2025, and 2026 plus some additional general fund revenues were added. MnDOT will work to plan the projects for these Mobility funds in the upcoming year. Post 2026, ongoing funding in the range of \$20-40M/year is anticipated.

Major projects (\$15M+)

The following projects with pavement work are mainly concrete repair or reconstruction projects that will have major traffic impacts. In addition to the projects listed below, the Robert St. Bridge over the Mississippi River in downtown St. Paul may also enter the CHIP years if new funding can be secured.

2023

- I-94 from Century Ave to St. Croix River – Phase 1 - Eastbound only, pavement (Washington)
- US 52 from CR 86 (north of Cannon Falls) to CSAH 42, pavement (Dakota)
- MN 610 from US 169 to Mississippi River – pavement and bridge (Hennepin)
- Rethinking I-94 projects – possible interchange rehabs, bridges, pavement, and MnPASS projects. Projects to be programmed in the upcoming year. (Hennepin/Ramsey)

2024

- I-94 from Century Ave to St. Croix River – Phase 2 - Westbound only, pavement (Washington)
- US 12 from Wayzata to I-494, pavement (Hennepin)
- MN 65 from 153rd to 217th Av, pavement (Anoka)

2025

- I-494 from 24th Av to France Av, pavement (Hennepin)
- MN 55 from Fernbrook to General Mills Blvd pavement (Hennepin)
- I-35E from the 35W/35E split to Lone Oak Rd, pavement (Dakota)
- I-35E from Lone Oak Rd to 10th St, pavement (Dakota and Ramsey)
- MN 100 from Cedar Lake Rd to I-694, pavement (Hennepin)

2026

- I-394 Dunwoody Bridge in Mpls, redeck. Will be a 2 year project (Hennepin)
- US 212 from CSAH 4 to MN 62, pavement (Hennepin)
- MN 7 from Minnetrista to Christmas Lake Rd (Hennepin)
- I-35E from south junction I-35E/I-35W to Lone Oak Rd, pavement (Dakota)
- US 169 from CSAH 15 To Bloomington Ferry Br , pavement (Scott County)
- I-694 from Dupont to I-35W, pavement (Anoka/Ramsey)

2027

- I-94 from Nicollet Av to Western Ave, pavement (Hennepin and Ramsey). This is a good example of the frequency of M&O projects on bad pavement foundation. There is a 2020 M&O project on this same stretch
- I-394 from I-494 to MN 100, pavement (Hennepin)
- I-494 from France to US 12, pavement (Hennepin)
- US 52 from Clayton to I-494 and on MN 55 from CR 63 to US 52, pavement (Dakota)

2028

- MN 243 Osceola Bridge redeck/replacement (Chisago)
- I-35 from US 8 to MN 95, pavement (Chisago)
- MN 55 from Wright/Hennepin County line to Fernbrook Av, pavement (Hennepin)
- MN 77 from CSAH 23 to MN 13, pavement (Dakota)

Transit Funding in the TIP

Both transit capital and operating projects are in the TIP and are funded almost exclusively by four federal sources:

- FTA formula funds: The largest source of funds allocated to the Council as the major transit operator in the region.
- Regional Solicitation funds: Projects funded with FHWA flexible funds – CMAQ or STP - that are allocated through the Regional Solicitation process. These funds are transferred from FHWA to FTA during the grant-making process.
- FTA and DOT discretionary award funds: Bus Livability Grants, Low No Emission and Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) are FTA discretionary award programs. Transportation Investment Generating Economic Recovery (TIGER) is a USDOT discretionary award. The Council has received all these types of discretionary awards in the past. New discretionary awards are amended into the TIP when the awards are announced by the federal agency.
- FTA New Starts/Small Starts funding: This is funding for major Capital Improvement Grants (CIG) and has funded Blue Line, Northstar, and the Green Line. Future programs funded with CIG funds include the Green Line Extension, the Blue Line Extension, and the Orange Line and Gold Line BRT transitways.

Regional Solicitation transit awards in the TIP include

- D-Line (Chicago/Emerson) rapid bus line technology, equipment and buses;
- City of St. Louis Park park & ride serving the Beltline Green Line Extension station;
- Lake Street/Hennepin Avenue rapid bus line technology, equipment and buses;
- SouthWest Transit creation of transit connector route including additional buses and operating funds;
- Construction of a Minneapolis Metro Transit bus garage;
- Metro Transit creation and expansion of St. Paul bus routes including additional buses and operating funds; and
- Travel Demand Management (TDM)/transportation management organization (TMO) projects

Projects that are not discretionary or CIG are selected from the Metropolitan Council Transit Capital Improvement Program (CIP) for inclusion in the TIP. The CIP is published for public comment before adoption by the Council. Federal formula funds are then used to fund these projects as follows:

- **Section 5307** - Funding for any improvement or rehabilitation of preservation projects, fleet vehicle procurement and new capital projects. This is the most flexible funding.
- **Section 5337 State of Good Repair** – Funding for preservation projects only. This funding has two parts:
 - High Intensity Fixed Guideway – Funding used for fixed guideway preservation including light rail and commuter rail, i.e., LRV overhaul/maintenance, rail maintenance, locomotive or other commuter rail preservation. Funding may also

be used for preservation of BRT on BRT-dedicated roadway (not shoulders or HOV lanes).

- High Intensity Bus – Funding used for bus and bus facilities preservation including bus replacement and maintenance, passenger facility rehabilitation, and park and ride maintenance and rehabilitation.
- **Section 5339 Bus and Bus Facility** – Funding used for replacement bus procurement, bus maintenance and other bus facilities improvements or rehabilitation.

The TIP only includes those transit projects that are federally funded. Therefore, looking only at the TIP does not provide a picture of all transit capital projects as some projects are funded with only local funds. These projects will not appear in the TIP.



390 Robert Street North
St Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904

public.info@metc.state.mn.us

metro council.org

INFORMATION ITEM

DATE: May 8, 2018
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Work Group Update

Scope change work Group Chair Paul Oehme provided an update on the Work Group's progress at the April 18 TAB Executive Committee meeting. The Executive Committee had the following feedback:

1. A key point for TAB will be to ensure that scope changes still retain the major intents and purposes of the originally awarded projects.
2. Is there a circumstance where a rescoring is appropriate/needed, or can we assess scope change requests in another way without doing rescoring?
3. Members were concerned with the rationale for not reducing awards for scope changes that are less than \$100,000 for roadway/transit projects and \$50,000 for other projects. They want to see a sound reason not only for the concept of a threshold but for the specific funding amounts.
4. Members were curious as to whether any of the proposed scope change policy changes impact other TAB policies (e.g., reallocation policy) or potential over-programming amounts.
5. TAB would like to hear about any disagreements on the proposed changes that happen at F&P or TAC.

In response to item #3, staff has suggested making a small change to the Federal Funds Management Process. Currently, the process includes a step in which MnDOT State Aid must pro-rate available funds among all projects with capacity to receive funds. This is a large administrative effort and tends to distribute small amounts of funding to a high number of projects. The proposed change would distribute all funds to one project (e.g., the lowest-cost project that could accept more federal funds), which would ease MnDOT's administrative burden.