

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | February 21, 2019
Room LLA | 1:30 PM

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

January 17, 2019, meeting of the Funding & Programming Committee

IV. TAB REPORT

V. BUSINESS

1. 2019-15: 2019-2022 TIP Amendment Request: MnDOT US 212 Reduced Conflict Intersection*
2. 2019-16: 2019-2022 TIP Amendment Request: MnDOT I-94 Reconstruction*
3. 2019-17: Program Year Change Request: Various Metro Transit Projects *

VI. INFORMATION

1. Freeway System Interchange Study*
2. 2019-2022 TIP Development Schedule*

VII. OTHER BUSINESS

1. Federal Funds Exchanges

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Full Packet

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, January 17, 2019

Committee Members Present: Paul Oehme (Chair, Chanhassen), Jack Forslund (Anoka County), Lyndon Robjent (Carver County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Steve Peterson (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mehjabeen Rahman(MPCA), Gina Mitteco (MnDOT Bike & Ped), Jen Lehmann (MVTA), Jim Kosluchar (Fridley), Michael Thompson (Plymouth), and Anne Weber (St. Paul)

Committee Members Absent: John Sass (Dakota County), Craig Jenson (Scott County), Nancy Spooner-Mueller (DNR), Karl Keel (Bloomington), Robert Ellis (Eden Prairie), Ken Ashfeld (Maple Grove), and Nathan Koster (Minneapolis)

I. CALL TO ORDER

A quorum being present, Committee Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:33 p.m. on Thursday, January 17, 2019.

II. APPROVAL OF AGENDA

It was moved by Brown and seconded by Thompson to approve the agenda with an item added for the TAB report. **Motion carried unanimously.**

III. APPROVAL OF MINUTES

It was moved by McCartney and seconded by Lux to approve the minutes of the December 20, 2018, regular meeting of the Funding & Programming Committee. **Motion carried unanimously.**

IV. TAB REPORT

Koutsoukos reported on the January 16, 2019, TAB meeting.

V. BUSINESS

1. 2017-09 Scope Change Request for St. Paul's Washington Technology School Safe Routes to School Project

Barbeau introduced, and Chris Engelmann from the City of St. Paul presented, this item. Mitteco asked why the Arlington Avenue bike lane is not going to be completed, to which Engelmann said that other work would have to be done to the street. Koutsoukos asked why the new curb ramps were not in the original scope and Engelmann said that these were not adjacent to the sidewalks being added. Brown said that if funds are removed from the project, the federal funding reallocation policy would probably result in those funds being returned back to the project. Pieper asked whether a paving project is planned for Arlington Avenue. Nick Peterson from the City of St. Paul said that the City has a large backlog of roadways in need of paving. Oehme asked how the road's pavement condition index (PCI) dropped by 50 points in three years. Nick Peterson replied that it should have been reconstructed. Steve Peterson said that the yet-to-be adopted new scope change policy says that if a project element is being subtracted, funds cannot be shifted to a new project element; the existing policy is vague. Kosluchar asked whether the City has a Safe Routes to School plan, to which Engelmann replied in the affirmative. Robjent asked why Arlington Avenue cannot be overlaid and painted. Engelmann replied that that would be a \$900,000 effort.

It was moved by Brown and seconded by Thompson that the Committee recommend approval of the scope change request with no federal funding reduction. **Motion carried.**

2. 2017-10 Program Year Extension: Carver County TH 5 Regional Trail

Barbeau introduced, and Marty Walsh from Carver County along with Stewart Crosby from SRF, presented, this item. Steve Peterson asked Brown whether any projects can take the funds being left behind in 2019. Brown said that the funds will have to be placed into existing projects.

It was moved by Robjent and seconded by Lux, that the Committee recommend approval of the program year extension request. **Motion carried unanimously.**

3. 2017-11 Scope Change Consultation and Evaluation Process

Barbeau presented this item. Brown asked whether the policy allows leeway to let applicants keep federal funding when project elements are given up. Barbeau said that TAB members were not fond of that idea, though the policy does not say that there is no leeway. Kosluchar asked whether the updated policy solves what it was intended to solve. Barbeau replied that while compromises were made, it does a good job of making the process more efficient. Brown said that she recently was told of a potential request to undo a scope change and revert back to the original scope. Members thought that this should be able to be done administratively, though any removed funding cannot be returned.

It was moved by Robjent and seconded by Pieper that the Committee recommend approval of the Scope Change Policy update with language added to allow for reversions back to the original scope, with no returns of any lost federal funds, administratively. **Motion carried unanimously.**

4. 2017-13 Federal Funds Management Process

Barbeau presented this item. Brown commented that the current policy requires distribution of extra funds to projects within the same mode before advance construction payback in other modes and suggested that this be reversed.

It was moved by Brown and seconded by Steve Peterson, that the Committee recommend approval of the Federal Funds Management Policy with the added change of reversing the order of steps 4 and 5. **Motion carried unanimously.**

VI. INFORMATION

VII. OTHER BUSINESS

Pieper reported that Carl Michaud, Hennepin County Assistant Administrator will retire soon. Koutsoukos said that staff will send out a Regional Solicitation Survey to applicants, scorers and Committee members.

VIII. ADJOURNMENT

It was moved by Robjent, seconded by Koutsoukos, to adjourn the meeting. **Motion carried unanimously** and the meeting adjourned.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL No. 2019-15

DATE: February 6, 2019

TO: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment Request: US 212 Reduced Conflict Intersection

REQUESTED ACTION: MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of its US 212 reduced conflict intersection project (SP # 1013-90 and 1013-90S)

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of MnDOT's US 212 reduced conflict intersection project (SP # 1013-90 and 1013-90S)

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to revise the project scope and total project cost. The project scope has been revised to add a reduced conflict intersection at US 212 and County State Aid Highway (CSAH) 36 instead of an access closure. The total project cost is currently programmed in the 2019-2022 TIP/STIP for \$1,141,000. The revised total project cost is \$1,949,000 an increase of \$808,000.

This project was awarded funding through the Highway Safety Improvement Program (HSIP) in the 2014 solicitation conducted by MnDOT. In April of 2018, TAB approved a scope change to eliminate one of the two reduced conflict intersections (RCIs). Following public comment, MnDOT is reverting to the original scope and this TIP amendment is needed to reflect that change.

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 state 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 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 conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the Transportation Advisory Board's (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 modify these projects in program year 2019. This projects are being submitted with the following information:

PROJECT ONE:

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)	Miles
1507	2019	M	M	US 212	1013-90	MnDOT	<p>US 212, Construct reduced conflict intersection at Carver CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp, drainage</p> <p>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection, drainage</p>	0.87

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
DR	Culvert Rehab	SF	61,000	-	-	-	\$61,000	-

PROJECT TWO:

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)	Miles
1508	2019	M	M	US 212	1013-90S	MnDOT	<p>US 212, Construct reduced conflict intersection at Carver CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp</p> <p>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection</p>	0.87

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
SH	Other	HSIP	\$1,080,000 1,888,000	972,000 1,699,200	-	-	-	108,000 249,800

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 revise the project scope and total project cost. The project scope has been revised to add a reduced conflict intersection at CSAH 36 and US 212 instead of a closure and the total project cost of the two projects is currently programmed in the 2019-2022 TIP/STIP for \$1,141,000. The revised total project cost is \$1,949,000 an increase of \$808,000.

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 Adj by deferral of other projects *
 - Earmark or HPP not affecting fiscal constraint
 - Other (Projected funded/balanced in the 19-22 TIP/STIP) ✓

✓SP 1013-90 is currently programmed in SFY 2019 with a total project cost of \$61,000 in the 2019-22 TIP/STIP. There is no project cost change. Only a project description change to match 1013-90S including the drainage work. This project is 100% state funds; therefore fiscal constraint is maintained.

*SP 1013-90S is currently programmed in SFY 2019 with a total project cost of \$1,080,000 in the 19-22 TIP/STIP. The total project cost has increased to \$1,888,000. Federal HSIP funds currently programmed for this project in the 2019-22 TIP/STIP and SP 062-631-025 which was programmed in SFY 2019 with \$1,018,025 HSIP has been moved to SFY 2024 releasing those HSIP federal funds in SFY 2019. This project will use \$727,200 of those funds and local contribution of an additional \$152,000, which is sufficient to fully fund the project; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
 - Exempt from regional level analysis ✓
 - N/A (not in a nonattainment or maintenance area)
- ✓ Exempt from regional level analysis: E-1, Intersection channelization project

ACTION TRANSMITTAL No. 2019-16

DATE: February 4, 2019

TO: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment Request: MnDOT I-94 Reconstruction

REQUESTED ACTION: MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and description of its I-94 concrete overlay project (SP # 2780-97) and to add an associated project for temporary widening and cross overs (SP # 2780-99)

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and description of MnDOT's I-94 concrete overlay project (SP # 2780-97) and to add an associated project for temporary widening and cross overs (SP # 2780-99)

BACKGROUND AND PURPOSE OF ACTION: An amendment is needed to update the project description and total project cost of this 2020 project (SP # 2780-97) on I-94 between Maple Grove and Rogers. Cost estimates have increased to \$124,600,000. Additional project scope includes adding rest area work and weigh-in-motion technology. Also needed as part of this amendment request is the addition of a new 2019 project to complete temporary lane widening and crossovers prior to construction of SP # 2780-97. The total project cost for this new project (SP # 2780-99) is \$11,300,000.

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 Transportation Advisory Board's (TAB's) responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the Rethinking I-94 project is being shifted to a later year to allow this project more time to work with stakeholders on a project scope and related environmental documentation. This amendment will be consistent with the Metropolitan Council Transportation Policy Plan's Second Amendment which is anticipated to be approved on May 8, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2019-2022 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

This action follows the action last month of this committee related to the Transportation Policy Plan Amendment #2, which added a new lane to the long-range plan from Highway 610 to Highway 101.

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 modify one project and add a second in program year 2020 and 2019, respectively. These projects are being submitted with the following information:

Project #1

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)	Miles
1696	2020	M	M	I 94	2780-97	MnDOT	<p>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, lighting</p> <p>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, <u>rest area parking lot improvement, weigh in motion @ W of CSAH 81(WB only), LIGHTING, ADA</u></p>	9.4
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	BONDS \$	TH \$	Other \$
RC	Concrete Overlay	BF	\$100,000,000 \$124,600,000			\$100,000,000 \$124,600,000		

Project #2

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)	Miles
NEW	2019	M	M	I 94	2780-99	MnDOT	I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Construct temporary widening and cross overs, TMS	9.9
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	BONDS \$	TH \$	Other \$
RC	Concrete Overlay	BF	11,300,000			11,300,000		

PROJECT BACKGROUND:

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

Project #1 SP 2780-97 - An amendment is needed to update project description and total project cost of this SFY 2020 project. In the current 2019-2022 the total project cost is \$100,000,000. Current estimates have increased to \$124,600,000, this project is 100% bond funded. Additional project scope includes adding rest area work and weight in motion. Total project length remains the same. No federal funds are needed, therefore; fiscal constraint is maintained.

Project #2 SP 2780-99– An amendment is needed to add this new SFY 2019 project into the 2019-2022 TIP/STIP. This is needed to do temporary lane widening and crossovers prior to SP 2780-97. The total project cost is \$11,300,000 using 100% bond funds. No federal funds are required, therefore; fiscal constraint is maintained.

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

These projects are being funded with state bonds authorized during the 2017 Minnesota Legislative Session, referred to as Chapter 3 or “17NEW” in the TIP description. These bond funds are state funds and have the flexibility to move forward and back in years that the bonds are authorized. These bonds are available from 2017 until 2024. The funds for SP 2780-99 are being split from the larger project’s funding and advanced into SFY2019 so the early cross over and widening work can commence in the construction season prior to the main project’s work.

The funding total for both projects is \$135,900,000, which is \$35,900,000 more than what is in the current TIP. The additional funds are coming from other Chapter 3 bond-funded projects in the TIP whose year of delivery is being pushed back because of a lack of project readiness to deliver in the year originally identified.

In SFY2021, there is \$100 million set aside in Chapter 3 bond funds for projects for the Rethinking I-94 effort. However, Rethinking I-94 is only now starting pre-design and related environmental work, and project scoping will be delayed at least 18-24 months. Because the Chapter 3 bonds may no longer be able to be used for Rethinking I-94 projects at the time that project(s) is ready for construction, moving some funding to the northwestern Metro I-94 projects in this amendment is appropriate. While some of the Chapter 3 bonds are being diverted from the Rethinking I-94 effort, MnDOT’s commitment to fund improvements in this corridor will be shifted to whichever future years that Rethinking I-94 projects are best suited for. No changes are proposed for the \$100 million in Twin Cities Mobility funding that are programmed in the TIP for the Rethinking I-94 project in 2023 and 2024.

The state bonds programmed for both projects are available to fully fund these project; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.

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. 2019-17

DATE: February 11, 2019

TO: TAC Funding & Programming Committee

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

SUBJECT: Program Year Change Request: Metro Transit

REQUESTED ACTION: Metro Transit requests a program year change to four projects funded through the Regional Solicitation.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC approval of Metro Transit’s request to change the program years of four of its projects.

BACKGROUND AND PURPOSE OF ACTION: As part of the 2018 Regional Solicitation, the City of Minneapolis was awarded a \$7 million grant as part of a \$17 million project to reconstruct Hennepin Avenue. This project and its timing (2023) has major impacts to a 2016 Transit Expansion grant awarded to Metro Transit to add expanded transit service on Hennepin Avenue. As such, Metro Transit would like to coordinate the timing of its project with the roadway reconstruction project so that new transit service does not open just ahead of a full roadway construction. Metro Transit would like to delay their 2016 Regional Solicitation award from 2021 to 2023 (see Table 1), the same year as the City of Minneapolis project.

Additionally, the delayed opening of the Green Line Extension and Orange Line limit the benefits of another 2016 Regional Solicitation project, the Lake Street transit expansion service since it connects with the other two projects. To get the most of this regional investment in Lake Street, Metro Transit would like to delay this project from 2020 to 2022.

Metro Transit can exactly fill the funding holes left with the requested shifts by moving up two projects awarded funding during the 2018 Regional Solicitation (Chicago-Portland, and Emerson-Fremont) as shown below. While Metro Transit would be able to advance the two projects, advanced construction is not an option for Federal Transit Administration (FTA) projects.

Table 1: Proposed Program Year Changes

Reg. Sol. Cycle	Project	Federal \$	Current Year	Proposed Year
2016	Hennepin Ave Bus/Tech Improvements	\$7M	2021	2023
2016	Lake St Bus/Tech Improvements	\$7M	2020	2022
2018	Chicago-Portland Transit Modernization	\$7M	*	2021
2018	Emerson-Fremont Transit Modernization	\$7M	*	2020

* Newly-awarded projects that would be slated for 2022 or 2023 program years.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) manages the \$90 million annual program of projects programmed by the Regional Solicitation.

STAFF ANALYSIS: While the program year policy only allows for one-year project extensions, this is a unique circumstance in that Metro Transit is making a request that better-aligns several impactful transit projects with other nearby construction activities. Further, Metro Transit is providing a solution that does not lead to any unbalanced program years from a financial perspective.

ROUTING

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



February 11, 2019

Elaine Koutsoukos
TAB Coordinator
390 N. Robert St.
St. Paul, MN 55101

RE: Program Year Change Request

Dear Ms. Koutsoukos:

Metro Transit is pleased to be selected for project awards through the 2018 regional solicitation. To maximize the benefit of TAB's investment, and to closely coordinate with an awarded 2018 roadway project, a revised program year is requested for two Metro Transit projects programmed in 2020 and 2021. Newly selected 2018 projects can advance to these program years to maintain funding balance.

Last month, TAB awarded a roadway modernization grant to the City of Minneapolis for full reconstruction of Hennepin Avenue in 2023. This would closely follow the implementation of a project awarded by TAB in 2016 to Metro Transit for expanded transit service on Hennepin Avenue, programmed in 2021 and opening late 2022. Service expansion during heavy road construction is likely to impair Metro Transit's ability to attract new customers and deliver expected results. Shifting the transit project's implementation to follow Minneapolis' road construction would obtain better outcomes for the public. Metro Transit requests a shift of program year from 2021 to 2023.

Another awarded project in 2016 would expand transit service in the Lake Street corridor, currently programmed for 2020. The project will connect to major transitway projects including Green Line Extension (Southwest LRT) and Orange Line (I-35W BRT). The opening years of those projects has shifted since the 2016 application, now planned for late 2021 (Orange) and 2023 (Green). Delivering expanded bus service to West Lake Station ahead of the other transitway project openings would not optimize TAB's investment, so Metro Transit requests a shift of program year from 2020 to 2022.

To maintain program year balance, new Metro Transit modernization projects awarded funds in 2018 can shift to earlier program years, to 2020 (Emerson-Fremont modernization) and to 2021 (Chicago-Portland modernization). Each awarded project totals \$7 million of federal funding. Taken together, these shifts in project years will result in better transit service and increased coordination between projects selected for TAB funding across modes. Thank you for considering this change and please contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads 'Charles Carlson'.

Charles Carlson
Director, Bus Rapid Transit Projects

CC: Mary Gustafson, Grants Manager

A service of the Metropolitan Council

MnDOT/Met Council: Freeway System Interchange Study

TAC Funding and Programming
February 21, 2019

Freeway System Interchange Study



Example: 494/35W Bloomington/Richfield



- North to west directional ramp
- Corridors of Commerce awarded \$70 million to begin in 2021
- Includes directional ramp and "bridge braids"

Background

I-494/US 169 built in
2012 @ \$125 million
Eden Prairie/Edina/Bloomington

- System studies context
- System interchanges: connect two freeways
- Congestion and crash concentrations
- Recent major investments
- Numerous identified needs
- Locations have been evaluated independently

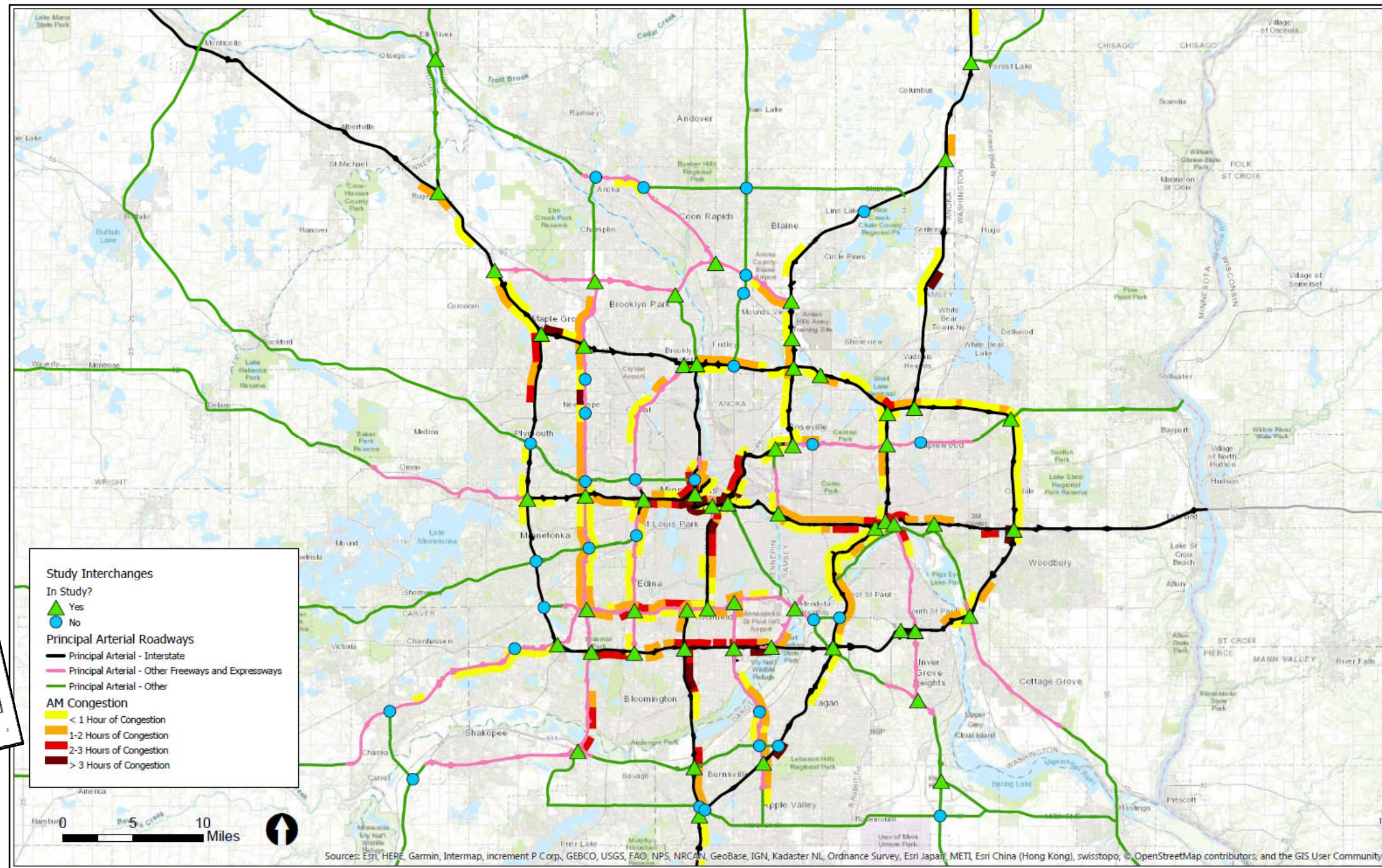


56 Study Interchanges

Freeway System Interchange Study
List of Study Interchanges

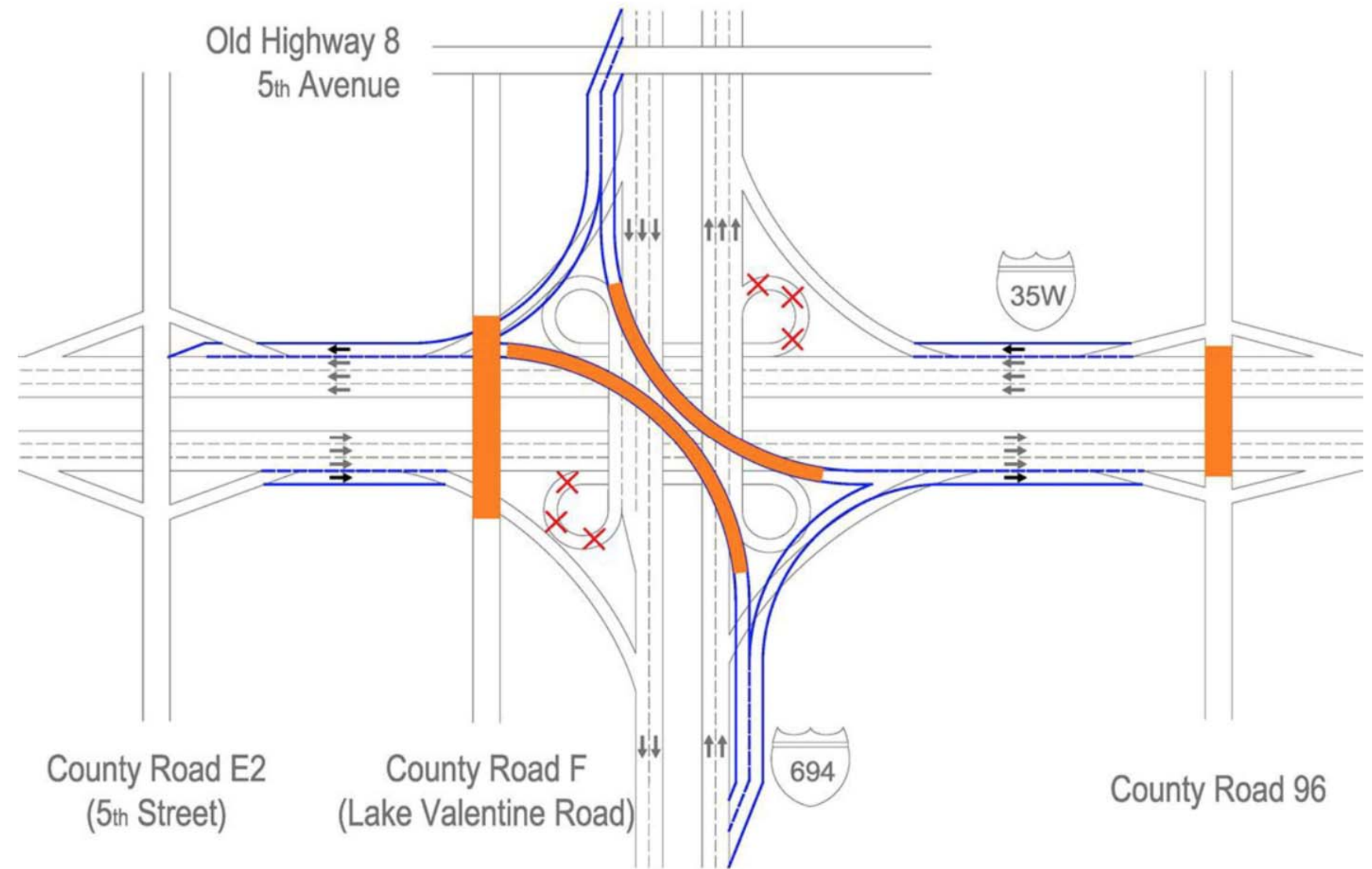
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Interchange	Location	State	South Freeway	East-West Freeway	Interchange	County	Area	Number of Interchanges
1	104 & 104	IN	X			Hamilton	West	12
2	104 & 104	IN	X			Hamilton	West	12
3	104 & 104	IN	X			Hamilton	West	12
4	104 & 104	IN	X			Hamilton	West	12
5	104 & 104	IN	X			Hamilton	West	12
6	104 & 104	IN	X			Hamilton	West	12
7	104 & 104	IN	X			Hamilton	West	12
8	104 & 104	IN	X			Hamilton	West	12
9	104 & 104	IN	X			Hamilton	West	12
10	104 & 104	IN	X			Hamilton	West	12
11	104 & 104	IN	X			Hamilton	West	12
12	104 & 104	IN	X			Hamilton	West	12
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14	104 & 104	IN	X			Hamilton	West	12
15	104 & 104	IN	X			Hamilton	West	12
16	104 & 104	IN	X			Hamilton	West	12
17	104 & 104	IN	X			Hamilton	West	12
18	104 & 104	IN	X			Hamilton	West	12
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27	104 & 104	IN	X			Hamilton	West	12
28	104 & 104	IN	X			Hamilton	West	12
29	104 & 104	IN	X			Hamilton	West	12
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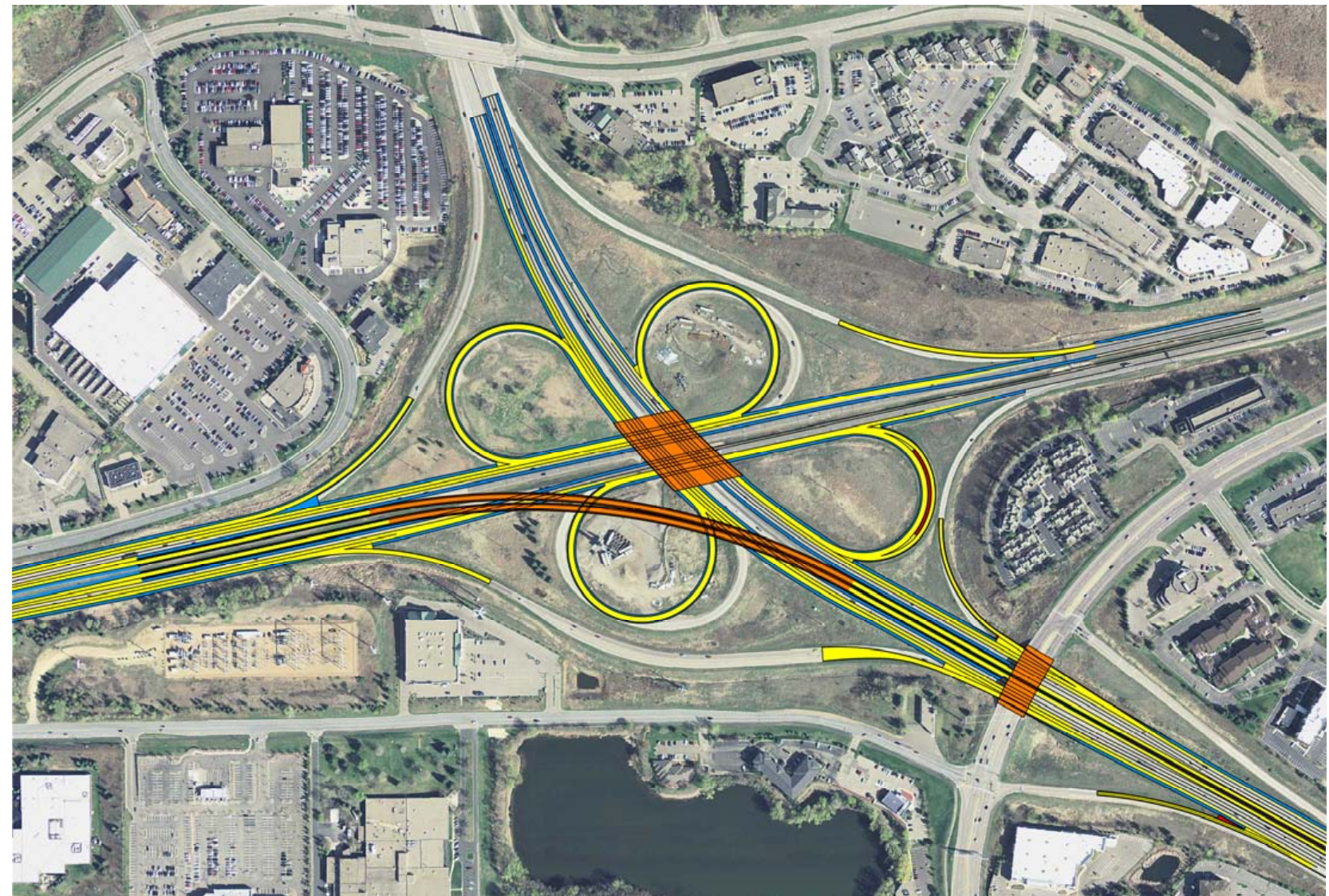
Purpose

- Reduce delay and crashes
- Consider needs of freight and transit
- Systematically discover and prioritize opportunities across region
- Right size investments



Outcomes

Prioritized list of projects that can improve the region's freeways at these targeted locations to continue supporting and improving economic vitality and quality of life in our region.



Stakeholder Engagement

Study Leadership	Agency Outreach
<p>Technical Advisory Committee</p> <ul style="list-style-type: none"> • Seven-county Metro Area counties • Wright and Sherburne counties • Local governments • Federal Highway Administration • MnDOT • Metropolitan Council 	<ul style="list-style-type: none"> • Minnesota Freight Advisory Committee • Transportation Advisory Board <ul style="list-style-type: none"> -Technical Advisory Committees • Congestion Management Process • State’s Capital Improvements Committee • Met Council Transportation Committee

Analysis Process

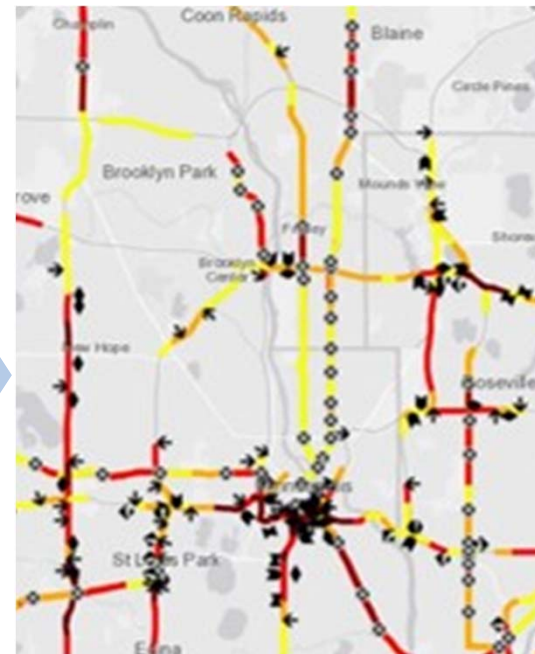
System Interchanges



Determine locations to be studied

56
locations

Evaluate current issues



Identify highest problem magnitudes

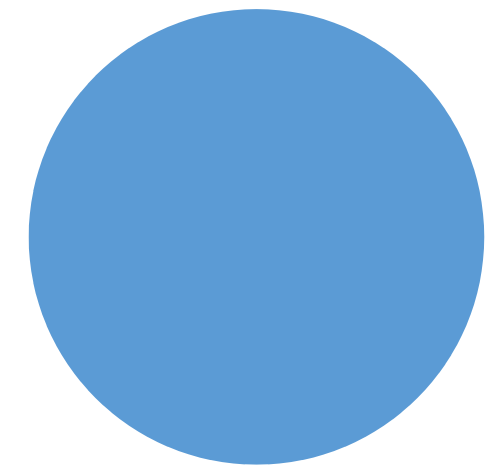
~20
locations

Develop a range of solutions



Estimate return on investment

Identify priority locations



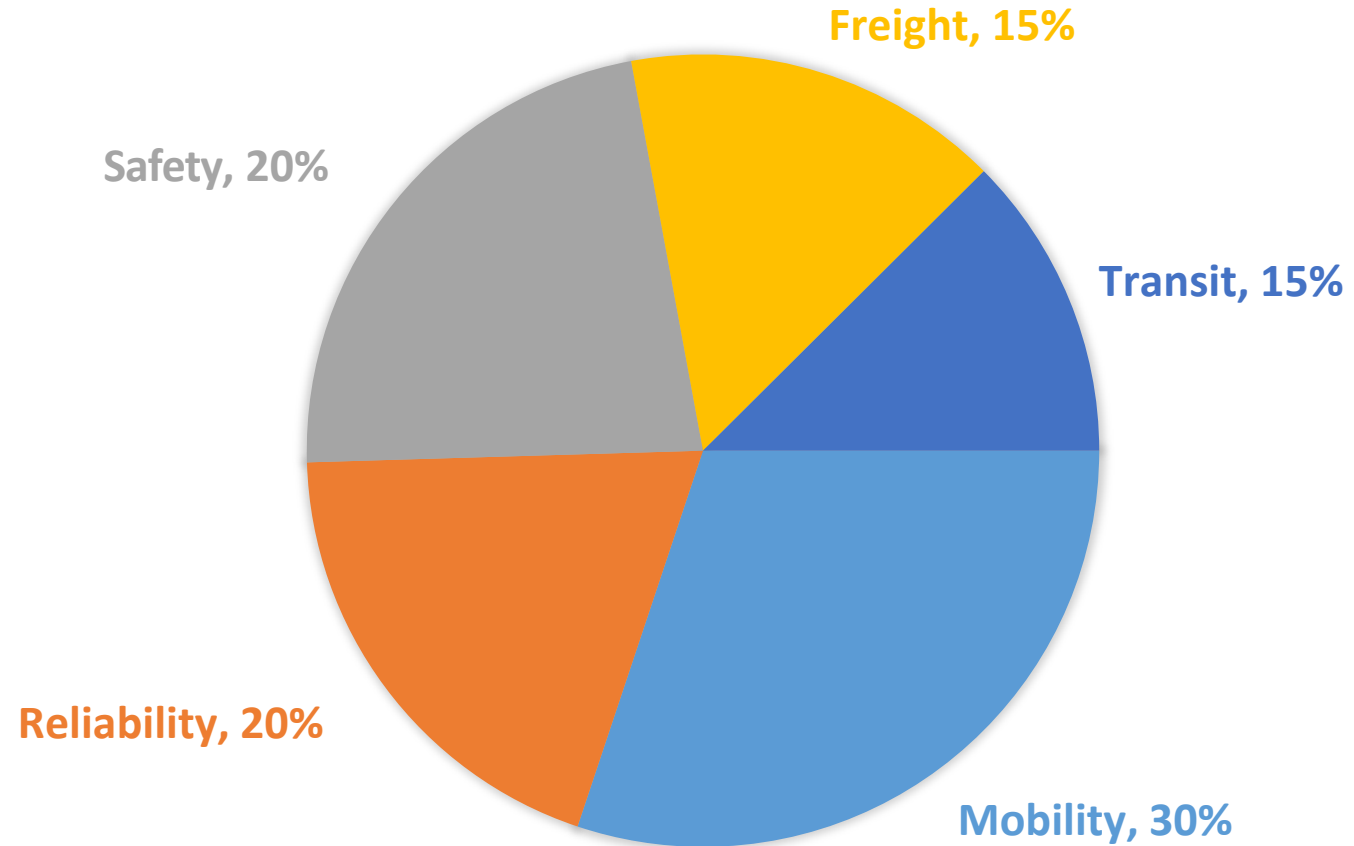
Document recommendations for future investments

10-12
locations

Performance Measures – Recommended Approach

Metric Category	Performance Measure(s)	Units	Source
Mobility	Travel time delay	Vehicle-hours of delay (VHD)	Loop detectors, NPMRDS/INRIX data
Reliability	Variability of congestion	Standard deviation (minutes)	Loop detectors, NPMRDS/INRIX data
Safety	Cost of crashes	Dollars	MN DPS crash data
Freight	Freight Volume	HCAADT	ATR/VC counts
Transit	Transit ridership	Persons	Met Council

Performance Measures Weighting



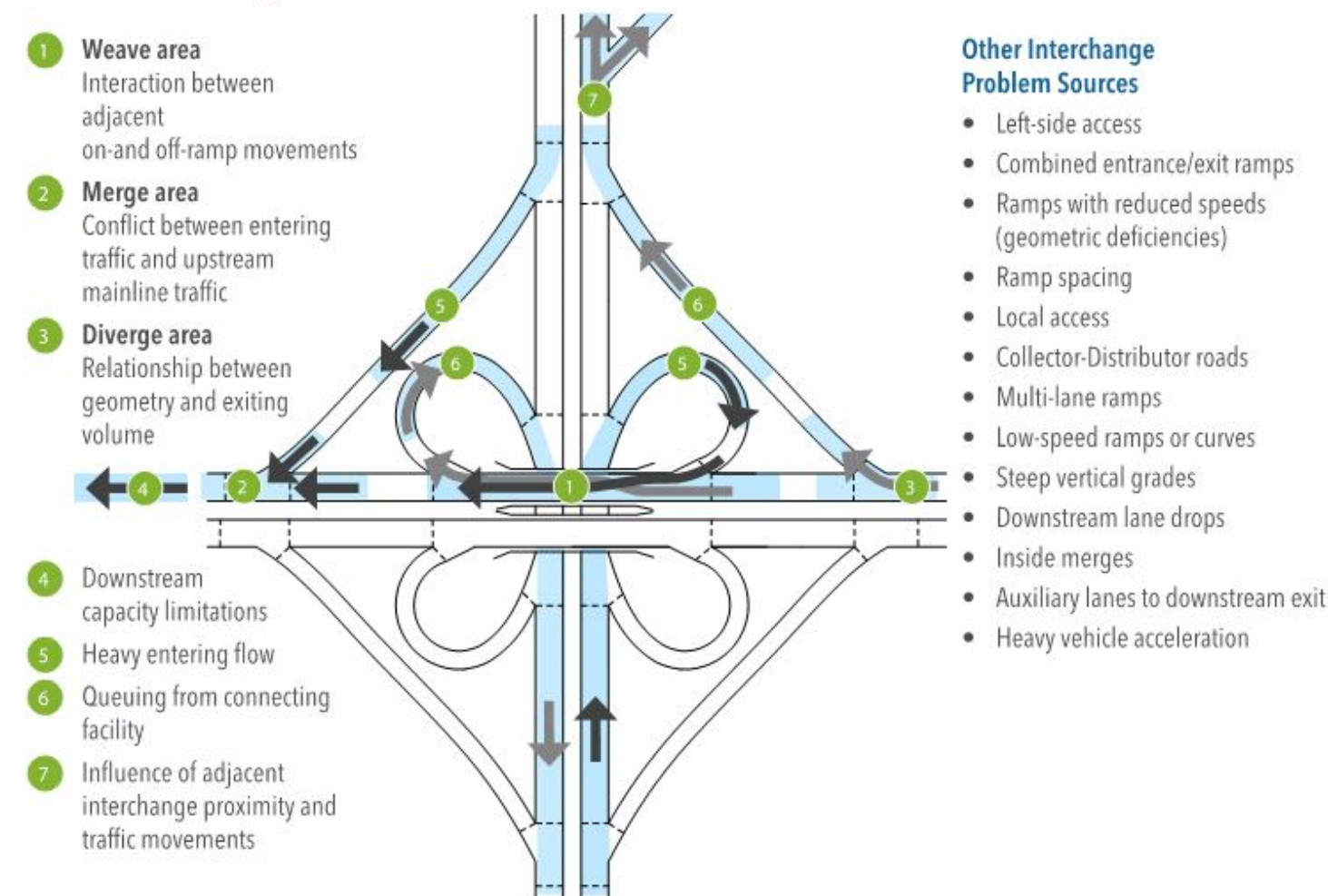
Problem Assessment and Screening

1) Data collection and evaluation

- Collect appropriate data to quantify problems considering: delay, safety, reliability, heavy commercial vehicles
- Consider weighting of criteria

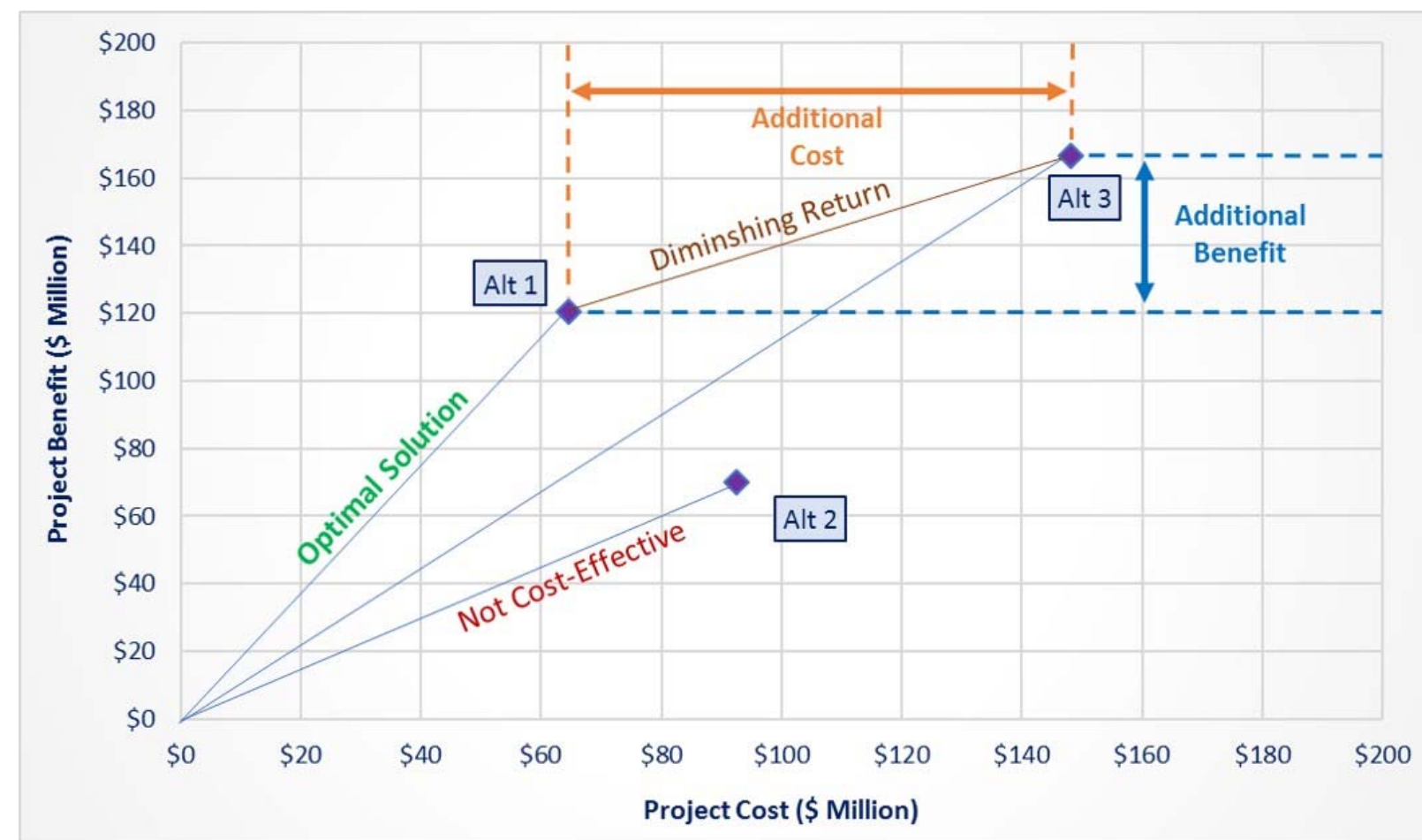
2) Select interchanges for solution development

Potential Areas of Interchange Conflict



Next Steps: Issue Identification, solution development, and prioritization

- 1) Collect data to analyze interchange problems
- 2) Methods for developing design solutions
- 3) Develop design solutions and suggest implementation priority
- 4) Documentation of results by end of 2019 --> Next TPP Update



Questions for you:

- What are your concerns about freeways and connections?
- Keys to making this study successful?
- Other questions or concerns?

Thank you!

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Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: February 8, 2019
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2020-2023 TIP Development Schedule

Federal regulations require that a Transportation Improvement Program (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 below schedule includes the major dates in the development process for the 2020-2023 TIP.

2020-2023 TIP/STIP ADOPTION SCHEDULE (All dates are in 2019)

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
Mar-Apr	TIP development	MC /MnDOT Staff	<input type="checkbox"/> MnDOT finalizes draft TIP/STIP data and provides to Council. Council develops draft TIP.
May 16	Draft 2022-2023 TIP	TAC – F&PC	<input type="checkbox"/> Recommends to TAC
June 5	Draft 2022-2023 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public comment period
June 19	Draft 2022-2023 TIP	TAB	<input type="checkbox"/> Adopts Draft TIP <input type="checkbox"/> MPCA letter of comment for air quality conformity included <input type="checkbox"/> Public comment period starts by 6/24
Aug 5	45 – day public comment period ends	-	-
Aug 7	Prepare Public Comment Report. Draft TIP revised to address public comment	MC and TAB staff prepares	<input type="checkbox"/> Email to TAB
Aug 14	Public Comment Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Comment Report and Final TIP and forwards to MC.
Sept 9	Final TIP	MC Transportation Committee	<input type="checkbox"/> Review and recommends to MC
Sept 25	Final TIP	Met Council	<input type="checkbox"/> Adopts, forwards to MnDOT & WisDOT w/ TIP checklist
Sept-Oct	Regional TIP is incorporated into State TIPs	MnDOT Central Office + WisDOT	<input type="checkbox"/> Forwarded to federal agencies
Oct-Nov	Conformity Determination by Federal Agencies	FHWA / FTA / EPA	<input type="checkbox"/> Reviews and Recommends Approval
~Nov 1	STIP Approved	FHWA	<input type="checkbox"/> Approve STIP