

Transportation Committee

Meeting date: July 25, 2016

For the Metropolitan Council meeting of July 27, 2016

Subject: Three administrative amendments to the 2016 Unified Planning Work Program (UPWP).

District(s), Member(s): All

Policy/Legal Reference: FAST Act

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Division/Department: Transportation, Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council approve three administrative amendments to the 2016 Unified Planning Work Program (UPWP) to add the following Products as described in detail below: (1) Gold Line Station Area Planning; (2) Spending on the Regional Highway System; and (3) TPP Engagement Work.

Background

Every year the Unified Planning Work Program (UPWP) is recommended through the TAC and TAB committee structure before adoption by the Metropolitan Council and approval from MnDOT and the Federal Highway Administration. This document establishes activities for which MTS will use federal planning funds in the coming calendar year.

Since the UPWP is written six months before the year begins, occasionally work items emerge during the year that were not anticipated during its creation. MnDOT and FHWA require administrative amendments to document changes to the UPWP after it has been adopted.

The following changes are being requested as part of this action:

Gold Line Station Area Planning. In 2014 Metro Transit applied to US FTA for planning grant dollars to assist with Gold Line station area planning. In December 2015 they were awarded the funding. Metro Transit started the process of getting the funds into an RFP for this work and discovered that a UPWP amendment was a requirement due to the addition of federal dollars. There is a \$1 million federal share and \$300,000 local match through Washington County and CTIB applying for TOD Planning Grant funds. Metro Transit is managing this grant, and therefore there is no impact to the funding behind the UPWP.

Task B-1, page 11 of the UPWP will be modified to add “Gold Line Station Area Planning” under the “Products” heading. Gold Line activities are currently referenced in the UPWP.

Spending on the Regional Highway System. This work needs to conclude before the 2018 update of the 2040 TPP in order to create a document that best reflects the fiscal needs of the region. In the 2016 UPWP on page 5 a “Highway and A Minor Operations and Maintenance Cost” work item is listed for 2016. However this same item is not listed as a “Product,” and MnDOT and FHWA require that it appear in both categories.



When the 2016 UPWP was written it was assumed that there would be staffing capable of doing this work in house. However due to staff turnover a consultant study will be required, which means the projects needs to be listed in the “Products” section under Task B-5, page 14. There is no funding impact as a result of this change.

TPP Engagement Work. In order to prepare for the 2018 TPP update MTS is considering adding a consultant component for outreach activities. For the TPP adopted in 2015, engagement was conducted in conjunction with the Thrive MSP 2040 effort, but there will be no opportunities to piggyback this effort in 2018. MnDOT has shown success with using outside contracts for engagement on the Statewide Multimodal Transportation Plan, Minnesota Statewide Highway Investment Plan, and the Rethinking I-94 study. Metro Transit is seeing success in non-staff outreach through the Better Bus Stops program. While this activity has not yet been fully scoped, a UPWP amendment is needed in order to begin the contracting process at the end of 2016. Task B-1 will be modified to include “TPP Engagement” in the Product list on page 10. There is no funding impact as a result of this change.

Rationale

The main purpose of the UPWP is to serve as an application to the US DOT for federal transportation planning funds and to ensure coordination of planning activities among the various agencies involved in the transportation planning process. The purpose of this administrative amendment is to reiterate our compliance.

Funding

This resolution carries no associated funding change as there is sufficient funding in the UPWP.

Known Support / Opposition

This item passed through the Executive Committee of the Technical Advisory Committee through the streamlined amendment policy, and the Transportation Advisory Board. There is no known opposition.