

*TRANSPORTATION ADVISORY BOARD  
Of the Metropolitan Council*

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*Notice of a Meeting of the*  
**TECHNICAL ADVISORY COMMITTEE**  
Wednesday, March 6, 2019  
Metropolitan Council  
**9:30 A.M.**  
**AGENDA**

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of February 6, 2019 Minutes**
4. **TAB Report** (Elaine Koutsoukos, TAB Coordinator)
5. **Committee Reports**
  - **Executive Committee** (Lisa Freese, Chair)
  - **Planning Committee** (Jan Lucke, Chair)
  - **Funding & Programming Committee** (Paul Oehme, Chair)
    - a. **2019-15: TIP Amendment: US 212 Reduced Conflict Intersection**
    - b. **2019-16: TIP Amendment I-94 Reconstruction**
    - c. **2019-17: Program Year Change Request: Metro Transit**
6. **Special Agenda Items**
  - **Transportation Improvement Plan Schedule** (Joe Barbeau, MTS)
  - **Congestion Management Plan Update** (Mark Filipi, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Streamlined TIP Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

- MnDOT I94 and I394 Exit Ramp Wrong Way Detection/Alert System
- MnDOT I-35 Construction Site Soil Nail Wall
- MnDOT Stone Arch Bridge Repair
- MnDOT I-394 Bridge Rehabilitation

[Click here to print all agenda items at once.](#)

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*Transportation Advisory Board  
Of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, February 6, 2019  
9:00 A.M.**

**Members Present:** Lyndon Robjent, John Doan, Joe Lux, Lisa Freese, Emily Jorgenson, Kevin Roggenbuck, Steve Bot, Elaine Koutsoukos, Steve Peterson, Lynne Bly, Innocent Eyoh, Bridget Rief, Dave Jacobson, Danny McCullough, Karl Keel, Paul Kauppi, Paul Oehme, Michael Thompson, Bill Dermody, Paul Kurtz, Matt MacPherson

**1. Call to Order**

The meeting was called to order by Chair Lisa Freese at 9:12 a.m.

**2. Approval of Agenda**

A motion to approve the agenda was moved by Lynne Bly and seconded by Paul Oehme. No discussion. Motion passed.

**3. Approval of Minutes**

A motion to approve the minutes was moved by Dave Jacobson and seconded by Steve Peterson. Motion passed.

**4. TAB Report**

Elaine Koutsoukos reported on the January 16 TAB meeting.

**5. Committee Reports**

**A. Executive Committee (Lisa Freese, Chair)**

**2019-07: Amendment to TAC Bylaws.** Chair Lisa Freese and Elaine Koutsoukos presented this item. Ms. Koutsoukos noted that the first change to the bylaws was the removal of the language regarding the 9:00 a.m. start time. The removal of this language would allow the TAC to start meetings at 9:30, which will serve to better accommodate drivers experiencing congestion. Also included in the proposed changes to the bylaws is a correction of the modal representative on the Funding and Programming committee to represent MnDOT Metro District Multimodal Planning.

Ms. Koutsoukos continued by explaining that the State Non-Motorized Transportation Advisory Board, which designates one member to the TAC, is defunct. While there are many small bicycle and pedestrian groups within the metro area, none has taken on the role of the now-defunct State Non-Motorized Transportation Advisory Board. It was recommended that the TAC Executive Board fulfill the role of appointing a non-motorized representative to TAC until a new non-motorized advisory board is established. Also discussed was whether there is a need to have separate individuals representing bicycle and pedestrian modes. Chair Freese concluded the discussion by noting that this would be

discussed in greater detail and brought forth to the committee in the future. A motion to approve the bylaw changes as written was moved by Karl Keel and seconded by Lynne Bly. Motion passed. A motion to change the meeting time of TAC to 9:30 was moved by Steve Bot and seconded by Lyndon Robjent. Motion passed.

#### **B. Planning Committee (Kevin Roggenbuck, Vice Chair)**

**2019-08: TPP Amendment for Gold Line and I-94 Lane Addition.** Chelsea Johnson and Joseph Kline presented on the Gold Line TPP Amendment. This extension would create a new bus-rapid transit line to connect downtown St. Paul to Woodbury. The capital cost is \$420 million with a \$5 million annual operating budget.

Jerome Adams from MnDOT presented on the MnDOT I-94 Maple Grove to Rogers TPP Amendment. This project would add an additional lane on the project limits. Joe Lux presented an amendment to the proposed TPP amendment to add additional language and change the total number of stations associated with the Gold Line to 21. The amendment was moved by Mr. Lux and seconded by Bridget Rief. The motion to amend the amendment passed. A motion to release the TPP amendment for public review and comment was moved by John Doan and seconded by Innocent Eyoh. The motion passed.

**2019-12: ITS Architecture.** Mr. Roggenbuck provided the committee with an explanation of the function of the ITS architecture and its role in creating and maintaining an efficient transportation network. A motion to approve the ITS architecture for the region was moved by John Doan and seconded by Paul Oehme. The motion passed.

#### **C. Funding and Programming Committee (Paul Oehme, Chair)**

**2019-09: Scope Change: St. Paul Safe Routes to School.** Mr. Oehme explained that the City has identified that pavement conditions on Arlington Avenue are insufficient for supporting an on-street separated bicycle lane. In lieu of this project element, the City proposes the installation of ADA ramps on 12 corners spanning across eight intersections. A motion to approve the request was moved by Michael Thompson and seconded by Joe Lux. Motion passed.

**2019-10: Program Year Extension: Carver County TH 5 Regional Trail.** Mr. Oehme presented this item by explaining that, due to MnDOT's review of environmental documentation, Carver County is requesting a program year extension from 2019 to 2020. A motion to approve the request was moved by Innocent Eyoh and seconded by Lyndon Robjent. Motion passed.

**2019-11: Scope Change Consultation and Evaluation Process.** Mr. Oehme explained that the proposed scope change policy will address shortcomings of the existing process as well as simplify and clarify the scope change process. A motion to approve the scope change consultation and evaluation process was moved by Innocent Eyoh and seconded by Matt MacPherson. Motion passed.

**2019-13: Federal Funds Reallocation Policy.** Mr. Oehme explained that the current policy often leads to tedious administrative processes to distribute small amounts of funds. The proposed changes to the policy would help improve the impact on recipient project funding. A motion to approve the policy was moved by Lyndon Robjent and seconded by Matt MacPherson. Motion passed.

## **6. Special Agenda Items**

**Freeway System Interchange Study.** Tony Fischer of Met Council and Michael Corbett of MnDOT presented on the progress of the ongoing Freeway System Interchange Study. Steve Bot inquired as to how many projects would be included in the evaluation of the study, to which Mr. Fischer explained that there will be approximately 20 interchanges would be evaluated in-depth. Lynne Bly noted that MnDOT has a desire to analyze all system-to-system interchanges in the future and not be limited to the 20 that will be evaluated as part of this study.

## **7. Agency Reports**

Chair Freese noted that Paul Oehme will be taking over as the new Public Works Director for the City of Lakeville.

Innocent Eyoh noted that the MPCA has a new Assistant Commissioner.

Elaine Koutsoukos announced that TAB orientation sessions would be occurring during the month of February and invited TAC members to attend.

## **8. Other Business and Adjournment**

A motion to adjourn the meeting was moved by Joe Lux and seconded by Innocent Eyoh. The motion passed and the meeting was adjourned at 11:25 a.m.

### **Prepared by:**

David Burns

**ACTION TRANSMITTAL No. 2019-15**

**DATE:** February 21, 2019

**TO:** Technical Advisory Committee

**FROM:** 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 Technical Advisory Committee recommend to the Transportation Advisory Board 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.

**COMMITTEE COMMENTS AND ACTION:** At its February 21, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval of an amendment to the 2019-2022 TIP to change the scope and cost of MnDOT's US 212 reduced conflict intersection project.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	2-21-2019
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



**Transportation Advisory Board**  
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**ACTION TRANSMITTAL No. 2019-16**

**DATE:** February 21, 2019  
**TO:** Technical Advisory Committee  
**FROM:** 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 Technical Advisory Committee recommend to the Transportation Advisory Board 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. The project is funded with state bond funds.

**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.

**COMMITTEE COMMENTS AND ACTION:** At its February 21, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval of an amendment to the 2019-2022 TIP to change the cost and description of MnDOT's I-94 concrete overlay project and to add an associated project for temporary widening and cross overs.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	2-21-2019
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><del>**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</del></p> <p><b>**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></b></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.



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

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**ACTION TRANSMITTAL No. 2019-17**

**DATE:** February 21, 2019

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and 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 Technical Advisory Committee recommend to the Transportation Advisory Board 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. Therefore, 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.

**COMMITTEE COMMENTS AND ACTION:** At its February 21, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval Metro Transit's request to change the program years of four of its projects

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	2-21-2019
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



**Transportation Advisory Board**  
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**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 2020-2023 TIP	TAC – F&PC	<input type="checkbox"/> Recommends to TAC
June 5	Draft 2020-2023 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public comment period
June 19	Draft 2020-2023 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 14	Prepare Public Comment Report. Draft TIP revised to address public comment	MC and TAB staff prepares	<input type="checkbox"/> Email to TAB
Aug 21	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