

# TRANSPORTATION ADVISORY BOARD

## MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | January 6, 2021  
9:00 AM

### AGENDA

#### I. CALL TO ORDER

#### II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

#### III. APPROVAL OF MINUTES

December 2, 2020 meeting of the TAB Technical Advisory Committee

#### IV. TAB REPORT

#### V. COMMITTEE REPORTS

1. Executive Committee (Jon Solberg, Chair)
2. TAC Action Items
  - a. **2021-02:** 2021-2024 Streamlined TIP Amendment for MnDOT: MnDOT FTA Section 5310 Transit Projects
  - b. **2021-03:** 2021-2024 Streamlined TIP Amendment for MnDOT: MnDOT US 10 Roundabout
3. Planning Committee (Emily Jorgensen, Chair)

No items
4. Funding & Programming Committee (Michael Thompson, Chair)

No items

#### VI. SPECIAL AGENDA ITEMS

1. Functional Classification Metro Review (Joe Widing, MnDOT)

#### VII. AGENCY REPORTS

#### VIII. OTHER BUSINESS

#### IX. ADJOURNMENT

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.

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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, December 2, 2020  
9:00 A.M.**

**Members Present:** Lisa Freese, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgensen, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Innocent Eyoh, Bridget Rief, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Jim Kosluchar, Jenifer Hager, Paul Mogush, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

**1. Call to Order**

The meeting was called to order by Chair Freese at approximately 9:00 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

**2. Approval of Agenda**

The Committee approved the agenda with no changes. Therefore, no vote was needed.

**3. Approval of Minutes**

A motion to approve the November 4, 2020, TAC minutes was made by Mr. Isaacson and seconded by Mr. Solberg. Motion carried.

(Meeting minutes for the March 4, 2020, minutes will be presented for approval at a future committee meeting.)

**4. TAB Report**

TAB Coordinator Ms. Koutsoukos provided a summary of the November 18, 2020, meeting.

**5. Committee Reports**

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

**a) TAC Nominating Committee Report**

Chair Freese said that the topic of the upcoming TAC chair was discussed. Mr. Isaacson thanked Chair Freese for her service as chair and reported that the nominating committee supports the appointment of Jon Solberg as the incoming chair. Chair Freese said that since the nominating committee members were unanimous, no vote was needed. She added that historically there is a rotation among agencies, cities, and counties and that it is the agencies' "turn" in the rotation. She added that Mr. Solberg will be appointing a vice chair along with chairs of the Planning and Funding & Programming Committees and invited members to express interest in those positions.

## **2. TAC Action Items**

### **a) 2020-40: 2021-2024 Streamlined tip Amendment for MnDOT: MN 316 Reconstruction**

Mr. Barbeau said that this TIP amendment request is to reduce the project length, increase the cost, and change the scope from a mill-and-overlay to a full reconstruction for MnDOT's Highway 316 project in Dakota County.

Mr. Robjent asked about whether the GO bonds included in the project will be used on the trunk highway or only on the local roads. Mr. Solberg replied that the GO bonds are being used on the local eligible roads.

A motion to recommend approval of the request was made by Mr. Robjent and seconded by Mr. Isaacson. Motion carried.

## **3. Planning Committee (Kevin Roggenbuck, Chair)**

### **a) 2020-37: Metropolitan Airports Commission 2021-2027 Capital Improvement Program (CIP)**

This item was presented by Mr. Roggenbuck. He said that the Metropolitan Airports Commission (MAC) held a public hearing on November 2 and that COVID-19 has led to the delay of some projects. The Planning Committee unanimously moved the item to TAC.

A motion to recommend approval of the MAC CIP was made by Mr. Isaacson and seconded by Mr. Solberg. Motion carried.

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

### **a) 2020-38: 2020 Highway Safety Improvement Program Project Selection**

This item was introduced by Mr. Oehme. He explained that MnDOT has approved 25 projects through its Highway Safety Improvement Program (HSIP) solicitation and is asking for TAB approval. Mr. Peterson reported that MnDOT Metro District selects the projects and that one project in Chisago County is not part of TAB's approval. He stated that the proposed program includes reactive and proactive projects with the former being projects responding to crash histories. He said that the Funding & Programming Committee suggested the addition of a reactive project in Woodbury be added to the selected projects to provide for overprogramming.

Mr. Isaacson asked whether TAC can suggest that MnDOT overprogram by the amount needed to include the Woodbury project in the program. Mr. Solberg said that MnDOT Metro District would be willing to accept overprogramming of roughly ten percent.

Mr. Ellos asked how the Woodbury project in the reactive list was chosen for overprogramming as opposed to the Hennepin County project from the proactive list. Mr. Peterson said that this was a recommendation from the scoring committee since the selected projects went further down the proactive list than the reactive list. He added that the small scoring gap from the bottom funded reactive project to the Woodbury project may have been a factor.

A motion to recommend approval of the request, including the programming of the Woodbury project (application R26) was made by Mr. Robjent and seconded by Ms. Mitteco. Motion carried.

#### **b) 2020-39: 2020 Regional Solicitation Funding Scenario Options**

This item was introduced by Mr. Oehme, who said that the Funding & Programming Committee focused on the scenario (scenario 1B) selected by TAB prior to the meeting. This scenario was selected based on TAB's desire to fund a project in every county and not skip any projects to get to a lower-scoring project. TAB's interest in funding more bicycle and pedestrian projects also played a role. He added that several comments were generated for consideration. Mr. Peterson shared that Metro Transit will be returning roughly \$4.5 million from an older project and that TAB wants to defer any decisions on that funding until after the Regional Solicitation is programmed. Oehme added that geographic balance needs better definition.

Mr. Solberg said that MnDOT is only able to contribute \$10 million in each of the two program years.

Mr. Robjent suggested that the two partially funded projects should have priority for getting any additional funds until they are fully funded.

A motion to recommend funding of scenario 1B was made by Mr. Solberg and seconded by Mr. Eyoh. Motion carried.

#### **6. Special Agenda Items**

No items.

#### **7. Agency Reports**

Mr. Solberg of MnDOT said that the Statewide Pedestrian System Plan is due to go out for a 30-day public comment period on December 15. He also said that the freight program recommendations are currently with MnDOT's Executive Leadership Team and will hopefully be released in December.

Mr. Eyoh of MPCA reported on the availability of \$170,000 in funding available to install up to 22 level 2 electric vehicle charging stations. He added that MPCA is still working on a cost/benefit analysis for rulemaking on Clean Cars Minnesota and is anticipating publishing a draft rule and related information this fall. MPCA staff is also completing climate work and encouraging people to sign up for emails and take a survey on climate change. If TAC is interested in a presentation on climate/subclimate, MPCA staff can provide a presentation.

Mr. Bot reported that Andrew Witter will be replacing him as the 7W representative. Steve Voss from MnDOT District 3 requested the expediency of a TIP amendment request for which the deadline was missed. Chair Freese suggested that the TAC Executive Committee could review the project for the streamlined process and forward to TAB, which would follow the old streamlined TIP amendment process. Mr. Voss said that the inability to have TAB approval in January would cause the project to miss its letting date. Members generally agreed to allow the TIP amendment request to follow the old process.

Mr. Peterson reported that a safety group examined the safety performance targets in the region. The group will be discussing the targets at a meeting on December 18. If members want to attend, they are welcome to.

As incoming chair, Mr. Solberg reminded members to make sure that they have the right members representing their agencies and to alert Council staff of changes. He added his interest in hearing from people interested in chairing the TAC Planning and Funding & Programming Committees along with serving as TAC vice chair.

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

A motion to adjourn the meeting was made by Ms. Koutsoukos and seconded. The meeting was adjourned.

#### **Prepared by:**

Joe Barbeau

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2021-02**

**DATE:** January 6, 2021

**TO:** Technical Advisory Committee

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

**SUBJECT:** 2021-2024 TIP Amendment for MnDOT: FTA Section 5310, Enhanced Mobility for Seniors and Persons with Disabilities

**REQUESTED ACTION:** MnDOT requests an amendment to include in the 2021-2024 TIP funding for 12 “Enhanced Mobility for Seniors and Persons with Disabilities” projects.

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to include funding for 12 “Enhanced Mobility for Seniors and Persons with Disabilities” projects, sponsored by MnDOT.

**BACKGROUND AND PURPOSE OF ACTION:** MnDOT was awarded funding from Federal Transit Administration (FTA) Section 5310’s Enhanced Mobility for Seniors and Persons with Disabilities program, which is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with TIP development and for the agencies to purchase their vehicles an amendment is needed to identify them in the current TIP.

FTA Section 5310 funding is not programmed through TAB’s Regional Solicitation.

**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 per these four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the local and federal 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB’s and the Council’s regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	1/6/2021
Transportation Advisory Board	Review & Recommend	1/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	1/25/2021
Metropolitan Council	Review & Adopt	1/27/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to include these projects. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

*Please see list of projects below.*

**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).

Section 5310: The Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with the TIP/STIP development and for the agencies to purchase their vehicles an amendment is needed to identify them in the current STIP. These projects need to be included in the TIP so that FTA can apply for the federal funding for the projects and enter into contracts with the subrecipients for those funds.

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

- New Money ✓
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other (includes State TH funds under Corridors of Commerce Program) ✓

✓ FTA Section 5310 Program Fund

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**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: T-1: Operating assistance to transit agencies.

**List of Projects**

Data for each Project

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT

Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA



Project-Specific Data:

Project Number (S.P. #)	Description	Type of Work	State Fiscal Year	Total \$	FTA \$	Other \$
TRF-9134-21	Section 5310: Anoka County Transportation Coordination Assistance Project	Mobility Management	2021	150,000	120,000	30,000
TRF-0011-22	Section 5310: Lifeworks Services, Inc.; 1 (Class 400) Vehicle Replacement	Purchase Bus	2022	93,000	74,400	18,600
TRF-0260-22	Section 5310: Midwest Special Services, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	2022	186,000	148,800	37,200
TRF-9056-22A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement	Purchase Buses	2022	558,000	446,400	111,600
TRF-9056-22A	Section 5310: Newtrax, Inc.; 2 (Class 400) Vehicle Expansion	Purchase Buses	2022	186,000	148,800	37,200
TRF-0890-22	Section 5310: Pro-Act, Inc. – Eagan; 1 (Class 400) Vehicle Replacement	Purchase Bus	2022	93,000	74,400	18,600
TRF-1767-22	Section 5310: Rise, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	2022	186,000	148,800	37,200
TRF-0260-23	Section 5310: Midwest Special Services, Inc.:1 (Class 400) Vehicle Replacement	Purchase Bus	2023	96,000	76800	19,200
TRF-0260-23	Section 5310: Midwest Special Services, Inc.:1 (Class 500) Vehicle Replacement	Purchase Bus	2023	165,000	132,000	33,000
TRF-9056-23A	Section 5310: Newtrax, Inc.: 6 (Class 400) Vehicle Replacement	Purchase Buses	2023	576,000	460,800	115,200
TRF-9056-23A	Section 5310: Newtrax, Inc.: 2 (Class 400) Vehicle Expansion	Purchase Buses	2023	192,000	153,600	384,000
TRF-1767-23	Section 5310 Rise, Inc.; 3 (Class 400) Vehicle Replacement:	Purchase Buses	2023	288,000	230,400	57,600

**ACTION TRANSMITTAL – 2021-03**

**DATE:** January 6, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-414-0875)

**SUBJECT:** 2021-2024 Streamlined TIP Amendment for MnDOT: US 10 Roundabout

**REQUESTED ACTION:** MnDOT requests an amendment to the 2021-2024 TIP to extend the project limits of its US 10 roundabout project at Line Avenue in Elk River (SP# 071-613-012).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to extend the project limits of MnDOT's US 10 roundabout project at Line Avenue in Elk River (SP# 071-613-012).

**BACKGROUND AND PURPOSE OF ACTION:** This amendment is needed to extend the project from the intersection of US 10 and Line Avenue along US 10 to Tyler Street in Elk River. This increases the project from simply being located at an intersection to 0.65 miles in length and increases the cost \$2.5 million. The project is funded with MnDOT-programmed Surface Transportation Block Grant (STBG) funds that are not are programmed by TAB.

This project is in the extended urbanized area, small parts of Wright and Sherburne counties that are included in MPO planning and programming. Specifically, this project is in Elk River, Sherburne County.

**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 recommend TIP amendments to the Council for adoption. The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee Review and results in saving a month of Process time.

**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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	1/6/2021
Transportation Advisory Board	Review & Recommend	1/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	1/25/2021
Metropolitan Council	Review & Adopt	1/27/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project. This action is being submitted with the following information:

**PROJECT IDENTIFICATION:**

State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)	Miles
2021	3 (Metro MPO)	US 10	071-613-012	Sherburne County	<del>**AC**</del> Sherburne CSAH 13, intersection of Line Ave Line Ave to Tyler St in Elk River, Construct round-a-bout (Payback in 2024)	<del>0.00</del> 0.65

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$	Other \$
MC	New Construction	STBG	1,290,000	1,031,000	0	259,000
			<u>3,790,000</u>	<u>1,629,000</u>		<u>2,161,000</u>

**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 formal amendment is needed to update the termini (expanded to 0.65 miles from 0.00 miles) and correct the total project cost (increased by \$2,500,000).

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

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

This project will use funds from SP 071-601-024, redistribution funds and local nonparticipating funds. 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category E-3, Interchange reconfiguration projects per Section 93.126 of the Conformity Rules.