

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | February 2, 2022
9:00 AM
Webex

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

III. APPROVAL OF MINUTES

January 5, 2022 meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Jon Solberg, Chair)
2. TAC Action Items
 - a. **2022-10**: TAC Bylaws (Joe Barbeau, MTS)
 - b. **2022-11**: Streamlined TIP Amendment: MnDOT US 52 Median Crossovers (Joe Barbeau, MTS)
3. Planning Committee (Emily Jorgensen, Chair)

No items.
4. Funding & Programming Committee (Michael Thompson, Chair)
 - a. **2022-08**: Program Year Extension Request: Washington County CSAH 15 Safety Improvements
 - b. **2022-09**: Program Year Extension and 2022-2025 TIP Amendment Request: Dakota County North Creek Greenway

VI. INFORMATION ITEMS

1. Electric Vehicle Planning Study Findings (Tony Fischer, MTS)
2. MnDOT Metro District CRRSAA Funding (Molly McCartney, 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.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 5, 2022
9:00 A.M.**

Members Present: Jon Solberg, Joe MacPherson, Lyndon Robjent, Erin Laberee, Chad Ellos, Brian Isaacson, Lisa Freese, Lyssa Leitner, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Bridget Rief, Mehjabeen Rahman, Andrew Emanuele, Matt Fyten, Praveena Pidaparathi, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Michael Thompson, Marc Culver, Jim Kosluchar, Jenifer Hager, Jim Voll, Bill Dermody, Paul Kurtz

1. Call to Order

The meeting was called to order by Chair Solberg at 9:02 a.m. Due to the ongoing COVID-19 pandemic, the meeting was held via video conference. Chair Solberg introduced Charles Carlson, the new Executive Director of MTS.

2. Approval of Agenda

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

3. Approval of Minutes

The minutes of the December 1, 2021, meeting was presented to the Committee for consideration. A motion to approve the minutes was made by Ms. Freese and seconded by Mr. Isaacson. Motion carried.

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

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the December 15, 2021 TAB meeting.

5. Committee Reports

1. Executive Committee (Jon Solberg, TAC Chair)

Chair Solberg reported that the Executive Committee met prior to the TAC meeting. The committee discussed the details of items on the agenda as well as future TAC items, including forthcoming scenario planning workshops.

2. TAC Action Items

a. 2022-07: Streamlined 2022-2025 TIP Amendment for MnDOT: US 61 Bridge Wearing Course Replacement in Hastings

Joe Barbeau of MTS presented this item, which would add a project on the US 61 bridge in Hastings to replace the wearing course. The project is not funded by the Regional Solicitation.

Mr. Isaacson made a motion to recommend approval of the item. Seconded by Mr. Keel. Motion carried.

3. Planning Committee (Emily Jorgensen, Chair)

a. 2022-02: Proposed 2022 Regional Safety Targets Recommendations

This item was presented by MTS staff Heidi Schallberg and Jed Hanson. Ms. Schallberg and Mr. Hanson outlined both the process for which the required federal targets were determined for the upcoming year as well as the proposed targets. The targets were determined in coordination with a safety performance working group and follow the methodology established in 2020 for the 2021 targets.

The Committee discussed the recent increase in fatal and serious injury crashes in the region and noted that safety needs to be a focal point in the planning process. Ms. Schallberg outlined a regional safety study that the Council will begin in 2022.

A motion to recommend acceptance of the regional safety targets was made by Mr. Dermody and seconded by Mr. Larson. Motion carried.

4. Funding and Programming Committee (Michael Thompson, Chair)

a. 2022-03: Scope Change Request for Hennepin County CSAH 158 (Vernon Avenue) Bridge Replacement

Mr. Thompson introduced Joe Barbeau of MTS, who presented this item. Mr. Barbeau explained that Hennepin County received \$7 million in funds to replace the Vernon Avenue Bridge in Edina. The county is requesting a minor change in scope, which will not impact funding.

A motion to recommend approval of the item was made by Mr. Ellis and seconded by Mr. Keel. Motion carried.

b. 2022-04: Program Year Extension Request: Blaine 99th Avenue/Baltimore Street Roundabout

Mr. Barbeau presented this item. The City of Blaine is requesting a program year extension from 2022 to 2023 to better coordinate with TH 65 improvements. This is allowed under current policy.

A motion to recommend approval of the item was made by Mr. Culver and seconded by Mr. MacPherson. Motion carried.

c. 2022-05: Scope Change/TIP Amendment Request for Hennepin County CSAH 42 and CSAH 3 Signal Revisions and Pedestrian Improvements

Mr. Barbeau presented this item, explaining that Hennepin County was awarded \$828,000 in HSIP funds for 2022 to fund pedestrian improvements at five intersections. The county has requested removing one of the five intersections to fund it as part of a different project with no federal reduction.

A motion to recommend approval of the item was made by Mr. Keel and seconded by Mr. Ashfeld. Motion carried.

6. Information Items

a. Corridors of Commerce Selection Process

Patrick Weidemann from MnDOT presented the information item. He outlined the changes MnDOT is recommending for changes to the Corridors of Commerce selection process. Recommended changes

include a new step in the project evaluation process intended to increase local stakeholder participation and a grouping of all the projects received by their Area Transportation Partnership (ATP) boundaries. Each ATP would then select up to three projects to advance to the scoring phase, and all other projects dropped from consideration.

For the metro area, projects would be reviewed by the TAB, who will recommend up to 10 projects to advance. Only these ten projects would be scored, with the remainder removed from consideration. Overall, 50% of Corridors of Commerce funds would be distributed to projects in the metro area and 50% would be for Greater Minnesota projects. MnDOT also proposed the creation of a new Small Projects program in Greater Minnesota for projects under \$10 million in cost.

The Committee asked for some clarification on the proposed changes and when these changes may be adopted.

b. Transportation Advisory Committee Bylaws

Joe Barbeau of MTS updated the Committee on proposed changes to the TAC bylaws. The more significant changes include a proposal to change the TAC from 32 members to 34, decreasing the term of the chair from three years to two, and establishing a specialized Bicycle/Pedestrian Planning Technical Working Group.

c. Update on Regional Bicycle Transportation Network and Regional Bicycle Barrier Comments

Steve Elmer of MTS presented this item, noting a correction to an RBTN alignment in Scott County, and summarized the public comments received about the process and infrastructure needs.

d. Scenario Planning Workshops

Dan Markel of Community Development gave a brief overview of the upcoming Scenario Planning Workshops that will be hosted by the Council. These workshops aim to discuss issues of regional importance and will inform work by the Council over the next few years. An update will be provided in the upcoming months.

7. Agency Updates

None.

8. Other Business and Adjournment

The meeting adjourned at 11:03.

Prepared by:

Dave Burns

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL – 2022-10

DATE: January 24, 2022
TO: Technical Advisory Committee
FROM: TAC Executive Committee
PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
SUBJECT: Revision of TAC Bylaws
REQUESTED ACTION: TAC Executive Committee requests approval of the revised TAC Bylaws.
RECOMMENDED MOTION: That the Technical Advisory Committee adopt the TAC bylaws as revised.

SUMMARY: An update to the Bylaws was undertaken primarily to incorporate technical working groups. Several other changes were proposed including adding two members, reducing the term lengths for TAC and standing committee chairs from three years to two, and clarifying opportunity for public input at meetings.

BACKGROUND AND PURPOSE OF ACTION: The bylaws update was started as an effort to formalize the role of technical working groups. Article V, Part D (pages 8-9) enables a more direct relationship between TAC and specialized working groups that will provide recommendations on matters that require technical expertise that is requested by TAC and/or not adequately or comprehensively represented on TAC or its standing committees. While reviewing the bylaws, the TAC Executive Committee found several other pieces to address. These are summarized below.

- I. Article I: Name and Purpose (Page 2)
 - Part B. Update and clarification of the TAC’s purpose.
- II. Article II: Membership of the TAC (Pages 2-3)
 - Part A. Change TAC from 32 to 34 members:
 - Split “non-motorized” member into “bicycle” member and “pedestrian” member, adding one member total. This part also tasks the Bicycle/Pedestrian Planning Technical Working Group with recommending these members for approval by the TAC Executive Committee.
 - Addition of Minnesota Department of Natural Resources (DNR) member.
- III. Article III: Officers of the TAC (Pages 3-4)
 - Part A. Change of chairperson terms from three years to two years. This is meant to create interest in serving in chair roles. Due to more frequent turnover, also shown is that a chairperson can serve multiple terms but not consecutively (current language allows for only one term altogether). New chairperson would start in odd-numbered years, starting in 2023.
- IV. Article IV: Meetings of the TAC (Pages 4-6)

- Parts E and F: Changes to better show an opportunity for public input into committee business. In Part F, addition of an agenda item to call for public comment on committee business is meant to provide a clear option for those with comments on action items. When a non-member has a comment, the chair can use discretion on whether to take the comment at that time or defer it to the appropriate action item.
- V. Article V: Committees (Pages 6-10)
- Part C. Establishment of vice chairs for the Funding & Programming and Planning Committees.
 - Part C. Clarification of how to assign new members to standing committees, when needed.
 - Part C. #1 and #2 show several updated objectives added to the Funding & Programming (F&P) and Planning Committees. These include:
 - Evaluate the Regional Solicitation (F&P)
 - Make HSIP funding recommendations (F&P)
 - Assist in development, review, and recommendation of performance measures (Planning)
 - Review and provide input on planning studies (Planning)
 - Part D. Mostly new language on technical working groups. Membership, process, and purpose of the groups are addressed.
- VI. Article VI: Amendment (Page 10)
(No changes suggested)
- VII. Other/General
- The current version of the Bylaws is inconsistent by interchangeably referring to Funding & Programming and Planning Committees as “standing committees” and “subcommittees.” The proposed update uses the former.
 - The current version of the Bylaws is inconsistent in use of “special task force,” “technical work group,” and “technical working group.” The proposed uses the latter.

RELATIONSHIP TO REGIONAL POLICY: Article VI of the Technical Committee Bylaws prescribes the process for amendment. A motion must pass with a two-thirds majority to be approved. The TAB bylaws explain the TAC’s purpose, membership composition, election of officers, structure and schedule of meetings, conduct of business, and standing committee responsibilities and structure.

STAFF ANALYSIS: Technical working groups should be utilized by TAC and its standing committees to address specific topics not widely represented therein.

TAC Executive Committee members support the attached changes, which will help to create interest in participating, make public input opportunity more transparent, and define the purpose of TAC and its standing committees.

A [smaller-scale bylaws update in 2019](#) included the suggesting on splitting the non-motorized member into separate bicycle and pedestrian measures.

COMMITTEE COMMENTS AND ACTION: The TAC Planning and TAC Funding & Planning Committees reviewed the proposed changes as an information item at their January 13, 2022,

and January 20, 2022, meetings, respectively. While no action was intended to be taken, a comment at the Planning Committee cautioned that increasing membership could lead to a difficult-to-manage membership size. This comment was repeated at the Funding & Programming Committee along with concerns about the diminishing proportion of local agencies vote relative to the entire committee.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Adopt	2/2/2022

METROPOLITAN COUNCIL

BYLAWS

of

The Technical Advisory Committee (TAC) of the Transportation Advisory Board

Adopted ~~February 6, 2019~~ February 2, 2022

These bylaws explain the TAC's purpose, membership composition, election of officers, structure and schedule of meetings, conduct of business, and ~~standing committee subcommittee~~ responsibilities and structure. These bylaws were adopted by the TAC on ~~February 6, 2019~~ February 2, 2022.

ARTICLE I: NAME AND PURPOSE

A. Name

The name of this body shall be the Technical Advisory Committee (hereinafter called the TAC).

B. Purpose

The Transportation Advisory Board (TAB) has established the TAC, for which the primary function is to provide technical advice to the TAB. The committee shall include the following purposes and objectives:~~The purposes of the TAC are:~~

1. Provide the technical evaluation, assistance advice, and coordination recommendations necessary for the Transportation Advisory Board (hereinafter called the TAB) to carry out its duties and responsibilities;
2. Assure state, regional, county and municipal involvement and coordination in transportation decisions of metropolitan significance;
3. Provide a forum for professional staff from planning and implementing agencies to address discussion of metropolitan transportation issues facing the region by professional staff of planning and implementing agencies.
- ~~3-4. Review MPO planning studies and programs, provided by the standing committees, for TAB~~

ARTICLE II: MEMBERSHIP OF THE TAC

A. Composition

The TAC shall be composed of the following professional staff:

Designated representatives or their designated alternates of:

- Association of Metropolitan Municipalities (8)
- Metropolitan Airports Commission (MAC) (1)
- Mn Dept of Employment and Economic Development (DEED) (1)
- Minnesota Department of Transportation (MnDOT) (1)
- Minnesota Pollution Control Agency (MPCA) (1)
- USDOT (FHWA) (non-voting) (1)
- Suburban Transit Provider (designated by Suburban Transit Association) (1)
- ~~Non-motorized Bicycle~~ Transportation (designated by TAC Executive Committee) (1)
- Pedestrian Transportation (designated by TAC Executive Committee) (1)
- Freight (designated by MnDOT Freight Office) (1)
- Minnesota Department of Natural Resources (1)
- ~~And the following individuals (or their representative):~~
- Metropolitan Council (3)
 - Dir. Of Metropolitan Transportation Services (MTS)
 - Dir. Of Community Development
 - General Manager of Metro Transit

County Engineer of each of the Seven Metropolitan Counties	(7)
Region 7W (represent the areas of Sherburne and Wright Counties in the Twin Cities Urbanized Area)	(1)
Minneapolis City Engineer and Planning Director	(2)
St. Paul City Engineer and Planning Director	(2)
Transportation Advisory Board Coordinator	(1)
	<u>3234</u>

B. Appointment and Changes of Representatives to the TAC

The agencies listed in Article II A. shall notify the TAC Chair in writing of any changes to its designated representative and alternate representative.

The change shall take effect upon the Chairperson’s receipt of such notification. When a vacancy occurs, the Chairperson shall immediately notify the appointing body and request that a new representative be appointed.

C. Qualifications of Members and Alternates

The representative should be able to speak for the organization or mode he/she/they represents and be a participant in its decision-making process.

D. Terms of Office

All designated representatives shall serve at the pleasure of their respective organizations.

E. Responsibilities

It is the responsibility of each member or alternate to attend TAC meetings on a regular basis to be informed on matters coming before the TAC and to participate in the Standing standing Committeescommittees.

F. Attendance.

Attendance is an essential component of Committee work. All members are recommended to have an assigned alternate that is kept up to date on TAC issues. Should a TAC or standing cCommittee member or alternate miss attending any four regular meetings in a six-month period without reasonable excuse for such absences, that member shall be considered to have resigned from the Committee. The TAC Committee Chair will notify the appointing agency, and that agency must reappoint a member to the Committee. The same attendance criteria as stipulated above shall also apply to regularly scheduled standing committee meetings. While regular attendance is expected, remote attendance will be accommodated in certain circumstances.

ARTICLE III: OFFICERS OF THE TAC

A. Chairperson

The Chairperson shall be a member of the TAC. The Chairperson shall serve for a term of twothree years beginning January 1 of odd-numbered years. The Chairperson cannot serve more than one consecutive term. The Chairperson must be able to devote the time that is necessary to work effectively and cooperatively with the members of the TAC and

TAB. The Chairperson shall preside at all meetings of the TAC and shall have duties and responsibilities as are normally attendant upon that office and as are prescribed by these bylaws and as are specifically delegated or assigned by the TAC. The Chairperson shall appoint the vice-chair~~person~~ of the TAC and the chairs of the standing committees ~~and task forces~~. The Chairperson shall represent the TAC at meetings of the TAB and other meetings as authorized by the TAC and shall act as liaison with the TAB. In such capacity, the Chairperson shall express the collective views of the TAC.

B. Vice-Chairperson

The Vice-Chairperson shall be a member of the TAC. The Vice-Chairperson shall be appointed by the Chairperson. The Vice-Chairperson shall act for the Chairperson during temporary absence and shall perform such duties as may be delegated by the Chairperson. The term shall be concurrent with that of the Chairperson.

C. Secretary

The Metropolitan Council's Director of Metropolitan Transportation Services, after consultation with the TAC Chairperson, shall designate one of his/her professional staff as Secretary of the TAC. The Secretary shall maintain a current copy of these bylaws and shall provide a copy to each newly appointed TAC member. Upon revision, the Secretary shall promptly update these bylaws and furnish each TAC member with an updated copy. The Secretary shall keep all TAC minutes; shall oversee the production and distribution of materials for upcoming TAC meetings as directed by the Chairperson and with the TAB Coordinator shall oversee the production of TAC materials for presentation to the TAB. The Secretary shall keep a record of the attendance of TAC members and shall report to the Executive Committee on a regular basis. The TAC Secretary shall also serve as Secretary to the Executive Committee.

ARTICLE IV: MEETINGS OF THE TAC

A. Regular Meetings

Regular meetings of the TAC shall be held on the first Wednesday of every month at a time and location determined by the members. Members of the TAC shall be sent notification of the specific time and place and tentative agenda, together with appropriate material pertaining to agenda items at least five days prior to the meeting. These materials will also be available to the public on the Council's website.

B. Cancellation

Regular meetings of the TAC may be cancelled by a majority vote of the members or by the Chairperson. The TAC Chairperson may not cancel two successive regular meetings without the approval of the Executive Committee.

C. Special Meetings

Special meetings of the TAC may be held upon the call of the Chairperson or a majority of the members of the TAC. Notice of a special meeting shall include the date, time, place and agenda for that meeting and shall be sent to the TAC members three days prior to the

meeting. Business at special meetings shall be limited to the subject(s) stated in the call.

D. Quorum

A simple majority of TAC members shall constitute a quorum for the conduct of business at any meeting of the TAC. If a quorum exists at any time during the meeting, a quorum is then determined to exist for the remainder of the meeting.

E. Non-Member Participation

All meetings of the TAC ~~and~~ its standing committees ~~and task forces~~ shall be open to ~~the~~ public input related to committee business. In agenda item 4 (Section F, below), Public Comment on Committee Business, when a non-member has a comment on a specific agenda item, the chairperson will have discretion on whether to take comment at that time or ask the non-member to comment when the item is discussed later in the meeting. ~~Non~~Time limits on non-member participation shall also be at the discretion of the Chairperson.

F. Order of Business

The business of the TAC shall contain the following elements:

- 1) Call to Order
- ~~1)2)~~ Approval of the Agenda
- 3) Approval of the Minutes of Previous Meetings
- ~~2)4)~~ Public Comment on Committee Business
- ~~3)5)~~ TAB Report
- ~~4)6)~~ Consent Items
- ~~5)7)~~ Reports of Committee Reports
- ~~6)8)~~ Special Agenda Information Items
- ~~7)9)~~ Agency Reports
- ~~8)10)~~ Other Business
- 11) Adjournment

G. Conduct of Business

1) Roberts Rules of Order

The rules contained in the current edition of the Roberts Rules of Order shall govern the TAC to the extent that they are not inconsistent with these bylaws.

2) Suspension of Rules

Roberts Rules of Order may be suspended by a two-thirds vote of the TAC members present.

3) Voting, Motions, Recording

Only members of the TAC may vote on matters, introduce or second a motion before the group. There shall be no voting by proxy and each member shall be entitled to only one vote on any issue. The chairperson shall be a voting member of

the TAC. Voting on any matter shall be by voice vote provided that a roll call vote shall be called and recorded on any issue if requested by the Chairperson or a majority of members present. Upon request of any member, the Secretary shall repeat the motion and the name of the mover and seconder immediately preceding a vote by the TAC.

In situations when the TAC meeting has been canceled but an item requires TAC action, the TAC Chair may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Secretary will record the electronic vote and forward the action to the TAB, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC members and posted on the website. The item will be on the TAC agenda the following month for information.

ARTICLE V: COMMITTEES

A. TAC Chairperson Nominating Committee

At the November TAC meeting, in the third year of the Chair's term, the members shall caucus within their respective groups representing the cities, the counties and the agencies. The caucuses shall select one person from their caucus to be a member of the TAC Chairperson Nominating Committee. At the December TAC meeting, the TAC Chairperson Nominating Committee shall nominate a candidate for TAC Chair.

B. Executive Committee

The Executive Committee shall be composed of the TAC Chairperson, the Vice-Chairperson and the chairpersons of the standing committees, the MnDOT TAC member, the Metropolitan Council's MTS TAC member, the TAB Coordinator, the immediate past TAC Chair and such other TAC members as the TAC Chairperson may appoint. The Executive Committee will be chaired by the TAC Chairperson and will meet at his/her discretion to coordinate TAC activities.

C. Standing Committees and Subcommittees

Standing committees are created or discharged only by action of the TAC. These committees are to perform as delineated within the purposes and objectives for each committee as adopted by the TAC. These committees shall make a report of activities at each regular TAC meeting. The committee chairperson shall be selected by the TAC chairperson from the members of the TAC. The committee vice-chairperson shall be recommended by the committee chairperson and approved by the TAC Executive Committee. The term of the committee chairperson and vice chairperson shall be concurrent with that of the TAC Chairperson. Each standing committee chair shall propose the membership for his/her/their standing committee to the Executive Committee, which shall consider each proposal and propose the membership of each standing committee to the TAC. The membership and purpose statement of the standing committees shall be approved by the TAC annually at its January meeting. When new members are added to TAC during the year, the TAC Executive Committee will assign them to the appropriate standing committee, if necessary. The ~~two~~ standing committees of the TAC are the Funding and Programming Committee and the Planning Committee. Standing committee

chairpersons may establish appropriate subcommittees and appoint the subcommittee chairperson from among the members of the parent standing committee. The purpose, objective and membership of the subcommittee shall be approved by the parent standing committee.

1) Funding and Programming Committee

The TAC shall establish a TAC Funding and Programming Committee. The primary function of the committee shall be to advise on the use of and to manage federal transportation funds available to the region. The committee shall ~~include~~ commit to the following purposes and objectives:

- Prepare and ~~process~~ make recommendations on the regional Transportation Improvement Program (TIP) and TIP amendments
- Carry out the application development, scoring, qualifying review, and appeal process for the Regional Solicitation for Federal Funds
- Evaluate the Regional Solicitation process and implemented projects and make recommendations for improvements to the process
- Make recommendations for Highway Safety Improvement Program (HSIP) funding
- Assist in the development and review of ~~the TPP and MnDOT's Metro Highway Investment Plan~~ investment programs carried out in a regional or statewide planning process (e.g. Transportation Policy Plan, MnDOT plans such as MnSHIP)
- Review ~~scope change and program year extension~~ program year date and scope change requests
- ~~Review the status of the programmed Regional Solicitation projects~~ Prepare the annual implementation report on regionally solicited and federally funded transportation improvement projects and programs

The membership of the committee shall include (1) representative (or alternate) from:

- At least five ~~Counties~~ counties
- At least five ~~Cities~~ cities
- MnDOT Metro District
- MnDOT Metro District State Aid Office
- Metropolitan Council staff ~~–~~ MTS
- MPCA
- Department of Natural Resources (DNR)
- Suburban Transit Association
- Metro Transit
- MnDOT Metro District Multimodal Planning
- TAB Coordinator
- FHWA (non-voting)

2) Planning Committee

The TAC shall establish a TAC Planning Committee. The primary function of the committee shall be to address transportation planning and policy issues. The committee shall include the following purposes and objectives:

- Interpret new or revised changes in federal law or guidance, and their impact on TAC/TAB/metropolitan planning organization (MPO) roles.
- Give direction to the TAC, TAB, MPO in carrying out new or revised roles due to changes in federal law or guidance
- Manage the Functional Classification ~~Procedure~~system and make recommendations on change requests
- Assist in the development and review of the TPP, Unified Planning Work Program (UPWP), and MnDOT's State Multimodal Transportation Plan (SMTP), Metro Capital Highway Investment Plan, modal plans, and other planning documents of regional or statewide significance
- Assist in the development, review, and recommendation of performance measures for federal requirements and the TPP
- Review and provide input on planning studies that will inform the Transportation Policy Plan or other planning processes in the MPO role
- ~~Review~~ and make recommendations on Airport Comprehensive Plans, Airport
- ~~Review Airport~~ Land Use Compatibility Guidelines/Procedures, t
- ~~Review~~ the design and application of airport noise mitigation plans, and the MAC Annual Capital Improvements Plan (CIP) and Environmental Review
- Review and comment on highway traffic forecast models, transit ridership forecasts, aviation forecasts
- ~~Review and make recommendations on the MAC Annual Capital Improvements Plan (CIP) and Environmental Review~~

The membership of the committee shall include (1) representative (or alternate) from:

- At least four counties
- At least four cities
- MnDOT Metro District
- ~~Metropolitan Council staff – MTS~~
- Metropolitan Council staff – Community Development
- MPCA
- MAC
- Metro Transit
- Suburban Transit Association
- TAB Coordinator
- FHWA (non-voting)

D. ~~Special Task Force~~ Technical Working Groups

The TAC may establish ~~task forces~~ standing technical working groups and develop their charge subject to approval by the Executive Committee. Activities shall be reported to the TAC or its standing committees at regular meetings and the results are subject to approval by the TAC membership. The membership ~~and~~, purpose statement, and any specific advisory roles (e.g., input on action items) of each ~~task force~~ technical working group shall be approved by the TAC executive committee. ~~The~~ primary function of the ~~task force~~ technical working groups shall be to provide recommendations to the TAC or TAC ~~subcommittees~~ standing committees when they consider matters that require specialized technical expertise that is requested by TAC and/or not adequately or comprehensively represented on TAC or its standing committees. These working groups are not expected to take formal actions or votes; rather they shall provide qualitative advisory feedback to the TAC or its standing committees at their discretion. These working groups do not necessarily replace the role of project- or study-specific technical groups that have a narrow scope and time-limited focus.

The following are ~~examples of~~ specific ~~tasks~~ technical working groups ~~that might be assigned to this task force:~~

- Bicycle and Pedestrian Planning
- Transit Planning

~~Define~~ The membership of the ~~task force~~ should include (1) representative from technical working groups will be specific to the expertise needed, but should at least include county and city governments, Met Council, TAB Coordinator, and agency-specific staff (e.g., MnDOT or transit providers). TAC will approve a membership list when any ~~the~~ group is formed. The technical working groups shall self-select a chair and vice chair person, subject to approval from the TAC Executive Committee, to report activities to TAC and its standing committees. Additional technical working groups may be formed in the future but should follow the requirements listed in here.

E. TAC Membership on MnDOT's Capital Improvements Committee (CIC)

Eight representatives from the TAC or its standing committees, ~~in addition to the a~~ Metropolitan Council representative, and the TAB Coordinator, shall be appointed by the TAC Chair to the MnDOT Metro District Capital Improvements Committee. TAC's CIC membership should include the TAC Chair, the Funding and Programming Committee Chair, and the Planning Committee chair. TAC's CIC membership should strive to achieve geographic balance through the appointment of city and county representatives. CIC Meetings are open to agencies and regional partners.

F. Voting

Only established members, or alternates, of a given committee ~~or task force~~ may vote on matters, or introduce or second a motion before that group. ~~Non-member participation, excluding voting, shall be at the discretion of the committee/task force chair. Technical working groups are not expected to vote on items but may consider providing options as advisory comments to TAC or its standing committees, if consensus is not reached.~~

In situations when a TAC Standing Committee meeting has been canceled but an item

requires TAC Committee action, the Committee Chair may offer the members the opportunity to vote electronically. The electronic votes must be received from a quorum of the members for the vote to be valid. The TAC Standing Committee Secretary will record the electronic vote and forward the action to the TAC, if necessary. The results of the electronic vote, the action transmittal and all appropriate materials pertaining to the item will be sent to the TAC Standing Committee members and posted on the website. The item will be on the TAC Standing Committee agenda the following month for information.

ARTICLE VI: AMENDMENT

These bylaws may be amended by a two-thirds vote of the TAC members present, provided that written notice setting forth in detail the content of the proposed amendment(s) has been given to the TAC at the preceding regular TAC meeting. Upon adoption by the TAC, these bylaws and any amendments thereto shall be forwarded to the TAB for its information.

ACTION TRANSMITTAL No. 2022-11

DATE: January 21, 2021

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)

SUBJECT: Streamlined 2022-2025 TIP amendment for MnDOT: US 52 Median Crossovers and Temporary Shoulder Widening

REQUESTED ACTION: MnDOT requests an amendment to 2022-2025 TIP to expand the length of its US 52 median crossovers and temporary shoulder widening project (SP # 1906-74) in Dakota County.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to expand the length of MnDOT's US 52 median crossovers and temporary shoulder widening project (SP # 1906-74) in Dakota County.

Summary: TIP Amendment request from MnDOT to expand the length of a project with no funding changes.

BACKGROUND AND PURPOSE OF ACTION: This request is to change the termini of MnDOT's US 52 median crossovers and temporary shoulder widening project in Dakota County, increasing the total length from 14.89 miles to 15.85 miles

This project is to be funded with National Highway Performance Program (NHPP) funds, which are not programmed through the Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments 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, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the 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.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Recommend	2/16/2022
Metropolitan Council Transportation Committee	Review & Recommend	2/28/2022
Metropolitan Council	Review & Adopt	3/9/2022

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	US52	1906-74	MNDOT	US52, from CR86 Hampton to CSAH42 in Coates from 0.4 miles south of CSAH 86 to 0.2 miles north of 140 th St E-median crossovers and temporary shoulder widening

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
14.89	RS	Resurfacing	NHPP	4,013,000	3,210,400	802,600
<u>15.85</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 amendment is a correction to the termini and total length.

- 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 X

No additional funds are needed, 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
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S16—Adding medians per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL – 2022-08

DATE: January 21, 2022

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)

SUBJECT: Program Year Extension Request: Washington County CSAH 15 Safety Improvements

REQUESTED ACTION: Washington County requests a program year extension for its CSAH 15 rumble-strip and striping project (SP# 082-615-045) from fiscal year 2022 to fiscal year 2023.

RECOMMENDED MOTION: That the Funding & Programming Committee recommend that TAB approve Washington County's program year extension request to move its CSAH 15 rumble-strip and striping project (SP# 082-615-045) from fiscal year 2022 to fiscal year 2023.

SUMMARY: The requested action involves a Highway Safety Improvement Program (HSIP) project for rumble strips and wet-reflective striping. Washington County is requesting an extension of the program year to enable the rumble-strips to be placed later following a recently planned resurfacing of roadway segments. The Funding & Programming Committee unanimously recommended approval as requested.

BACKGROUND AND PURPOSE OF ACTION: Washington County received \$111,657 from the 2020 Highway Safety Improvement Program (HSIP) Solicitation to install rumble-strips and wet-reflective striping along County State Aid Highway (CSAH) 15 (Manning Avenue) from CSAH 12 (75th Street North) to 240th Street North (Chisago County line) in program year 2022. The county is requesting an extension of the program year to 2023 to enable the rumble-strips to be placed one year after a recently planned 2022 resurfacing of segments of CSAH 15.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Per the Program Year Policy's progress assessment (pages 7 and 8), a minimum score of 7 is needed to be eligible for an extension. The county scored 9 for this request due to the completion of right-of-way acquisition, engineering cost estimates, and environmental documentation.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2026 reimbursement of federal funds, though an earlier

reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

COMMITTEE COMMENTS AND ACTION: At its January 20, 2022, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Washington County's program year extension request to move its CSAH 15 rumble-strip and striping project from fiscal year 2022 to fiscal year 2023.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/20/2022
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Accept	2/16/2022

Donald J. Theisen, P.E., Director
Wayne H. Sandberg, P.E., Deputy Director,
County Engineer

December 27, 2021

Mr. Michael Thompson, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Program Year Extension Request for SP 082-615-045; Safety improvements to CSAH 15 (Manning Avenue) in Washington County

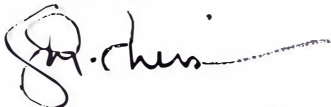
Dear Mr. Thompson,

Washington County is requesting that the Funding and Programming Committee consider a program year extension for safety improvements along County State Aid Highway (CSAH) 15 (Manning Avenue). The project includes rumble strips and wet-reflective striping along CSAH 15 from CSAH 12 to 240th St N (County Line) in Washington County, and was awarded \$111,657 for program year 2022 in the 2020 HSIP solicitation.

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a local option sales tax recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure, we respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

Please let me know if additional information is needed.

Sincerely,

A handwritten signature in black ink that reads "D. Theisen".

Donald J. Theisen, P.E.

Director, Public Works

CC: Joe Barbeau, Metropolitan Council; Colleen Brown, MnDOT State Aid; Lyssa Leitner, Washington County Planning Supervisor; Frank Ticknor, Washington County Design Engineering Supervisor; Eden Rogers, Washington County Design Engineer; Joe Ayers-Johnson, Washington County Transportation Planner

A great place to live, work and play...today and tomorrow

Donald J. Theisen, P.E., Director
Wayne H. Sandberg, P.E., Deputy Director,
County Engineer

REQUEST FOR PROGRAM YEAR EXTENSION

PROJECT:

SP 082-615-045

Safety Improvements to CSAH 15 (Manning Ave)

Washington County, MN

REQUESTED BY:

Donald J. Theisen, Director of Public Works

651-430-4304; don.theisen@co.washington.mn.us

A great place to live, work and play...today and tomorrow

North Shop • 11660 Myeron Road North • Stillwater, MN 55082-9537
Telephone: 651-430-4300 • Fax: 651-430-4350 • TTY: 651-430-6246
www.co.washington.mn.us

Project Background

Washington County is requesting that the Funding and Programming Committee consider a program year extension for safety improvements along County State Aid Highway (CSAH) 15 (Manning Avenue). The project includes rumble strips and wet-reflective striping along CSAH 15 from CSAH 12 to 240th St N (County Line) in Washington County, and was awarded \$111,657 for program year 2022 in the 2020 HSIP solicitation.

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a Local Option Sales Tax (LOST) recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure, we respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

Project Status

Project Schedule

- a) See attached schedule

Right of Way Acquisition

No right of way acquisition is needed for this project.

Plans

See attached map for project location.

Permits

See attached map for project location.

Approvals

Washington County is the only agency with approval authority.

Identify funds and other resources spent to date on the project

- a) Washington County staff have expended time on the scoping of this project.

Justification for Extension Request

What is unique about this project that requires an extension of the program year?

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a County local option sales tax recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure. Washington County also wants to complete a complete public engagement process with this project. The rumble strips will go through six cities/townships and the County will be educating local residents on the benefits of centerline rumble strips. Washington County

respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

What are the financial impacts if the project does not meet its current program year?

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured, or the project will be eliminated. The only other available funds are County CIP funding or State Aid funding. Both sources have long range plans committing those dollars out to 2026 or beyond.

What are the implications if the project does not obtain the requested extension?

There are legitimate safety needs along this stretch of Manning Ave, which the scoring committee recognized and is reflected in the initial award that this project received. However, there are not currently alternative funding sources identified for these improvements; and if the project does not receive the requested extension, it is highly likely that these improvements will not be constructed in the foreseeable future and existing safety needs will go unmet.

What actions will the agency take to resolve the problem facing the project in the next three to six months?

Washington County is prepared to move this project forward immediately if the extension to 2023 is granted.

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM			
<u> X </u>	Reviewed by State Aid	If checked enter 4.	<u> 4 </u>
	Date of approval _____		
<u> </u>	Completed/Approved	If checked enter 5.	<u> </u>
	Date of approval _____		
<u> </u>	EA		
<u> </u>	Completed/Approved	If checked enter 2.	<u> </u>
	Date of approval _____		
<u> </u>	EITHER		
	Not Complete		
	Anticipated Date of Completion _____		
	If prior to January 31 of the program year, enter 1.		<u> </u>

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

<u> </u>	Completed		
	Date of Hearing _____	If checked enter 2.	<u> </u>
<u> X </u>	Not Complete		
	Anticipated Date of Completion <u> Summer 2022 </u>		
	If prior to February 28 of the program year, enter 1.		<u> 1 </u>

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

<u> </u>	Completed/FONSI Approved	If checked enter 2.	<u> </u>
	Date of approval _____		
<u> X </u>	Not Complete		
	Anticipated Date of Completion <u> April 2022 </u>		
	If prior to March 31 of the program year, enter 1.		<u> </u>

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion December 2022
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. 2
Date _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date January 5 2023
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 9

Schedule

Washington County

Project SAP

082-615-045

CSAH

15

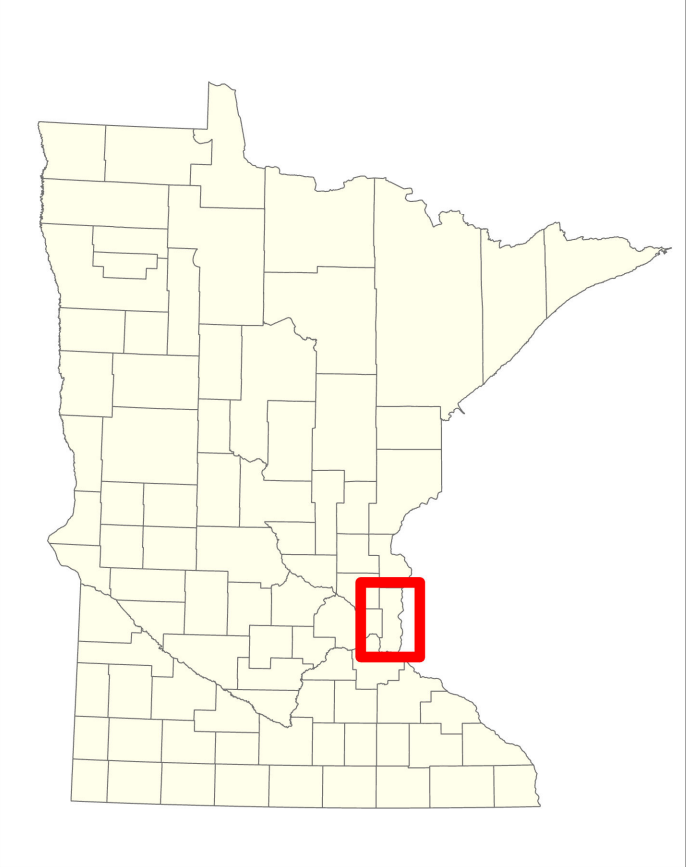
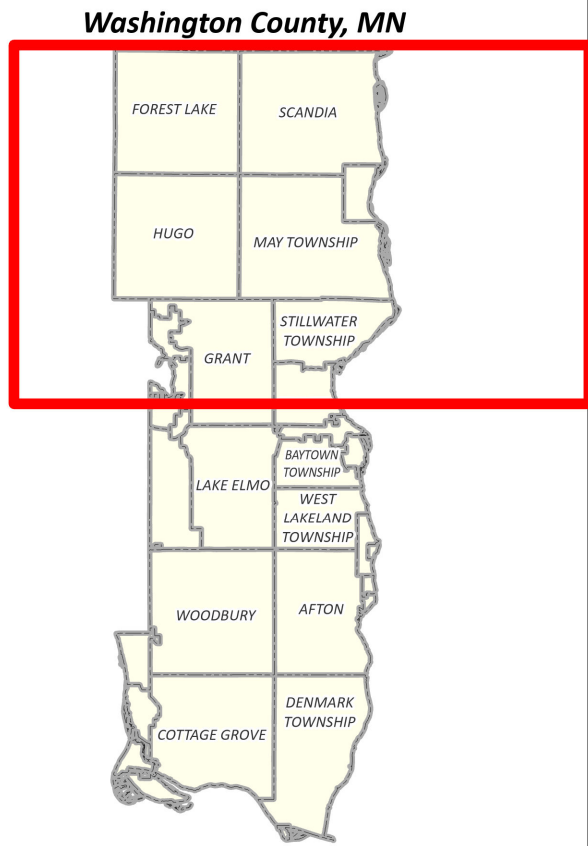
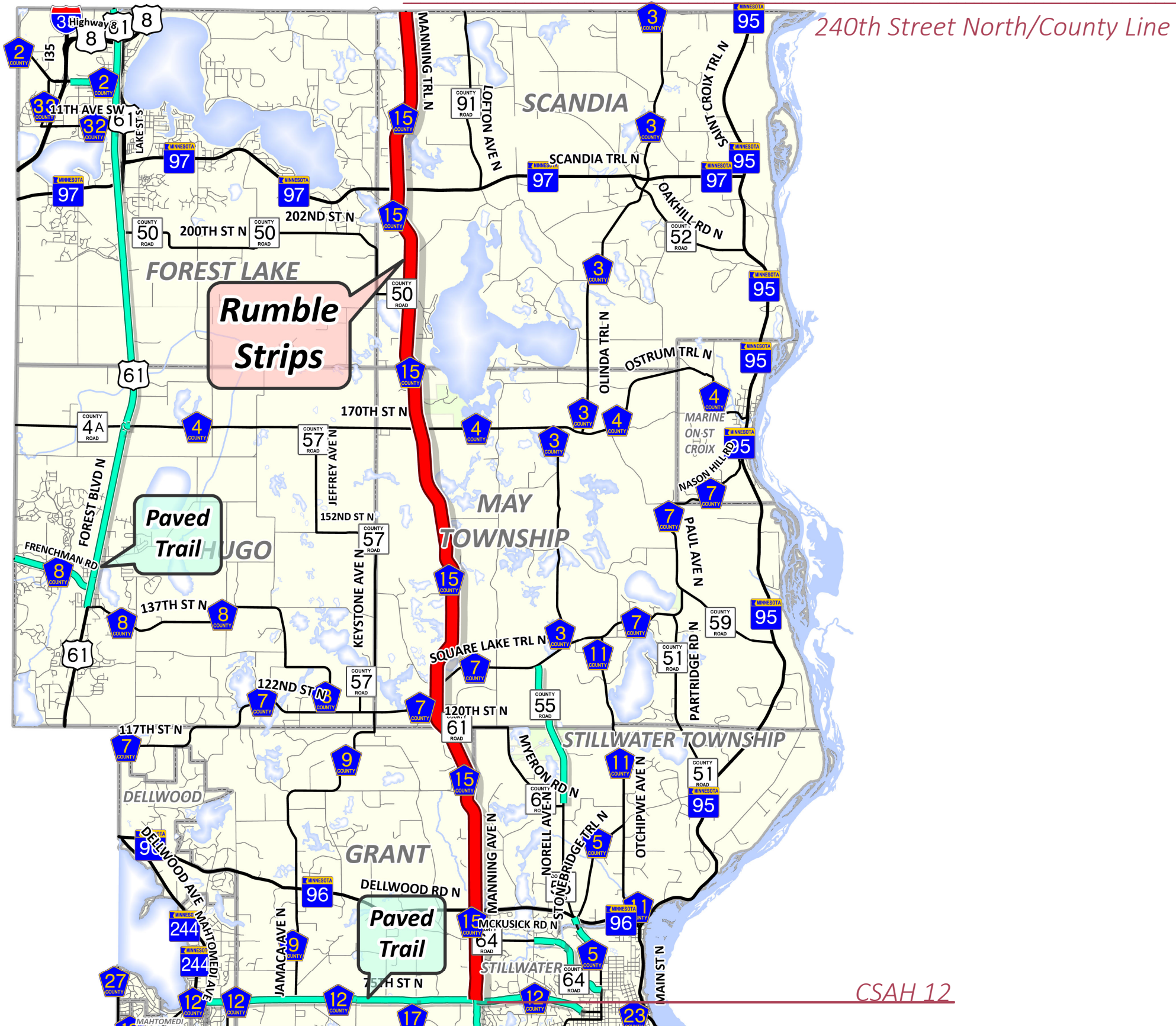
Preliminary/Final Design

Friday, July 14, 1905

Date of Letting

Sunday, January 1, 2023

DATE	2021	2022							2023														
ITEM	Sept	Oct	Nov	Dec	Jan	Feb	March	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
Project Management and Coordination																							
Notice to Proceed																							
Project Kick off																							
Agency coordination/Public Engagement																							
Preliminary Design																							
30% Plans and Specifications																							
30% Cost Estimates																							
Final Design																							
60% Plans and Specifications																							
60% Cost Estimates																							
Final Agency coordination																							
90% Plans and Specifications																							
90% Cost Estimate																							
Final Bid Documents																							
Bid Letting and Construction																							
Advertisement for bid																							
Award Contract																							
Construction																							



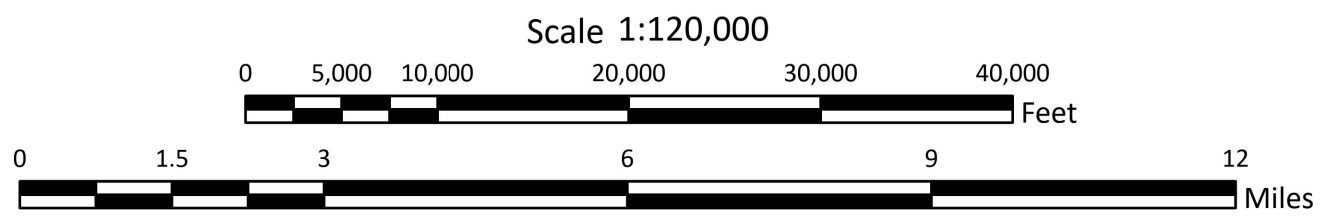
This map is neither a legally recorded map nor a survey and is not intended to be used as one. The Digital Data is a compilation of records, information and data from various city, county and state offices and other sources and should be used for reference only. No representation is made that the features presented accurately reflect true location. Washington County or any other entity from which data was obtained assumes no liability for any errors or omissions herein. If discrepancies are found, please contact the Washington County Public Works

Location Map

2020 HSIP Application

CSAH 15 - CSAH 12 to N County Line

Washington County, MN



Centerline Rumble Strips

Length

17 miles

Cost Estimate

	Unit	Quantity	Cost	Total
Mobilization	Each	1	\$ 6,000.00	\$ 6,000.00
Traffic Control	Each	1	\$ 10,000.00	\$ 10,000.00
Milled Rumble Strips - CL	LF	89,760	\$ 0.40	\$ 35,904.00
4" Solid Line Multi-Component (WR)*	LF	107,700	\$ 0.67	\$ 72,159.00
			Total	\$ 124,063.00

* This is estimated by applying a factor of 1.2 to account for skips and double yellow along this stretch of roadway.

ACTION TRANSMITTAL – 2022-09

DATE: January 21, 2022

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)

SUBJECT: Program Year Extension and 2002-2025 TIP Amendment Request:
Dakota County North Creek Greenway

REQUESTED ACTION: Dakota County requests a program year extension for its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that TAB:

- Approve Dakota County’s program year extension request to move its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023.
- Recommend the Council approve an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

SUMMARY: This requested action involves a Regional Solicitation project to construct a 2.1-mile multi-use trail. Dakota County is requesting an extension of the program year, as site work is more extensive than expected. The request includes a TIP amendment reflecting this change along with a cost increase and technical corrections. The Funding & Programming Committee unanimously recommended approval as requested.

BACKGROUND AND PURPOSE OF ACTION: Dakota County received \$480,000 from the 2018 Regional Solicitation to construct a 2.1-mile multi-use trail in program year 2022. The county is requesting an extension of the program year to 2023 to account for delays likely to occur due to the more extensive site work (versus expected) that is needed.

While most program year extension requests do not require a TIP amendment, a TIP amendment is included with this request to reflect a cost increase that is due to a need for more extensive site work and longer bridge spans than originally estimated. Along with the cost increase and program year change, the proposed TIP amendment corrects minor errors in the project description.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB’s Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Federal law requires that all TIP amendments 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, provided these four requirements are met.

STAFF ANALYSIS:

Program Year Extension: Per the Program Year Policy's progress assessment (pages 9 and 10), a minimum score of 7 is needed to be eligible for an extension. The county scored 8 for this request due to the completion of engineering cost estimates and environmental documentation.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2026 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

TIP Amendment: Assuming the program year extension is approved, a TIP amendment reflecting the change should be recommended to the Council as well. If the program year extension is not approved, a TIP amendment reflecting the cost increase and description corrections should still be recommended for approval. The TIP amendment meets fiscal constraint because the 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.

COMMITTEE COMMENTS AND ACTION: At its January 20, 2022, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Dakota County's program year extension request to move its North Creek Greenway project from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/20/2022
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Recommend TIP Amendment and Accept Program Year Extension	2/16/2022
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	2/28/2022
Metropolitan Council	Review & Adopt (TIP Amendment Only)	3/9/2022



December 22, 2021

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Extension Request for SP 019-090-023 - North Creek Greenway

Greetings Mr. Thompson,

Dakota County would like to respectfully request a program year extension be considered by the Funding and Programming Committee for the above referenced project. The project's current program year is 2022 and includes the construction of 2.1 miles of multi-use trail, two trail bridges over North Creek and surrounding wetlands, and other amenities consistent with Dakota County Greenways.

In 2018, Dakota County applied for and was awarded \$480,000 of Federal funds in the form of a Surface Transportation Block Grant under the Transportation Alternatives Program. The County applied for funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system.

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. This has increased the estimated construction cost of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with a goal of federal authorization in 2022, however, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

We request the Funding and Programming Committee's support in extending Dakota County's program year for this project to 2023. Please contact me if you require additional information on this request.

Sincerely,

Bryce LeBrun, P.E.

Project Manager
bryce.lebrun@co.dakota.mn.us
952-891-7213

CC: Colleen Brown, MnDOT Federal Aid; Joe Barbeau, Senior Planner; Elaine Koutsoukos, TAB Coordinator

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 019-090-023

North Creek Greenway from 173rd St in Lakeville to 189th St in Farmington

Dakota County, MN

REQUESTED BY:

John Mertens

Title: Principal Planner

Phone: 952-891-7036

john.mertens@co.dakota.mn.us

Project Contact:

Bryce LeBrun, P.E.

Phone: 952-891-7213

bryce.lebrun@co.dakota.mn.us

Project Background

This project will construct a 2.1 mile segment of the North Creek Greenway between 173rd St in Lakeville and 180th St in Farmington as identified in the North Creek Greenway Master Plan. Dakota County was awarded \$480,000 of Surface Transportation Block Grant – Transportation Alternatives Program for this project in program year 2022. It was funded in the Multiuse Trails and Bicycle Facilities funding category.

Project Progress

Environmental Documentation

A draft project memorandum has been prepared and submitted to State Aid for review.

Project Schedule

See the attached project schedule.

Right of Way Acquisition

Parcels where permanent trail improvements will be located are already in Dakota County or City ownership, no further acquisition is anticipated. Property for the greenway was dedicated to Dakota County or the cities of Lakeville & Farmington along with the surrounding subdivision developments. Identification of temporary and permanent easement needs for construction and maintenance is ongoing.

See the attached project maps and the below parcel ID list for trail right-of-way.

Parcel ID	Owner
220120050016	CITY OF LAKEVILLE
220120025031	COUNTY OF DAKOTA
220120079011	COUNTY OF DAKOTA
146405300020	CITY OF FARMINGTON
146405100080	CITY OF FARMINGTON
146405300010	CITY OF FARMINGTON
146405100090	CITY OF FARMINGTON
146405100110	CITY OF FARMINGTON
144780300030	CITY OF FARMINGTON
144780200080	CITY OF FARMINGTON
144780300040	CITY OF FARMINGTON
144780200030	CITY OF FARMINGTON
140130075013	CITY OF FARMINGTON
225710600060	CITY OF LAKEVILLE
225710600060	CITY OF LAKEVILLE
225710500030	CITY OF LAKEVILLE
225710000060	CITY OF LAKEVILLE

Engineers Estimate of Costs

See the attached preliminary engineer's estimate.

Plans

A design study including preliminary construction limits and a preliminary plan/profile was completed in early 2021. Survey work for final plans was completed this fall, a 30% design has been completed, and final design work is ongoing.

Permits

Unit of Government	Type of Application	Current Status		
		To be requested	Requested	Complete
Federal				
FHWA	Categorical Exclusion determination	X		
MnDOT CRU	Section 106 (Historic/Archeological) determination		X	
MnDOT OES	Endangered Species Act Section 7 determination			X
US Army Corps of Engineers	Section 404 Clean Water Act Permit	X		
State				
MnDOT	Categorical Exclusion document		X	
MPCA	National Pollutant Discharge Elimination System (NPDES) - Construction Stormwater Permit	X		
MPCA	Storm Water Pollution Prevention Plan (SWPPP)	X		
MnBWSR	WCA Permit	X		
Local				
Watershed District	Watershed Permit	X		

Expended Funds and Resources to Date

Dakota County has expended staff time in planning, scoping, project development, preliminary environmental/cultural resources review, and project management. Dakota County has also engaged consultant services, partnering with the City of Lakeville for a preliminary design study and contracting a consultant for final design. Dakota County will continue to expend funds & resources to advance this project; SRF is signed on to a contract for final design services for approximately \$260,000 and Merjent Inc. has been engaged for archeology services for approximately \$7,600. See the below summary of costs to date for consultant services.

Consultant Services Cost Summary		
Item	Consultant	Cost to Date
Preliminary Design Study	Stantec	\$79,862.11
Final Design Services	SRF	\$5,527.30
	TOTAL	\$85,389.41

Justification for Extension

What is unique about this project that requires an extension of the program year?

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions, wetlands, floodplain corridors, and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. More reconstruction of existing city trails than initially estimated was also found to be required as part of this project. This has increased the estimated construction costs of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with the goal of federal authorization in 2022. However, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

What are the financial impacts if the project does not meet its current program year?

The current Dakota County Transportation CIP accounts for the remaining funds beyond the federal award required to cover the increased construction cost. The County applied for Federal funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system. If the project does not meet the current program year and loses access to the Federal funding, it could cause delays this project and/or to other CIP-planned Dakota County greenway projects due to the need to shift funds.

What are the implications if the project does not obtain the requested extension?

The target date for letting this project is in 2022. If the letting date is delayed due to any number of factors during the design process, the letting date will shift to early 2023. Without the requested extension, a project delay would cause a loss of federal funding and the aforementioned County CIP impacts.

What actions will the agency take to resolve the problem facing the project in the next three to six months?

Dakota County has engaged a consultant for final design, and the project team is aggressively pursuing the completion of final plans by the end of the Spring of 2022. Regular meetings and

coordination with MnDOT State Aid have begun and will be recurring. The project team will continue to work closely with project partners and stakeholders (Dakota County Parks Department, the City of Lakeville, City of Farmington, MnDOT State Aid, nearby residents, etc.) to stay on schedule and deliver the project, preferably in 2022 or, if needed, 2023.

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2 _____
 Not Complete
Anticipated Date of Completion April/May 2022
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion January 2022
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

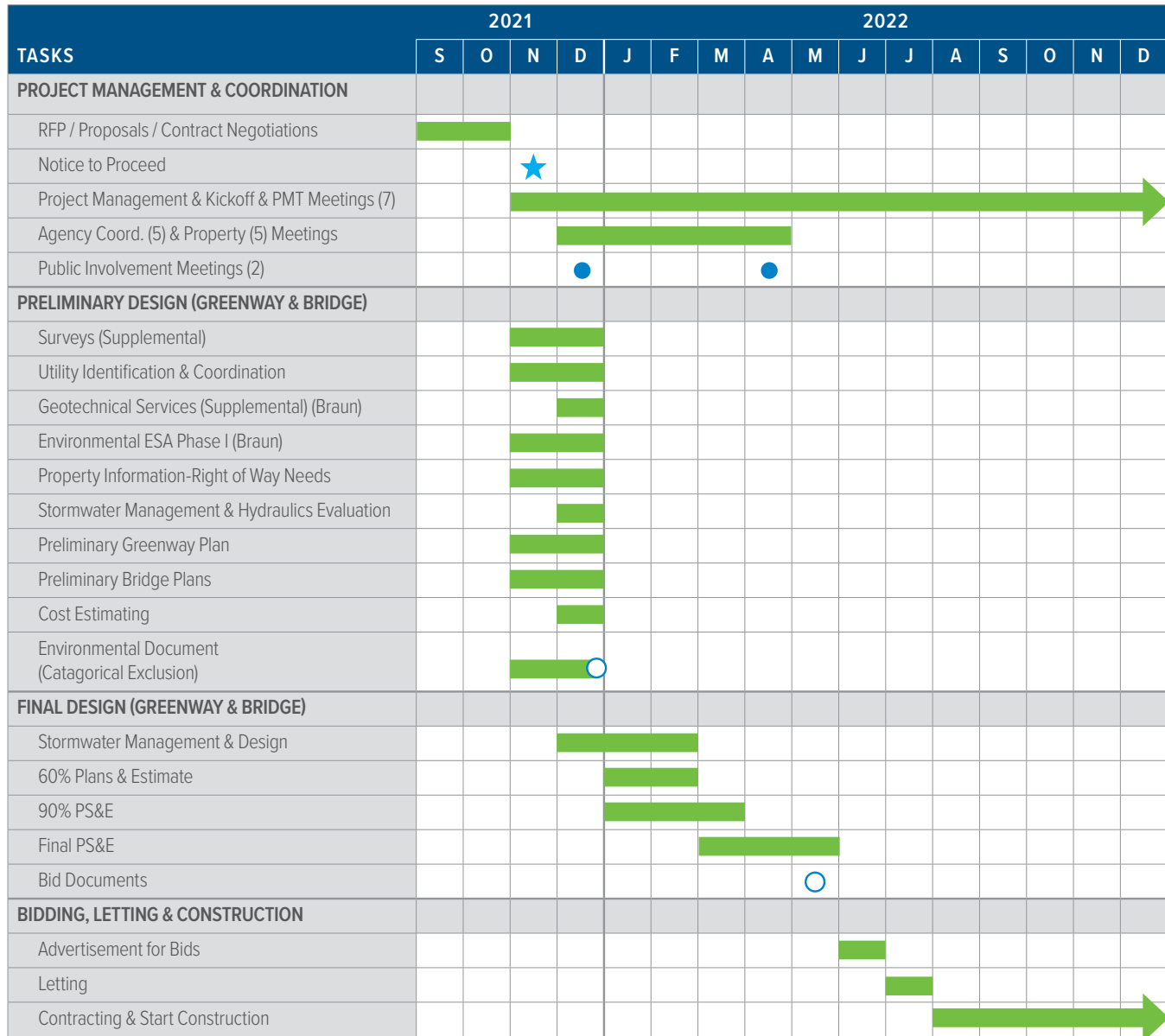
AUTHORIZED

Anticipated Letting Date July 2022.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 8

SCHEDULE

SRF has provided a schedule of associated tasks and list of deliverables based on the County’s aggressive design schedule to deliver through MnDOT’s DCP for authorization for the current funding award and 2022 program year. The RFP states the County anticipates submitting a request for a program-year extension to MnDOT State Aid, requesting authorization to extend into 2023 if necessary, and that a contract amendment may be necessary if significant construction engineering support is needed or if bidding is rescheduled to 2023.



LIST OF DELIVERABLES

Project Management & Coordination Deliverables:

- Invoices & Progress Reports
- Agendas & minutes
- Drawings, exhibits, visualizations & handouts
- Public Involvement Plan (PIP)
- Mailing materials
- Public comments & summaries

Design - Construction Deliverables:

Preliminary, December, 15, 2021:

- Field topographic survey
- Phase I ESA report
- Environmental document (Cat. Ex.)
- Existing utility data

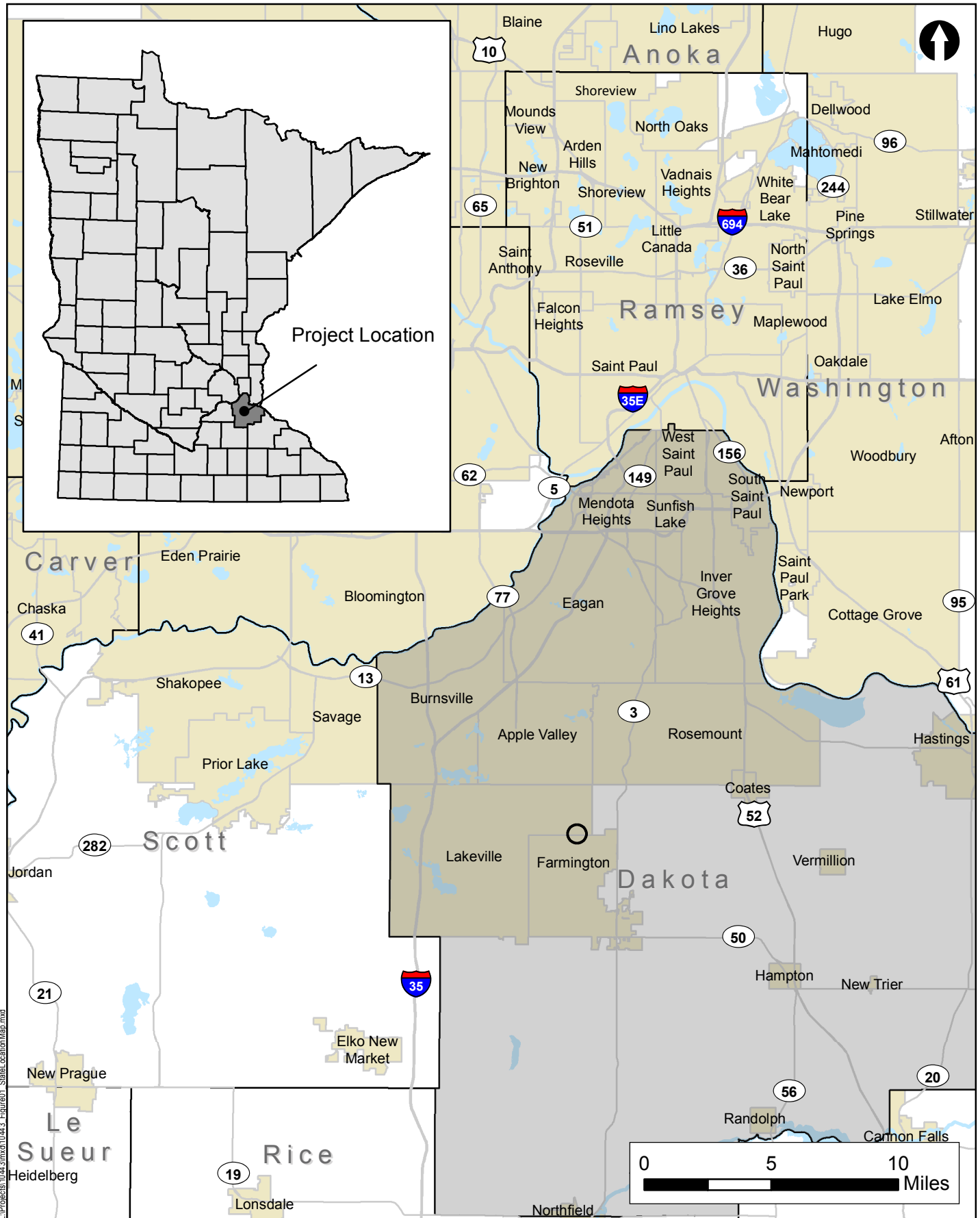
- Title work, parcel sketches, legal descriptions
- Hydraulic recommendations
- Borings & foundation & pavement recommendations
- Preliminary bridge plans

Final Design, February 4 - May 9, 2022:

- Stormwater Report & No-Rise Certification
- Greenway, Civil & Bridge (60%, 90% & Final)
- Permits & approvals
- Bid documents & DCP forms

Bidding, Letting & Construction: Begins Summer 2022:

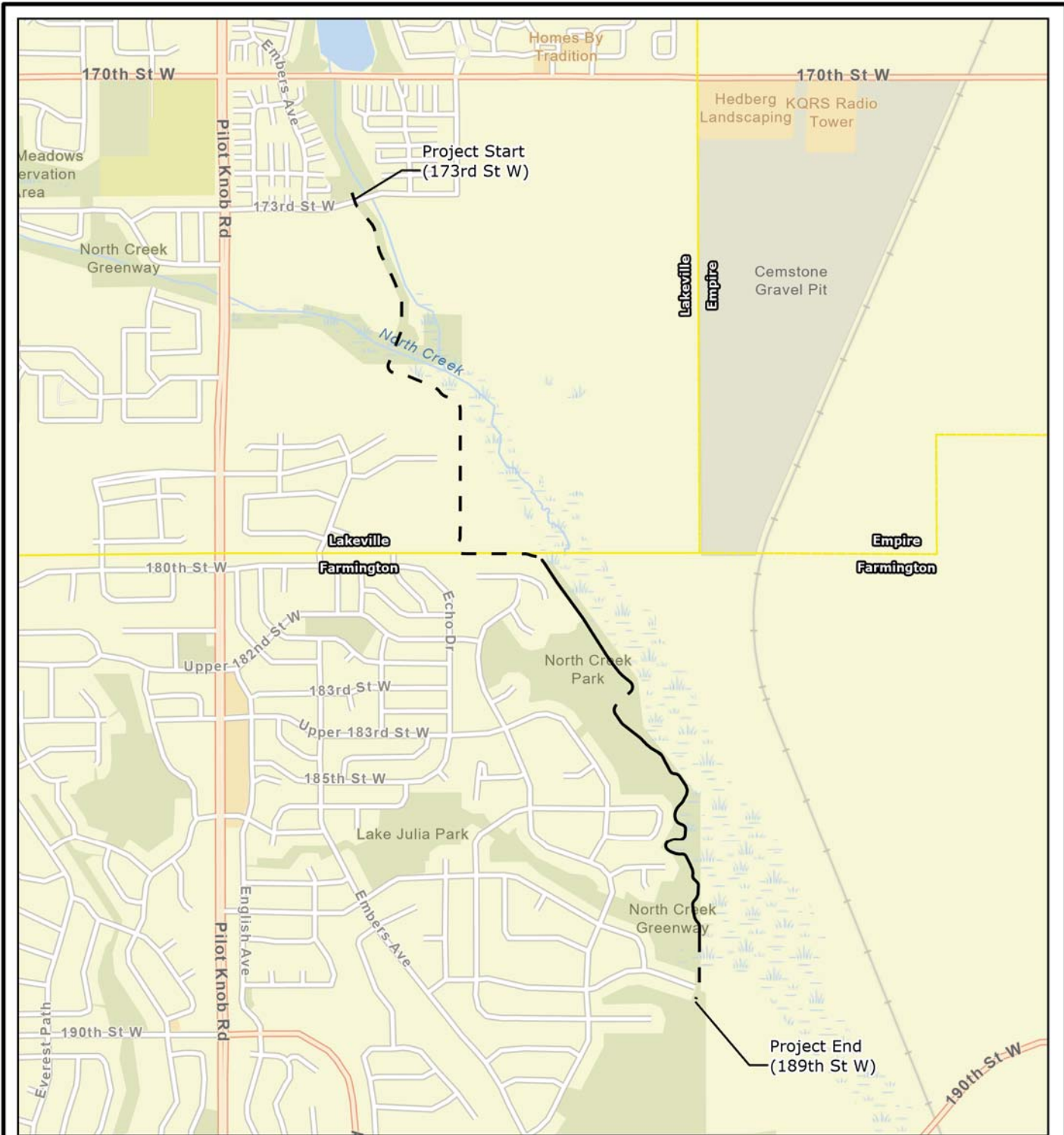
- Responses to bid questions & addenda
- Responses to RFI, CO, shop plans & submittals



State Location Map

North Creek Greenway
 Cities of Lakeville and Farmington, Dakota County, MN
 SP 019-090-023

Figure 1A



Legend

- - - Proposed Trail Centerline
- Existing Trail Centerline
- Minor Civil Divisions



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DAKOTA COUNTY
 Overview Map

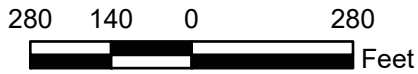


APR 2021
 Figure 1



Legend

- | | |
|------------------------------|-----------------------|
| Trail Pavement | Parcels |
| Proposed Trail Centerline | Private Parcel |
| Approximate Wetland Boundary | City Of Lakeville |
| Delineated Wetland | County Of Dakota |
| | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

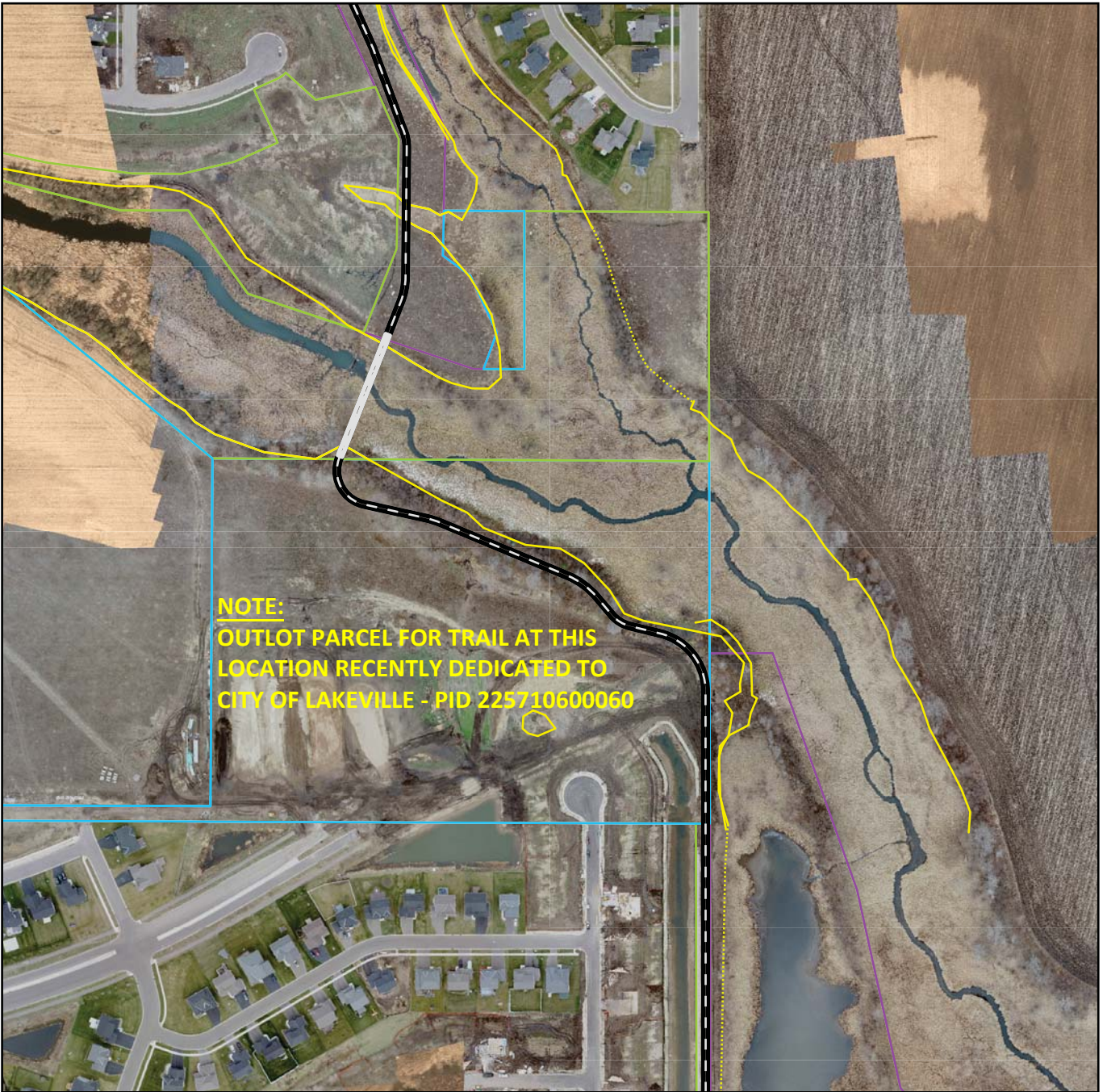
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DAKOTA COUNTY
 Proposed Trail Map



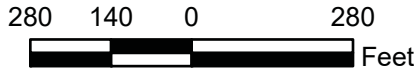
APR 2021
 Figure 2



NOTE:
**OUTLOT PARCEL FOR TRAIL AT THIS
 LOCATION RECENTLY DEDICATED TO
 CITY OF LAKEVILLE - PID 225710600060**

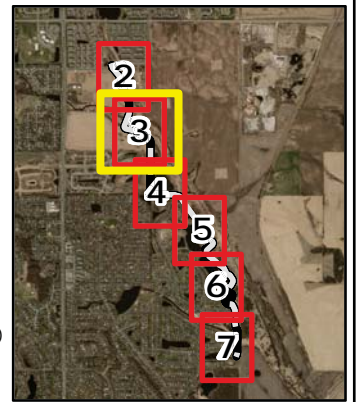
Legend

- | | |
|------------------------------|-----------------------|
| Bridge | Parcels |
| Trail Pavement | Private Parcel |
| Proposed Trail Centerline | City Of Lakeville |
| Approximate Wetland Boundary | County Of Dakota |
| Delineated Wetland | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map

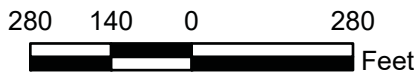


APR 2021
 Figure 3



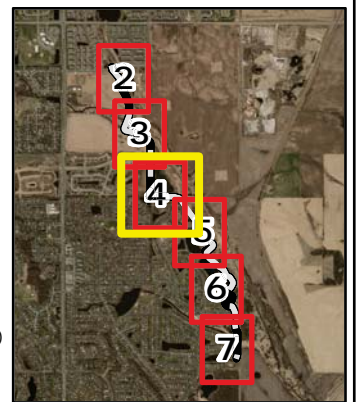
Legend

- | | | | |
|--|------------------------------|--|-----------------------|
| | Trail Pavement | | Parcels |
| | Proposed Trail Centerline | | City Of Farmington |
| | Existing Trail Centerline | | City Of Lakeville |
| | Approximate Wetland Boundary | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map



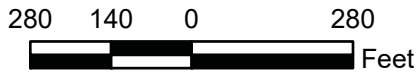
APR 2021

Figure 4



Legend

- | | | | |
|--|---------------------------|--|-----------------------|
| | Trail Pavement | | Parcels |
| | Proposed Trail Centerline | | City Of Farmington |
| | Existing Trail Centerline | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map










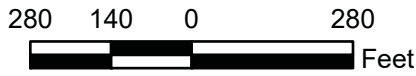
APR 2021

Figure 5



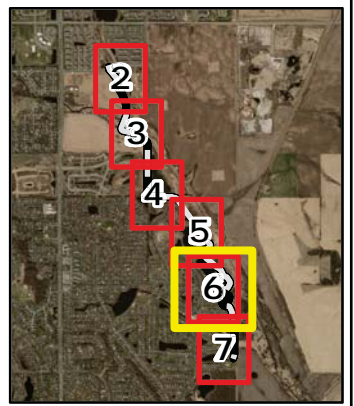
Legend

-  Trail Pavement
-  Delineated Wetland
-  Proposed Trail Centerline
-  Existing Trail Centerline
-  Parcels
-  City Of Farmington
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map

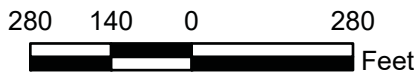


APR 2021
 Figure 6



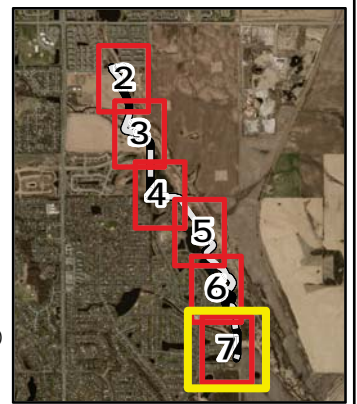
Legend

-  Bridge
-  Delineated Wetland
-  Trail Pavement
-  Parcels
-  Proposed Trail Centerline
-  City Of Farmington
-  Existing Trail Centerline
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map



APR 2021

Figure 7

NORTH CREEK GREENWAY

DAKOTA COUNTY, MN

30% COST ESTIMATE

NOTES	ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	TOTAL	
					QUANTITY	AMOUNT
	2021.501	MOBILIZATION	LUMP SUM	\$ 107,000.00	1	\$ 107,000.00
	2101.502	CLEARING	EACH	\$ 375.00	21	\$ 7,875.00
	2101.502	GRUBBING	EACH	\$ 375.00	21	\$ 7,875.00
	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 10.00	4431	\$ 44,310.00
	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$ 4.00		\$ -
	2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 15.00	60	\$ 900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 20.00	4245	\$ 84,900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 22.00	1717	\$ 37,774.00
	2105.607	COMMON BORROW (CV)	CU YD	\$ 25.00	497	\$ 12,425.00
	2105.607	STRIP, STOCKPILE, AND RESPREAD TOPSOIL	CU YD	\$ 8.00	1779	\$ 14,232.00
	2211.509	AGGREGATE BASE CLASS 5	TON	\$ 55.00	2141	\$ 117,755.00
	2521.518	3" BITUMINOUS WALK	SQ FT	\$ 2.00	104808	\$ 209,616.00
	2108.504	GEOGRID TYPE 1	SQ YD	\$ 4.00	750	\$ 3,000.00
	2521.518	5" CONCRETE WALK	SQ FT	\$ 10.00	1654	\$ 16,540.00
	2501.602	SAFETY GRATE FOR 36" RC APRON	EACH	\$ 3,000.00	8	\$ 24,000.00
	2501.602	36" SAFETY APRON	EACH	\$ 500.00	8	\$ 4,000.00
	2503.503	36" RC PIPE SEWER DES 3006	LIN FT	\$ 150.00	224	\$ 33,600.00
	2511.507	RANDOM RIPRAP CLASS III	CU YD	\$ 120.00	201.6	\$ 24,192.00
	2531.503	CONCRETE CURB & GUTTER DESIGN D418	LIN FT	\$ 50.00	60	\$ 3,000.00
	2531.602	PEDESTRIAN CURB RAMP	EACH	\$ 1,500.00	2	\$ 3,000.00
	2531.618	TRUNCATED DOMES	SQ FT	\$ 60.00	40	\$ 2,400.00
	2540.601	LANDSCAPING, TRAIL ELEMENTS, ETC. (10%)	LUMP SUM	\$ 200,000.00	1	\$ 200,000.00
	2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 11,000.00	1	\$ 11,000.00
	2565.616	FLASHING BEACON SYSTEM	SYSTEM	\$ 28,000.00	1	\$ 28,000.00
	2573.502	CULVERT END CONTROLS	EACH	\$ 170.00	8	\$ 1,360.00
	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$ 10,000.00	1	\$ 10,000.00
	2573.503	SILT FENCE, TYPE MS	LIN FT	\$ 3.00	21941	\$ 65,823.00
	2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$ 4.00		\$ -
	2574.508	FERTILIZER TYPE 2	POUND	\$ 1.00	390	\$ 390.00
	2575.504	ROLLED EROSION PREVENTION CATEGORY 50	SQ YD	\$ 4.00	1369	\$ 5,476.00
	2575.505	SEEDING	ACRE	\$ 3,000.00	1.95	\$ 5,850.00
	2575.508	SEED MIXTURE 25-121	POUND	\$ 4.00	17	\$ 68.00
	2575.508	SEED MIXTURE 32-241	POUND	\$ 15.00		\$ -
	2575.508	SEED MIXTURE 33-261	POUND	\$ 23.00	10	\$ 230.00
	2575.508	SEED MIXTURE 25-141	POUND	\$ 2.00	90	\$ 180.00
	2575.508	HYDRAULIC MULCH MATRIX	POUND	\$ 2.00	3894	\$ 7,788.00
	2582.518	CROSSWALK MULTI COMP	SQ FT	\$ 15.00	160	\$ 2,400.00
	2564.601	BRIDGE SPAN (100')	EACH	\$ 180,000.00	5	\$ 900,000.00
	2564.601	BRIDGE ABUTMENT	EACH	\$ 20,000.00	4	\$ 80,000.00
	2564.601	BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
	2564.601	SUPPORT PILING FOR BRIDGE ABUTMENT	EACH	\$ 15,000.00	4	\$ 60,000.00
	2564.601	SUPPORT PILING FOR BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
		WETLAND IMPACTS	SQ YD	\$ 15.00	783	\$ 11,745.00
		COMPENSATORY STORAGE GRADING - OFFSITE (EV)	SQ YD	\$ 25.00	1116	\$ 27,900.00
		TREES (ALLOTMENT)	EACH	\$ 100,000.00	1	\$ 100,000.00
		GREENWAY LIGHTING (ALLOTMENT)	EACH	\$ 60,000.00	1	\$ 60,000.00
		SUBTOTAL				\$ 2,426,604.00
		CONTINGENCY				\$ 679,981.00
		TOTAL				\$ 3,106,585.00

NOTES

- 1
- 2
- 3
- 4
- 5
- (P)

Please amend the 2022-2025 Transportation Improvement Program (TIP) to move this project from program year 2022 to program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description	Miles
1439	2022 2023	M	Local Street	019-090-023	Dakota County	North Creek Greenway from 173rd St in Lakeville to 189th 189th St in Farmington- Construct multi-purpose trail and <u>two ped</u> bridges	2.1

Prog	Type of Work	Prop funds	TOTAL \$	FHWA \$	OTHER \$
BT	New Trail	STBGP-TAP	\$1,500,000 <u>\$2,300,000</u>	\$480,000	\$1,020,000 <u>\$1,820,000</u>

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 move the project to 2020, increase project cost, and adjust project termini/description to match original funding application.

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 X

No additional federal funds are being added to 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 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 Project Category AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules