

Agenda

TAB Technical Advisory Committee



Meeting Date: April 6, 2022

Time: 9:00 AM

Location: Virtual

Notice:

The Metropolitan Council Chair has determined it is not practical or prudent to conduct in-person meetings in response to the COVID-19 pandemic. Accordingly, committee members will participate in this meeting via telephone or interactive technology and the meeting will be conducted under Minnesota Statutes section 13D.021 at the date and time stated above. We encourage you to monitor the meeting remotely.

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- 1) Approval of the Agenda (Agenda is approved without vote unless amended)
- 2) Approval of February 2, 2022 TAB Technical Advisory Committee - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
 - a) 2022-14: Streamlined 2022-2025 TIP Amendment – Minneapolis HSIP Cost Increases (Joe Barbeau) - roll call
 - b) 2022-16: Streamlined 2022-2025 TIP Amendment – MnDOT US 169 Cable Median Barrier (Joe Barbeau) - roll call
 - c) 2022-17: Streamlined 2022-2025 TIP Amendment – Carver County MN 5 Preliminary Engineering (Joe Barbeau) - roll call
 - d) 2022-18: TIP Amendment – Kellogg Bridge Reconstruction Cost Increase (Joe Barbeau) - roll call
- 2) Planning Committee (Emily Jorgensen, Chair)
 - a) 2022-12: Transportation Addendum to the Metropolitan Council Public Engagement Plan - roll call
 - Presentation
- 3) Funding & Programming Committee (Paul Oehme, Acting Chair)
 - a) 2022-13: TIP Amendment – Southwest LRT (Green Line Extension) - roll call
 - b) 2022-15: TIP Amendment – I-94 Auxiliary Lane in Oakdale and Woodbury - roll call

Information

- 1) 2023-2026 TIP Development Schedule (Joe Barbeau)
- 2) Travel Demand Management Project Update (Theresa Cain, Metro Transit)*

Other Business

Adjournment

Key:

- * Agenda item changed following initial publication

Council Contact:

Joe Barbeau, Senior Planner
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting Date: February 2, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- Chair, Jon Solberg, MnDOT
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Vice Chair, Ramsey Co
- Chad Ellos, Hennepin Co
- Lisa Freese, Scott Co
- Emily Jorgensen, Washington
- Andrew Witter, 7W
- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie

- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Marcus Culver, Roseville
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, St. Paul
- Bill Dermody, St. Paul
- Steve Peterson, Council MTS
- Michael Larson, Council CD

- Elaine Koutsoukos, TAB Coordinator
- Mehjabeen Rahman, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Praveena Pidaparathi, MnDOT
- Vacant, DEED
- Danny McCullough, SNMTC
- Andrew Emanuele (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Ashfeld and seconded by Jorgensen to approve the minutes of the January 5, 2022 regular meeting of the TAB Technical Advisory Committee. **Motion carried** unanimously.

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

TAB Report

Koutsoukos reported on the January 19, 2022, TAB meeting.

Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the TAC Executive Committee met prior to the TAC meeting. The committee discussed the agenda, the minimal potential number of agenda items for TAC's March meeting, and committee staffing changes. Joe Barbeau will staff TAC and Bethany Brandt-Sargent will take over staffing of the Funding & Programming Committee.

1. [2022-10: TAC Bylaws](#) (Joe Barbeau, MTS)

Joe Barbeau, MTS, reminded members that this was an information item last month, adding that little has changed since then. The update 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, adding vice chairs to the standing committees, and clarifying opportunity for public input at meetings.

Culver noted a reference the chair's third year in Article V. This conflicts with the new two-year term. Barbeau said that staff would make change that reference to the chair's second year.

It was moved by Culver and seconded by Ellos that the Technical Advisory Committee adopt the TAC bylaws as revised, including the amended language in Article V, changing the chair's third year to second year. **Motion carried** unanimously.

2. [2022-11: Streamlined TIP Amendment: MnDOT US 52 Median Crossovers](#) (Joe Barbeau, MTS)

Barbeau said that the item is a TIP amendment request from MnDOT to change the termini and increase the length of a project and that no funding change is requested. Solberg said that this project was pulled out of a larger project, at which time the description was not changed, leading to the need for an amendment.

It was moved by Isaacson and seconded by Freese 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 in Dakota County. **Motion carried** unanimously.

Planning Committee (Emily Jorgensen, Chair)

Jorgensen reported on the Planning Committee meeting, which had no action items.

Funding & Programming (Michael Thompson, Chair)

1. [2022-08: Program Year Extension Request: Washington County CSAH 15 Safety Improvements](#)

Thompson said that Washington County is requesting a program year extension 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. It was moved by Kosluchar and seconded by Jorgensen to recommend that TAB approve 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. **Motion carried** unanimously.

2. [2022-09: Program Year Extension and 2022-2025 TIP Amendment Request: Dakota County North Creek Greenway](#)

Thompson said that the Funding & Programming Committee recommended approval of this item unanimously. Barbeau said that the request is unusual in that it includes a TIP amendment alongside a program year extension. The inclusion of a TIP amendment is needed because the total cost increase percentage triggers a need for one. There has been some question related to the cost increase from its original \$600,000 to the \$2,300,000 shown now, as it was funded through the Regional Solicitation. The cost increase is related to the structure length and soil condition. It was moved by Oehme and seconded by Culver to 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 and recommend that the Council approve an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections. **Motion carried** unanimously.



Information

1. [Electric Vehicle Planning Study Findings](#) (Tony Fischer, MTS)

Tony Fischer, MTS, introduced Brendan Jordan, Great Plains Institute, who provided a presentation on the Electric Vehicle Planning Study.

Harrington said that communities near freeways are overburdened by emissions and suggested that building multifamily housing near freeways is not equitable. He asked whether there is engagement with the automobile manufacturers, particularly the “big 3,” to support engagement around charging infrastructure. He also suggested using e-bikes as a marketing tool, as opposed to a funding tool, given their recent popularity. Jordan said that electric vehicles can play a role in reducing the impact of emissions near freeways, particularly with medium- and heavy-duty diesel vehicles. He said that there are investments being made for publicly available charging, particularly from the Volkswagen settlement, and suspects some will be made by other automakers in the future. He added that the e-bike market is worth looking into more, specifically the freight bike industry.

Keel noted that Bloomington’s strategic plans include support for EV conversion and reduction in greenhouse gasses, but he said he struggles with what that means. He added that the city fleet is a small percentage of vehicles, so the struggle is how to support the community, leading to the question of who oversees implementation and how to broaden the focus across communities. Jordan said that he has heard this question from a lot of local governments; therefore, there was a focus on things like model ordinances and technical assistance. Keel asked what an appropriate level of government would be. Jordan said there are roles for local, state, regional, and federal government.

Ellis asked whether the study included outreach to the Department of Labor and Industry about building code requirements for charging facilities, adding that the state building code has rendered cities unable to require such facilities and the Department of Labor and Industry has been issuing cease and desist orders to cities that have tried to establish such requirements. Fischer replied that MnDOT is taking the statewide lead in coordinating agencies and has invited the Department of Labor and Industry into the discussion for this reason.

Solberg asked what the next steps are from the Council. Fischer said that it will be up to TAB when it comes to funding projects through the Regional Solicitation. He added that Council staff resources may be assigned.

2. [MnDOT Metro District CRRSAA Funding](#) (Molly McCartney, MnDOT)

Molly McCartney, MnDOT, provided an overview of MnDOT Metro District funding distribution for the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA).

Agency Reports

Solberg said that MnDOT has recently released a notice of funding opportunity for RAISE grants. MnDOT is looking to local partners to understand what potential projects they will submit, specifically locally supported ideas on the trunk highway system. Any single agency can only submit three applications and each award maximum is \$25M.

Koutsoukos said that the 2022 Regional Solicitation is on track to be released in mid-February, though some production is still occurring, so a specific date has not been declared.

Other Business

None.

Adjournment

The meeting adjourned.

Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the TAB Technical Advisory Committee meeting of February 2, 2022.

Approved this 6th day of April 2022.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-14

Streamlined 2022-2025 TIP Amendment: Minneapolis HSIP Cost Increases

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Minneapolis requests an amendment to the 2022-2025 TIP to increase the total cost of three Highway Safety Improvement Program (HSIP) projects (SP # 141-020-123, 141-030-052, and 141-430-010).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total cost of three City of Minneapolis Highway Safety Improvement Program (HSIP) projects (SP # 141-020-123, 141-030-052, and 141-430-010).

Summary

This requested action involves adding local funding to three City of Minneapolis Highway Safety Improvement Program (HSIP) projects, which have increased in cost versus the original application due to the cost of steel, concrete, and signals. This is a streamlined TIP amendment request.

Background and Purpose

This amendment request is to increase the total cost for three City of Minneapolis HSIP projects. The proposed increases are the result of steel, concrete, and signal costs that exceed the city's expectations at the time of application. No change to the scope of any of these projects is proposed.

Each of these projects is funded through the HSIP Solicitation that is administered by MnDOT. Additional funds are local.

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 projects. 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 projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend these projects in program year 2022. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

	141-020-123	141-030-052	141-430-010
Seq #	1466	1467	1470
State Fiscal Year	2022	2022	2022
ATP/District	M	M	M
Route System	CSAH 3	999	MSAS 430
Project Number (S.P. #)	141-020-123	141-030-052	141-430-010
Agency	Minneapolis	Minneapolis	Minneapolis
Description	On Lake St: At Dean Pkwy, and Thomas Ave, and Cedar Ave at Minnehaha Pkwy in Mpls – Replace signal systems, signal revisions, curb extensions, and ADA (Associate to 141- 430-010 and 141-030-052)	Lake St E at 28th Ave S; Cedar Ave at 6th St S; and Franklin Ave E at 13th Ave S in Mpls – Rebuild signals, ADA, curb extensions and median (Associate to 141- 020-123 and 141-430-010)	Nicollet Ave from Minnehaha Pkwy to 60th St in Mpls – Signal system revisions, ped ramp improvements and curb extensions (Associate to 141-030-052 and 141-020- 123)
Miles	0	0	0
Prog	SH	SH	SH
Type of Work	Traffic Signal Revision	Traffic Signal Revision	Traffic Signal Revision
Prop Funds	HSIP	HSIP	HSIP
Total \$	1,188,000 <u>2,029,441</u>	1,248,000 <u>1,904,966</u>	2,106,000 <u>3,588,378</u>
FHWA \$	990,000	1,080,000	1,755,000
Other \$	198,000 <u>1,039,441</u>	168,000 <u>824,966</u>	351,000 <u>1,833,782</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 update total project costs. Cost changes are a result of significantly higher steel, concrete and signal costs recognized through recent bids within the City of Minneapolis. There is no change in project scope.

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 E-2. Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-16

Streamlined 2022-2025 TIP Amendment: MnDOT US 169 Cable Median Barrier

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

MnDOT requests an amendment to the 2022-2025 TIP to increase the total and federal cost of its US 169 cable median barrier installation (SP # 2750-97). The request includes a minor correction to the project length (5.55 miles to 5.4 miles).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total and federal cost and correct the length of MnDOT's US 169 cable median barrier installation (SP # 2750-97).

Summary

This requested action involves adding funds to a cable-median barrier project that has increased in cost since the application was completed. The cost increase is to be covered by local funds and federal funds under MnDOT's discretion. This is a streamlined TIP amendment request.

Background and Purpose

This amendment request is to increase the total cost of the US 169 cable median barrier project between Brooklyn Park and Champlin. The request includes a minor correction to the project length (5.55 miles to 5.4 miles). No change to the scope is proposed.

This project is funded through the HSIP Solicitation that is administered by MnDOT. MnDOT is proposing adding non-Solicitation HSIP funds to the project.

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 Completed / Scheduled
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in 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
1652	2023	M	US 169	2750-97	MnDOT	US 169 from 85th St in Brooklyn Park to West River Rd in Champlin-Install cable median barrier

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
5.55	SH	Median Barrier	HSIP	\$967,000	\$870,300	\$96,700
5.4				<u>\$1,540,000</u>	<u>\$1,386,000</u>	<u>\$154,000</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 to increase the total project cost and make a correction to the project length.

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

The federal increase of \$515,700 will be balanced in the 23-26 STIP adoption

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 S9—Guardrails, median barriers, crash cushions per Section 93.126 of the Conformity Rules.

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-17

Streamlined 2022-2025 TIP Amendment: Carver County MN 5 Preliminary Engineering

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Carver County requests an amendment to the 2022-2025 TIP to add a 2022 project allocating recently awarded federal funding to the TH 5 (Arboretum Boulevard) corridor (SP # 010-596-015).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to add a 2022 project allocating recently awarded federal funding to the TH 5 (Arboretum Boulevard) corridor in Carver County (SP # 010-596-015).

Summary

This requested action involves adding \$2.5 million of recently awarded federal IIJA funding to Carver County for preliminary engineering along Trunk Highway 5 in Victoria and Chanhassen. Engineering will be completed along, and beyond, a corridor funded in the 2020 Regional Solicitation. This is a streamlined TIP amendment request.

Background and Purpose

This amendment request is to add a new project line to include federally funded preliminary engineering along MN 5 in Carver County. The project was recently funded through the Infrastructure Investment and Jobs Act (IIJA) as part of Congressionally Directed Spending. The preliminary engineering will cover the length of a project that was also awarded Regional Solicitation funding as part of the 2020 funding cycle, and beyond.

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 Completed / Scheduled
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to include 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	Miles
TBD	2022	M	TH	010-596-015	Carver County	TH 5 (Arboretum Blvd) from 0.15 Miles W of Stiger Lake Lane in Victoria to Century Blvd in Chanhassen – Preliminary Engineering	3.4

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	OTHER \$
RC	Preliminary Engineering	STPGP	2,500,000	2,000,000	500,000

PROJECT BACKGROUND:

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

This amendment is needed to add new funds from the IIJA Transportation Bill to the STIP for preliminary engineering.

2. 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

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 NC. Non-classifiable per Section 93.126 of the Conformity Rules

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-18

Streamlined 2022-2025 TIP Amendment: Kellogg Bridge Reconstruction Cost Increase

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of St. Paul requests an amendment to the 2022-2025 TIP to increase the cost of its Kellogg Bridge Replacement (SP # 164-158-025).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the City of St. Paul's Kellogg Bridge replacement (SP # 164-158-025).

Summary

This requested action involves adding funding to the City of St. Paul's Kellogg Bridge replacement, funded through the Regional Solicitation. No federal money is proposed to be added. This is a streamlined TIP amendment request.

Background and Purpose

This amendment request is to add local funding to the Kellogg Bridge reconstruction project, which is adjacent to the RiverCentre and Xcel Energy Center. The project was funded through the Regional Solicitation, but all additional funding will be local. The project was originally programmed for 2021 and was given an extension to 2022 (with payback in 2023).

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 Completed / Scheduled
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to adjust 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
1475	2022	M	MSAS	164-158-025	St. Paul	**AC**MSAS 158, from W 7th St to Market St in St Paul – Reconstruct Bridge #90378, retaining walls, and approach roadways, and signal replacements (AC project, payback in FY24)

Miles	Prog	Type of Work	Prop Funds	Total \$	AC \$	Other \$
0.18	BR	Bridge	STBGP	28,490,445 <u>36,216,438</u>	7,000,000	21,490,445 <u>29,216,438</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 increase project total cost. There is no change to the project scope.

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 S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-12

Transportation Addendum to the Metropolitan Council Public Engagement Plan

To: Technical Advisory Committee

From: TAC Planning Committee

Prepared By: Sara Maaske, Senior Communications Consultant,
sara.maaske@metc.state.mn.us

Requested Action

Request that the Transportation Advisory Board recommend that the draft Transportation Addendum to the Metropolitan Council Public Engagement Plan be released for public comment.

Recommended Motion

That the Technical Advisory Committee recommend to TAB that the draft Transportation Addendum to the Metropolitan Council Public Engagement Plan be released for public comment.

Summary

The requested action is an update to the Transportation Addendum to the Council's Public Engagement Plan. This addendum serves as the Transportation Public Participation Plan (PPP), federally required for every MPO. Key changes include inclusion of tribal governments and evaluating the effectiveness of outreach efforts. The TAC Planning Committee unanimously recommended release of the draft Transportation Addendum for public comment.

Background and Purpose

In March 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly released the [Transportation Management Area Planning Certification Review](#) results for the Met Council. This review is conducted every four years to assess how the Council's transportation planning processes align with federal planning requirements. The review found that Council satisfies most of the federal requirements related to public participation, however FHWA and FTA identified three recommendations:

- Update the Transportation Public Participation Plan to include tribal governments and tribal consultation strategies.
- Identify an update cycle for the Transportation Public Participation Plan. Ideally, this would occur the year before each Transportation Policy Plan (TPP) update.

- Evaluate the Council's transportation public participation efforts using effectiveness measures and include the measures and findings in the updated the document.

Relationship to Regional Policy

23 USC 134(i)(5) and 134(j)(1)(B) and 49 USC 5303(i)(5) and 5303(j)(1)(B) require that MPOs provide adequate opportunity for the public to participate in and comment on the MPO's products and planning processes. Public involvement requirements are detailed in 23 CFR 450.316(a) and (b), which require MPOs to develop and use a documented public participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process. Specific requirements include:

- Giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes.
- Using visualization techniques to describe Metropolitan Transportation Plans and Transportation Improvement Programs (TIP).
- Making public information readily available in electronically accessible formats and means such as the world wide web.
- Holding public meetings at convenient and accessible locations and times.
- Demonstrating explicit consideration and response to public input.
- Periodically reviewing the effectiveness of the public participation plan.

Staff Analysis

Staff conducted a peer review of six Metropolitan Planning Organizations. The Denver Regional Council of Governments, (Portland) Metro, Puget Sound Regional Council (Seattle), the San Diego Association of Governments, Hillsborough (Tampa) Transportation Planning Organization, and The North Central Texas Council of Governments (Dallas-Fort Worth). This review compared the Met Council Transportation Public Participation plan with their public participation and identified places where the Met Council could improve and expand on the current plan. In addition to the peer review and the Transportation Management Area Planning Certification Review, staff also considered recent events like Gov. Tim Walz's 2019 executive order to expand tribal-state relations that included the Met Council in the government-to-government relationships between the State of Minnesota and Minnesota Tribal Nations.

As part of this update, staff is recommending that the federally required transportation participation plan document be adopted as an Addendum to the [Met Council's Public Engagement Plan](#) rather than as a stand-alone document. The Council Public Engagement Plan serves as a foundational document to which the federal requirements for transportation engagement and participation should be connected and grounded. This combination of the documents also allowed for removing language that was duplicative, as well as expanding on certain areas. The expansion areas that are not transportation specific will be considered for future updates to the Public Engagement Plan. The resulting recommended changes and updates for transportation engagement can be found in the attached draft document.

Committee Comments and Actions

At its March 10, 2022, meeting the TAC Planning Committee unanimously recommended that the draft Transportation Addendum to the Metropolitan Council Public Engagement Plan be released for public comment. Discussion included adding tribal representation to committees; staff said the area tribes have indicated their preference is to be involved in specific processes rather than ongoing general committees. The draft of this plan has been shared with them to give additional time for review. Staff are also working on contracts for assistance with engagement with different population groups, such as people with limited access to the internet and underrepresented groups.



Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review & Recommend Release for Public Comment	3/10/2022
Technical Advisory Committee	Review & Recommend Release for Public Comment	4/6/2022
Transportation Advisory Board	Review & Recommend Release for Public Comment	4/20/2022
Metropolitan Council Transportation Committee	Review & Recommend Release for Public Comment	4/25/2022
Metropolitan Council	Review & Release for Public Comment	4/27/2022
Transportation Advisory Board	Review & Recommend	7/20/2022
Metropolitan Council Transportation Committee	Review & Recommend	7/25/2022
Metropolitan Council	Review & Recommend	7/27/2022



TRANSPORTATION ADDENDUM TO THE METROPOLITAN COUNCIL PUBLIC ENGAGEMENT PLAN

Introduction

Public participation is an essential element of transportation planning in the Twin Cities metropolitan region. Because the region is growing and the people are changing, public participation will need to be more coordinated and deliberate. The Metropolitan Council's public engagement framework is outlined in [Thrive MSP 2040](#), the Met Council's [Public Engagement Plan](#), and the [Transportation Policy Plan](#). Together, these policy documents set the tone and give overall policy direction for public participation in transportation planning.

This Transportation Addendum to the Metropolitan Council Public Engagement Plan establishes a framework for the region's stakeholders to influence both long-term transportation policy development and short-term transportation programming. It details the methods and strategies that the Met Council will use to engage the wide range of stakeholders, from policymakers, to business interests, to residents of the region. It also identifies specific ways those stakeholders can connect to the decision-making process for transportation in the Twin Cities region.

Federal regulations

This plan is responsive to the guidance provided in federal law ([23 §CFR450.316](#)) requiring Metropolitan Planning Organizations to develop a participation plan that defines a process for providing community members and other affected parties with opportunities to participate in the metropolitan transportation planning process.

State coordination

This plan aims to coordinate efforts between the Met Council and the State of Minnesota in statewide transportation planning public involvement and consultation processes. State and regional participation processes together should facilitate discussion and dialogue about transportation impacts on the natural and built environments.

State of emergency

In a state of emergency, like the COVID-19 pandemic, the Met Council will follow guidance from the State of Minnesota. If possible, meetings to conduct essential business will continue. Met Council facilities may be closed to the public and official business meetings may be conducted remotely, under Minnesota Statute, section 13D.021. Where possible, meetings will be streamed live and recorded. Alternatives will also be offered, when necessary. Public engagement and outreach may also switch to online and other contactless methods to provide public participation as the circumstances warrant.

Transportation Policy Plan

The Transportation Policy Plan echoes the outcomes and principles that are outlined in Thrive MSP 2040 and the Public Engagement Plan, and it serves as a building block for transportation planning for the metropolitan region. Participation from the public is essential to transportation planning and to the Transportation Policy Plan specifically.

Together in partnership, the Met Council and the people of the region can build a transportation system that provides a strong foundation for access and efficiency, yet also encourages flexibility as the region continues to change and grow.

Both state and federal law require the Met Council to draft and adopt the Transportation Policy Plan which is the regional vision for planning and developing the region's transportation system. The Transportation Policy Plan is updated at least every five years. It lays out a course of action to maintain and enhance our existing facilities, better connect people and communities, and provide more transportation choices that will make the region stronger and a better place to live, through six goals:

- Transportation System Stewardship
- Safety and Security
- Access to Destinations
- Competitive Economy
- Healthy Environment
- Leveraging Transportation Investments to Guide Land Use

Transportation stakeholder engagement

The Met Council strategically approaches public participation to meet the needs of the region. It is important to reach out to stakeholders from all backgrounds and perspectives to have well thought out policies that benefit everyone. Public participation is done holistically and comprehensively with the practice of collaboration and inclusion.

Partners in local and state government have a key role in helping to shape the work of the Met Council and are pulled in at early stages of engagement – especially to help plan and shape participation methods. Specific constituencies include:

- Transportation system users – including people who drive, ride bikes, walk, roll, and use transit
- Elected officials and staff of counties, cities, and townships. The state and its public agencies including the Minnesota Transportation, Public Safety, Health, and Human Services departments, the Minnesota Pollution Control Agency and the Metropolitan Airports Commission,
- Freight interests including ports, shippers, and freight transportation services
- Business interests (employers and employees)
- Other transit agencies that provide service in the region
- Organizations that support the interests of and advocate on behalf of transportation in the region like corridor coalitions, the Suburban Transit Association, Transportation Management Organizations, bicycle organizations, and many more
- Organizations that focus on equity and social justice, representing people who have historically been underrepresented in transportation planning and policy development, including people of color and other racial and ethnic groups, people who have a disability, and people who have low incomes.

The Met Council will engage with local governments and other organizations that represent rural, suburban, and urban parts of the region related to land use and transportation system planning in those areas.

Diversity and inclusion in engagement

Those who have not been historically engaged in policy conversations with the Met Council will be intentionally included in engagement. Outreach activities will actively seek out the involvement of these communities to encourage involvement and feedback.

Historically underrepresented groups include, but are not limited, to “the elderly, citizens reentering public life after incarceration, people with limited access to the internet or with limited computer literacy, immigrants, homeless people, people with physical and mental disabilities, people with low incomes, people working several jobs or working during nontraditional hours, and people who are English-

language learners. Moreover, rising levels of racial inequality and income inequality is a contributing factor to unequal access to public power (Holley 2016).

The COVID-19 pandemic may have expanded that list to include people who have had to take on additional childcare, work, or schooling responsibilities to support their family and people who have lost their jobs, become food insecure, or become housing instable" (Urban Institute).

Building new relationships among these groups is an ongoing effort. At the same time, it is important to leverage established relationships to nurture long-lasting connections.

Outreach and engagement efforts need to be intentional and responsive to the needs of each group, meeting people where they are and communicating in understandable ways. Traditional methods of collecting data like surveys and public comment periods are embedded in white culture and may not be the best strategies to engage historically underrepresented groups. Also, whenever possible, engagement staff should be representative of the population they are engaging.

Tribal outreach

The seven-county metropolitan area geographically includes property owned by two of the 11 federally recognized Tribal Nations in Minnesota – the Shakopee Mdewakanton Sioux Community and the Prairie Island Indian Community. The Met Council also values the unique relationship with all tribal communities living in the Twin Cities metropolitan region, as well as those living outside the region who have a relationship with tribal land, and sacred or cultural sites that extend beyond the geographical boundaries of tribal-owned land.

In 2019, the Met Council adopted a Government-to-Government Tribal Relations Policy in accordance with the [Gov. Tim Walz's Executive Order 19-24](#) ordering identified agencies to establish a tribal consultation policy. The rationale for such a policy is that meaningful and timely consultation with Minnesota Tribal Nations will facilitate better understanding and informed decision-making by allowing for collaboration on matters of mutual interest and will help to establish mutually respectful and beneficial relationships between Minnesota governments and Minnesota Tribal Nations.

The Tribal Relations Policy aims to recognize and support the unique status of the Tribal Nations and their right to existence, self-governance, and self-determination, and to demonstrate a clear commitment to that sovereignty. It recognizes the unique legal relationship between the State of Minnesota and the Minnesota Tribal Nations, respects the fundamental principles that establish and maintain this relationship, and accords tribal governments the same respect accorded to other governments. The policy also designates a tribal liaison to assume responsibility for implementing the policy and serve as the point of contact for tribal nations.

Adoption of the policy formally establishes a responsibility for the Met Council to intentionally consult with Tribal Nations prior to decisions that impact those communities. The Met Council expects that Council members, committee members, and staff respect the policy's principles at all phases of studying, planning, and developing regional projects, as well as providing essential services across the metro area.

This plan adopts the commitments to meaningful consultation expressed in the Tribal Relations Policy, and will help guide how the Met Council involves Tribal Nations in ongoing and future planning efforts.

Consultation

Consultation is a process of meaningful communication and coordination between the Met Council Chair and Council members, and tribal officials before taking actions or making decisions that may affect tribes or tribal interests.

Government-to-government communication will be conducted in a timely manner by all parties, about a proposed or contemplated decision to:

- Secure meaningful tribal input and involvement in the decision-making process
- Advise the tribe of the final decision and provide clarification on the how decisions were reached

Collaboration

Met Council staff are encouraged to collaborate with tribal staff when project plans and development directly impact tribal resources. Met Council staff should include all 11 federally recognized tribes in Minnesota in this outreach and give them the opportunity to choose to participate or not participate in any given process.

- Share and compare in a timely manner relevant plans, programs, projects and schedules with the related plans, programs, projects, and schedules of the other parties
- Adjust plans, programs, projects, and schedules as needed to maintain transparency and accountability

Coordination

Met Council staff are encouraged to engage and collect input directly from other tribal groups and members of tribes who have no official capacity within the federally recognized tribal communities about projects in and around the communities where they live, or around areas that hold cultural significance.

Engagement methods

The methods identified below reflect commonly used public participation methods in transportation planning. Outreach and public involvement are valuable activities that can engage stakeholders, underrepresented communities, and newer audiences in shaping the region-wide transportation system.

For each plan, program or study, outreach staff or consulting groups will create an outreach and engagement plan that reflects the broader goals, strategies, and tactics of this addendum to the Public Engagement Plan and selects from the methods described below. A mixture of these strategies will be used in every effort, as is appropriate for the specific audiences and stakeholders.

Inform

Method	Description
Stakeholder analysis	Conduct a stakeholder analysis to understand those that are most affected or interested in the plan, program, or study
Background information	Create content for websites, fact sheets, presentations, and other materials
Newsletter	Create informational news articles for the website on projects, programs, plans, and studies
Media coordination	Coordinate media outreach to media outlets throughout the metro area, highlighting programs, plans, studies, and projects throughout the region
Special events	Plan and develop content to announce, highlight or kick-off an issue, discussion, project, initiative, or news event
Learning opportunities	Design open houses, meetings, tours, or receptions specific to locations that interest the public, or other experience to highlight an initiative, project, or facility
Ongoing communications	Identify key issues, provide context, and communicate progress toward related policy goals to stakeholders

Consult

Method	Description
Met Council committees	Get feedback on plans, projects and studies through the Met Council and the Transportation Advisory Board, and their advisory committees
Work groups	Convene work groups focusing on specific topics that can be made up of Met Council, Transportation Advisory Board, or advisory committee members
Ad-hoc advisory committees	Create specific stakeholder or policy-maker advisory groups to guide the development of foundational plans
Experts	Partner with research groups, transportation experts, and urban planners within government and the community to gather information and data on needs assessments and current trends
Local consultation	Gather information from local communities about their processes related to local and regional projects, including those submitted for funding through the Regional Solicitation
Staff input	Conduct discussions among transportation planning staff and other related staff on policies, plans, or studies whose work is shaped by the outcome.

Involve and collaborate

Method	Description
Social media	Use these to connect constituencies to planning efforts and promote involvement – both for two-way discussion and one-way push marketing
Interactive engagement tools	Leverage online tools with abilities to crowdsource or generate surveys; interactive online maps and visualization which support features such as layering, videos, creating markers and providing feedback
Surveys	Design and disseminate surveys through social media, electronic mailing lists, idea-gathering platforms and websites to ask questions and promote discussion spaces
Forums	Host online or in-person listening sessions, workshops, and conferences to feature policy aspects and promote topic-based policy discussions on plan content, elicit stakeholders' and communities' ideas and perspectives on regional issues, projects, and initiatives
Focus groups, small group discussions	Host focus groups or small-group discussions about issues, activities or public perceptions from stakeholders to gain more in-depth information
One-on-one interviews	Conduct interviews with key stakeholders to help shape and inform policies, plans or studies, as well as further outreach and engagement opportunities
Public comment	Publish draft plans or programs for public comment, compile feedback, and post responses

Co-creation

Method	Description
Establish expectations	Be clear on how feedback gathered will be used to inform policies, plans, programs, or studies
Incorporate feedback	Update existing foundational planning documents to reflect lessons learned through engagement strategies
Feedback from other activities	Incorporate any transportation-related feedback and guidance from other regional planning activities, including the regional development guide, and transportation corridor planning and implementation
Work plans	Include engagement guidance in Work Program for the Transportation Policy Plan, and specific expectations for items funded through the Unified Planning Work Program

Public comment periods and promotion

State and federal law require formal public comment processes for specific short-term and long-term planning efforts. The public comment period is designed to involve people more formally in the transportation planning process. These formal comment processes generally occur at the end of an effort, as a final opportunity to lend voice and feedback to decisions.

When a public hearing is involved in the process, it unfolds as follows:

- Met Council policy requires Council action to set hearing dates at least 45 days before a public hearing occurs. State law requires 30-days' notice, and this accounts for that time.
- State law requires a public comment process to remain open for 10 days after a public hearing. Public comment processes are never closed on a weekend day.
- A public notice is placed on the Met Council's website, and in a newspaper of regional circulation to formally announce public meetings/hearings and how to comment.
- A proactive, public notice is issued to the following major and niche outlets:
 - Major metro-wide circulation daily newspapers/related daily online news outlets
 - Public policy websites and news sites
 - All television stations in the metro area
 - All radio stations in the metro area
 - Online and printed publications with non-daily production schedules
 - Ethnic news organizations (newspapers, online sites, radio)
 - Other niche audience publications
- Other optional promotional activities are also used:
 - Social media channel posts
 - Email announcement to targeted audiences
 - Earned promotion through various partner organization newsletters, websites, and publication channels (typically community organizations that represent a specific, hard-to-reach or general audience).
 - Blurb announcement in the Met Council's newsletter.
- Proactive engagement with key constituencies to assure they are aware and can participate in the process – this is broad for large-scale regional discussions and more targeted for specific, smaller-scale conversations.
- The Met Council collects public comment through the website, email, traditional mail, and recorded phone message. Spoken and written testimony is received through the public hearing.
- A report is created at the close of the process, and that information is shared publicly and with the Met Council for decision-making.

Key transportation plans and programs

Plans or program	Description	Public participation considerations
Transportation Policy Plan	<p>The Transportation Policy Plan sets policies and investment guidance for the regional transportation system, based on the goals and objectives in Thrive MSP 2040, the region's development guide. The transportation plan is one of three major systems plans that result from Thrive MSP 2040. It also responds to federal planning guidance provided in the 2021 Infrastructure Investment and Jobs Act.</p> <p>The Transportation Policy Plan reflects a combination of technical analysis and policy discussion. The plan builds on Thrive MSP 2040 and its extensive public engagement process, on previous regional transportation plans, studies of significant regional transportation issues, discussion, and feedback from policymakers throughout the region, and ideas and feedback from other regional stakeholders.</p>	<p>Every transportation-related planning study has an engagement component. That feedback and guidance also influences any updates to the regional Transportation Policy Plan.</p> <p>The standard Met Council public comment and promotion process identified above applies to the Transportation Policy Plan update process.</p>
Regional Solicitation	<p>The Regional Solicitation is a process that allocates federal transportation funds to locally initiated projects to meet regional transportation needs. The Met Council, as Metropolitan Planning Organization, works with the Transportation Advisory Board to review and allocate these funds, using an objective, data-driven, transparent process. Projects selected through the Regional Solicitation also end up in the Transportation Improvement Program (TIP). Funds are typically awarded on a two-year cycle. Specific constituencies include the Minnesota Department of Transportation, counties, school districts, and cities in the region.</p>	<p>The Met Council will collaborate with the Transportation Advisory Board and its Technical Advisory Committee to engage communities more actively around the projects chosen through the Regional Solicitation process.</p> <ol style="list-style-type: none"> 1. Gather information from local communities about their engagement processes related to projects submitted for funding through the Regional Solicitation. 2. Provide technical assistance for engaging local constituencies about projects. 3. Highlight completed projects funded through the Regional Solicitation process. The Met Council will use visualization techniques on its website. 4. Explore and develop a public participation plan on project distribution through the category funding ranges.

Plans or program	Description	Public participation considerations
Transportation Improvement Program	<p>The TIP is a staged, four-year, multimodal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area. The TIP is a federally required document that reflects funding available and reasonably anticipated (fiscally constrained). The Metropolitan Planning Organization is required to prepare the TIP as a short-range programming document that complements the long-range transportation plan. The Met Council prepares the TIP in cooperation with the Minnesota Department of Transportation. The TIP includes federal funds allocated through the regional solicitation process, and federal formula funds programmed by the Minnesota Department of Transportation, the Met Council and transit providers.</p>	<p>The standard Met Council public comment process applies to the Transportation Improvement Program with a 45-day comment process. A 21-day comment process is used for any proposed regionally significant amendments to the TIP.</p> <ol style="list-style-type: none"> 1. The Met Council will coordinate with Minnesota Department of Transportation to work toward a monthly opportunity to comment on any TIP amendment coming before the Transportation Advisory Board's Technical Advisory Committee. There will be an open opportunity to speak to the committee at its monthly meeting.
Unified Planning Work Program	<p>The Unified Planning Work Program (UPWP) is a federally required program that details and describes proposed transportation and transportation-related planning activities in the metropolitan area. The UPWP is a critical document in the planning and policy work of the Met Council as it also serves as the application for transportation planning funds from the U.S. Department of Transportation. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies: the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.</p>	<p>Each item identified in the work program will be evaluated for engagement opportunities as the project is scoped and before a work plan is in place.</p> <p>Those identified for engagement may also use an outreach and engagement master contract for engagement with historically underrepresented people.</p>
Air Quality Conformity Determination	<p>The Federal Clean Air Act Amendments passed in 1990 stipulate that transportation plans, programs, and projects in non-attainment and maintenance areas must undergo an air quality conformity analysis. The Minneapolis-Saint Paul region is within an Environmental Protection Agency (EPA)-designated attainment area for carbon monoxide (CO). A small portion of the region is designated as a maintenance area for coarse particulate matter (PM10).</p>	

Plans or program	Description	Public participation considerations
	Therefore, transportation plans, projects, and programs are subject to air quality conformity analysis until September 24, 2022, when the entire region becomes an attainment area for PM10	
Transportation Addendum to the Metropolitan Council Public Engagement Plan	<p>This addendum establishes a framework for the region’s stakeholders to influence both long-term transportation policy development and short-term transportation programming. It details the methods and strategies that the Metropolitan Council will use to engage the wide range of stakeholders, from policymakers, to business interests, to residents of the region.</p> <p>Plans for specific planning studies and related transportation planning efforts will also be created, consistent with this plan.</p>	

Evaluation of effectiveness

Public participation in transportation planning is measured against the outcomes, goals, and principles of Thrive MSP 2040, the Transportation Policy Plan, and the Public Engagement Plan to evaluate their effectiveness and ultimately, their impact on how planning and policy will be shaped. Methods that satisfy these measurements are the ultimate goal of public participation in transportation planning.

The public participation activities for transportation planning should achieve the following outcomes:

1. Provide policy details consistent with the overall vision included in the Thrive MSP 2040 plan and the Transportation Policy Plan where relevant
2. Employ practices consistent with the Thrive MSP 2040 Outreach and Engagement Plan
3. Build upon relationships and partnerships identified in the Thrive MSP 2040 Outreach and Engagement efforts
4. Support the key goals identified in the Thrive MSP 2040 Outreach and Engagement Plan (as stated in this document)
5. Engage transportation stakeholders as identified in the Transportation Policy Plan

It's also important to note that evaluation and engagement are ongoing activities. Evaluation will take place after each effort – and aggregate review will take place at least annually, as part of large-scale evaluation for all Metropolitan Council engagement. Typically, project evaluation will take place through participant survey. Results are iterative and built into the next relevant engagement effort. While there are baseline measures of effectiveness and satisfaction with transportation efforts, the results of those measures should support the integration into future planning and participant ownership of the process, rather than merely using volume as a measure of success or reporting quantities of participants.

All public planning efforts are relevant to an audience. Public outreach and engagement efforts identify those key audiences and the methods that will be used to authentically convene and include voices from those audiences. Authenticity requires providing space for all feedback – whether perceived as positive or negative – to support the ultimate decision-making process. Relevance sometimes stirs controversy, and it is the role of government to provide opportunities for all viewpoints to be raised and included. Particularly where controversy exists, effectiveness will be measured in terms of whether the range of viewpoints were included, and individuals felt respected and valued.

Authentic engagement is an evolving cycle that will lead to success when lessons are learned and the opportunity to foster involvement occurs. Below are some methods (which can either be qualitative or quantitative) for evaluating the effectiveness of public participation in transportation planning to achieve the goals stated above:

Goal/Outcomes	Policy	Method of Evaluation of Effectiveness
Consistency with overall vision, outcomes, and goals	Thrive MSP 2040, Transportation Policy Plan	<ul style="list-style-type: none">• Final reports that include data on the process of public participation• Case studies or project overviews are included in the Transportation Policy Plan to highlight the work that achieves these goals• Staff evaluation of data to compile a “lessons learned” narrative of the overall engagement method

Goal/Outcomes	Policy	Method of Evaluation of Effectiveness
Engagement was executed using practices and principles that are collaborative in nature and includes many perspectives of the region	Thrive MSP 2040, Public Engagement Plan	<ul style="list-style-type: none"> • Method engaged underrepresented communities throughout the region • All meetings are scheduled to meet the needs of community • Online engagement tools and other products are accessible to everyone
Building new relationships and leveraging existing ones	Thrive MSP 2040, Public Engagement Plan	<ul style="list-style-type: none"> • Existing relationships with partners and stakeholders are deepened with the Met Council • New relationships are formed within transportation and other sectors
Augment and amplify outreach and engagement goals	Thrive MSP 2040, Public Engagement Plan	<ul style="list-style-type: none"> • Integrate outreach and engagement goals into public participation plans that are measurable and transferrable to other transportation policies
Stakeholders are integrated with deliberation in engagement	Transportation Policy Plan	<ul style="list-style-type: none"> • Local government, other planning agencies, and community-based transportation organizations are involved in engagement planning and determining specific measures by creating work groups or subcommittees • Local government, other planning agencies, and community-based transportation organizations take a more interactive role in facilitating and participating in participation and engagement opportunities

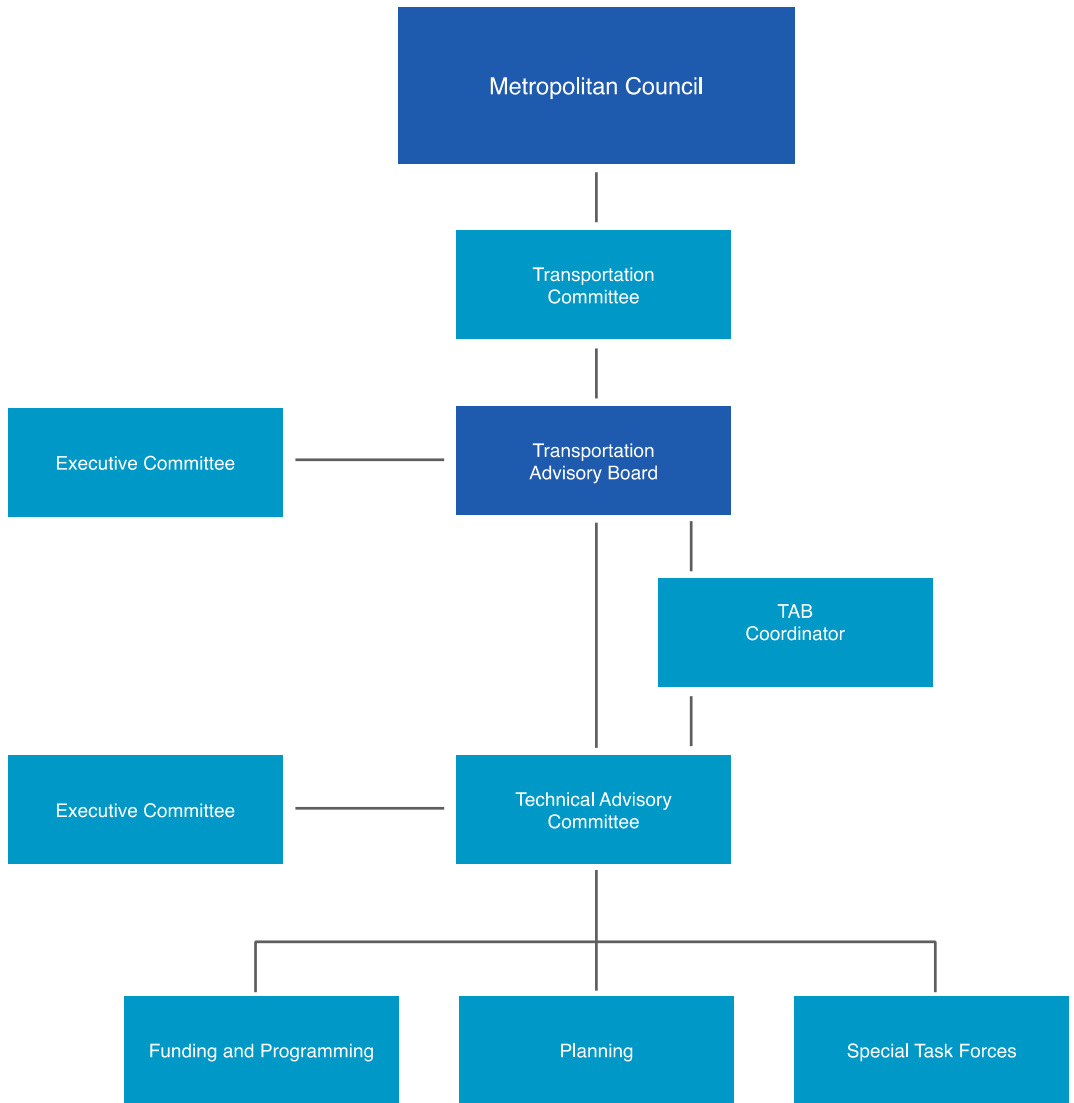
Other measures that may be used to evaluate the effectiveness of public participation are:

- Number of people participating in public involvement activities
- Number and diversity of organizations participating in transportation planning efforts
- Number of individuals who participate in transportation-related online discussions; depth of participation in discussions (based on measurable activities)
- Percentage of county, city, and township governments whose staff and/or policymakers participated in transportation planning efforts
- Earned media related to transportation planning efforts (and comparisons, as available)

Transportation advisory bodies

The Met Council's advisory bodies provide key opportunities for stakeholder participation. They allow members, representing a cross-section of key stakeholder groups in the region, to help shape regional transportation plans and policies. The Met Council appoints members of the public, local elected officials, professionals with technical knowledge and experience, or representatives of statute-identified

groups, according to the responsibilities of particular advisory bodies. Advisory bodies may conduct studies, recommend action to the Met Council’s standing committees, and/or provide expert advice.



2-25-2020

- 1. Transportation Advisory Board (TAB):** The TAB works in conjunction with the Met Council to distribute federal transportation funds and set regional transportation policy. The TAB consists of 34 members: 10 elected city officials; 1 member from each county board in the metropolitan area; the Commissioner of the Department of Transportation; the Commissioner of the Pollution Control Agency; one member of the Metropolitan Airports Commission; one member from the Suburban Transit Association; one person appointed by the Met Council to represent non-motorized transportation, one member representing the freight transportation industry, two members representing public transit, one “citizen” representative from each Met Council district (for a total of eight), and one Met Council member. The TAB chair is appointed by the Met Council from among the 34 members. The TAB works closely with the Met Council, reviewing, commenting on and coordinating transportation planning and programming activities. A key responsibility of the Met Council’s TAB is to solicit and evaluate project applications for federal funding programs.

2. **Technical Advisory Committee (TAC) to the TAB:** The TAC also works closely with the TAB and the Met Council. Composed of professional staff from city and county governments and the agencies involved in transportation in the seven- county region, the TAC provides technical expertise to the TAB. The TAC has two standing committees, the Funding and Programming Committee and the Planning Committee, as well as ad hoc multimodal task forces

Other related advisory bodies

1. **Transportation Accessibility Advisory Committee (TAAC):** The TAAC was created by the legislature and consists of 16 members including a chair appointed by the Met Council – seven members chosen by disability and senior groups in the metro area, and eight others, also selected by the Met Council, who represent districts that are combinations of the Met Council's 16 districts.

At least half TAAC members must be certified as eligible for paratransit services under the Americans with Disabilities Act and be active users of public transportation in the metro area.

2. **Equity Advisory Committee:** In late 2015, the Met Council created an advisory committee to advise the Met Council on issues related to the equity commitments in Thrive MSP 2040 and other Met Council equity-related policy issues. The ultimate goal of the committee's work is to create more equitable outcomes for people who live and work in the Twin Cities region.

Connect with the Metropolitan Council

The Metropolitan Council is committed to an inclusive public engagement process that involves agencies, officials, local planning staff, businesses, organizations, and residents of the region and providing appropriate forums for input and feedback.

Contact the Metropolitan Council

We welcome public involvement and encourage you to [contact us](#) with your questions or comments about regional issues or Met Council activities.

To keep up with news and events, or to access additional resources including project updates, meetings, reports, plans, and more, visit metro council.org.

- [Sign up for email or text alerts](#).
- Call our Public Information line at 651.602.1500 or email us at public.info@metc.state.mn.us.
- Follow the @MetropolitanCouncil on [Facebook](#) and [YouTube](#) or @MetCouncilNews on [Twitter](#) and [Instagram](#).

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-13

TIP Amendment: Southwest LRT (Green Line Extension)

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Metro Transit requests an amendment to the 2022-2025 TIP to increase the 2022 cost of the Southwest LRT (Green Line Extension) project (SP # TRF-TCMT-22AG) by \$62.5 million total (\$50 million federal).

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project (SP # TRF-TCMT-22AG) by \$50 million.

Summary

This requested action involves an increase of \$62.5 million of funding being provided to the 2022 SouthWest LRT (Green Line Extension). The \$50 million federal being added comes from other projects and unspent funding from previous years. The Funding & Programming Committee unanimously recommended approval of the request.

Background and Purpose

NOTE: Following publication of the Funding & Programming Committee action transmittal, it was brought to the attention of staff that the match, listed as \$10 million, should be \$12.5 million to reach the 20% match requirement. The motion should reflect a \$62.5 million total (\$50 million federal). Further, TRF-TCMT-22R, Lake St./Marshall Ave BRT is no longer proposed to be removed from the TIP, which does not impact the remaining projects included in the request. These changes are reflected in the attached request.

This request is to add \$50 million (federal) to the fiscal year 2022 project line of the Southwest LRT (Green Line Extension) project. No scope change is proposed.

The project has been funded by FTA Section 5309. This amendment adds \$50 million in FTA Section 5307 funds taken from unspent 2020 and 2021 funds and other 2022 Metro Council projects, shown below. Projects 1 and 2 represent the Green Line Extension, while projects 3 through 8 highlight the projects from which the FTA funds are coming. Note that these projects will still be completed in full, but those being removed will be funded with non-federal funding.

Projects 3 through 8 show a total of \$28,695,004 in FTA Section 5307 funds being removed from planned 2022 projects and reallocated to the Green Line Extension project. In addition, \$21,304,996 of Section 5307 funding is being provided to the project (project 2) from unspent fiscal year 2020 and 2021 Section 5307 funds (which are not shown in the current TIP). There is therefore a net increase of \$21,304,996 in 5307 funds allocated to 2022 projects in the TIP. Metro Transit is increasing the amount of local funds allocated to each of these projects and the projects continue to be fully funded.

Proj	Proj #	Description	Total Cost	FTA \$	Other \$
1	TRF-TCMT-22AG (no change)	**PRS**Sect 5309 : Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$214,600,921	\$100,000,000	\$114,600,921
2	TRF-TCMT-22AG	**PRS**Sect 5307 : Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$0 \$60,000,000 \$62,500,000	\$0 \$50,000,000	\$0 \$10,000,000 \$12,500,000
3	TRF-TCMT-22AB	Operations, equipment and expansion	\$225,000 \$0	\$180,000 \$0	\$45,000 \$0
4	TRF-TCMT-22AD	Public facilities: signs, lights, heat, pads, real-time signs	\$850,000 \$0	\$680,000 \$0	\$170,000 \$0
5	TRF-TCMT-22G	Preventive maintenance	\$10,000,000 \$0	\$8,000,000 \$0	\$2,000,000 \$0
6	TRF-TCMT-22T	Facilities energy enhancements and new energy initiatives	\$795,675 \$626,920	\$636,540 \$501,536	\$159,135 \$125,384
7	TRF-TCMT-22U	Fare collection capital equipment, hardware and software	\$9,625,000 \$0	\$7,700,000 \$0	\$1,925,000 \$0
8	TRF-TCMT-22N	Bus acquisition	\$24,214,133 \$10,096,486	\$20,582,013 \$8,582,013	\$3,632,120 \$1,514,473

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.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, and amended on March 9, 2022, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this TIP amendment is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the request is exempt from air quality conformity analysis, as the cost increase does not impact project scope and previously determined regional significance and air quality conformity.

Staff suggests (in agreement with Metro Transit) the following motion: "That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project (SP # TRF-TCMT-22AG) by \$62.5 million (50 million federal)." The removal of the Lake St./Marshall Ave. BRT project is not directly addressed in the motion and is presented in this action item as clarification.

Committee Comments and Actions

At its March 17, 2022, meeting the TAC Funding & Programming Committee voted unanimously to recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project by \$50 million.

Discussion included the question of whether TIP amendments will be needed in the future, to which Metro Transit replied that this is possible given the overall cost change of the project.



Routing

To	Action Requested	Date Completed / Scheduled
TAC Funding & Programming Committee	Review & Recommend	March 17, 2022
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to change the below projects in 2022. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

(Each project is Fiscal year 2022, Metro District, Route System BB, Prog TR, Type-of-Work Transit, Proposed Funds FTA)

Project Number	Agency	Description	Miles	Total \$	FTA \$	Other \$
TRF-TCMT-22AG (Existing; no proposed change)	Met Council- MT	**PRS**Sect 5309 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation	14.50	274,600,921	150,000,000	124,600,921
TRF-TCMT-22AG (Proposed addition)	Met Council- MT	<u>**PRS**Sect 5307 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation</u>	14.50	<u>62,500,000</u>	<u>50,000,000</u>	<u>12,500,000*</u>
TRF-TCMT-22AB	MET COUNCIL- MT	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT REPLACEMENT AND EXPANSION	0	\$225,000	\$180,000	\$45,000
TRF-TCMT-22AD	MET COUNCIL- MT	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	0	\$850,000	\$680,000	\$170,000
TRF-TCMT-22G	MET COUNCIL- MT	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	0	\$10,000,000	\$8,000,000	\$2,000,000
TRF-TCMT-22T	MET COUNCIL- MT	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	0	\$795,675 \$626,920	\$636,540 \$501,536	\$159,135 \$125,384
TRF-TCMT-22U)	MET COUNCIL- MT	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	0	\$9,625,000	\$7,700,000	\$1,925,000
TRF-TCMT-22N	MET COUNCIL- MTS	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	0	\$24,214,133 \$10,096,486	\$20,582,013 \$8,582,013	\$3,632,120 \$1,514,473

*Reflects previously used additional local funds.

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 to increase the total project cost to TRF-TCMT-22AG. The scope remains the same. The source of the funds for the change is FFY 2020, FFY 2021, and FFY 2022 Section 5307 funds. This is an increase in 5307 funds allocated to 2022 Southwest Light Rail project expenditures of \$50,000,000 and a reduction of \$28,695,004 in 5307 funds allocated to other 2022 TIP projects. There is a net increase of \$21,304,996 in 5307 funds allocated to 2022 projects in the TIP. The projects funded with the \$28,695,004 5307 funds will now be funded with local sources. These funds are in SFY 2022 (beginning 7/1/2021) which coincides with FFY 2022 (ending 9/30/2022).

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

This is a net increase in 5307 funds used for 2022 projects in the TIP. However, this increase is based on the finite amount of 5307 funds we have available in total to spend. We are shifting 5307 funds within our organization between projects and increasing local funds revenues for other projects. 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)

*While the project is an A-30 regionally significant project, a cost change that does not impact the scope does not require a conformity determination.

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-15

TIP Amendment: I-94 Auxiliary Lane in Oakdale and Woodbury

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

MnDOT requests an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I-494/I-694/I-94 in Oakdale to Washington County Highway 19 in Woodbury (SP # 8282-132F) and to add a guardrail and noisewall to its associated existing I-94 maintenance project located between Oakdale and the St. Croix River (SP # 8282-132).

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I-494/I-694/I-94 in Oakdale to Washington County Highway 19 in Woodbury (SP # 8282-132F) and to add a guardrail and noisewall to MnDOT's associated I-94 maintenance project located between Oakdale and the St. Croix River (SP # 8282-132) for the purpose of release for public comment.

Summary

This requested action involves adding a new eastbound auxiliary lane to Interstate 94 from the I-494/694/94 system interchange in Oakdale to Washington County Highway 19 in Woodbury. The freight project element was one of the six freight projects that were amended into the 2040 Transportation Policy Plan on March 9, 2022. This freight improvement, along with updated guardrail and noisewall, is to be added to an existing maintenance project. This is a regionally significant project addition and is therefore subject to a 21-day public comment period. The Funding & Programming Committee unanimously recommended approval of the request.

Background and Purpose

This amended is needed to update project costs and scope to reflect new added freight funds and scope to the existing I-94 concrete project (8282-132) in Washington County. Because the new funds are from a different funding program, the entire cost and most of the scope update occur in a new project line (8282-132F).

The existing project is funded through the National Highway Performance Program (NHPP) while the proposed project is to be funded by the National Highway Freight Program (NHFP), both of which are federal funds not funded through the Regional Solicitation. The freight project was included as a project in the State Freight Plan (Freight Investment Plan) in 2022.

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. Because the new project element is regionally significant, the request is subject to a 21-day public comment period.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, which amended in the freight project on March 9, 2022. 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 classified as an A30 regionally significant project but because it is not located within the existing air quality maintenance area, a new conformity determination is not required.

Committee Comments and Actions

At its March 17, 2022, meeting the TAC Funding & Programming Committee voted unanimously to recommend adoption of an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I494/I694/I94 in Oakdale to Washington County Highway 19 in Woodbury (SP # 8282-132F) and to add a guardrail and noisewall to MnDOT's associated I-94 maintenance project located between Oakdale and the St. Croix River (SP # 8282-132) for the purpose of release for public comment. The Minnesota Pollution Control Agency pointed out that an air quality conformity determination is not needed because one was done when the project was originally in the TIP (going back to the 2020-2023 TIP), the new project is not as large as the original project, and the project is located away from the existing air quality maintenance area, though the opportunity to mitigate construction and air quality impacts during construction exists.

Routing

To	Action Requested	Date Completed / Scheduled
TAC Funding & Programming Committee	Review & Recommend	March 17, 2022
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Release for Public Comment	April 20, 2022
Transportation Advisory Board	Review and Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	June 8, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend project 8282-132 and add project 8282-132F in program year 2023. These projects are is being submitted with the following information:

PROJECT IDENTIFICATION:

	Existing Project (8282-132)	Proposed Project (8282-132F)
Seq #	1678	<u>TBD</u>
State Fiscal Year	2023	<u>2023</u>
ATP/District	Metro	<u>Metro</u>
Route System	I 94	<u>I 94</u>
Project Number (S.P. #)	8282-132	<u>8282-132F</u>
Agency	MnDOT	<u>MnDOT</u>
Description	**AC**B2020**I94, from MN120 in Oakdale to St Croix River in Lakeland – Concrete overlay, TMS, drainage, signing, lighting, guardrail, noisewall, Hudson Frontage Rd resurfacing, median barrier and ADA improvements (AC project, payback in FY24) (<u>Associated to 8282-132F</u>)	**AC**SPPF**I94, from <u>I494/694/94 in Oakdale to Washington County Hwy 19 (Woodbury Drive) in Woodbury – Construct eastbound auxiliary lane, (AC project, payback in FY24) (Associated to 8282-132)</u>
Miles	10.53	<u>1.98</u>
Prog	RD	<u>RC</u>
Type of Work	Reconstruction	<u>Reconstruction</u>
Prop Funds	NHPP	<u>NHFP</u>
Total \$	103,784,000	<u>8,000,000</u>
FHWA \$	28,082,000	<u>4,200,000</u>
AC \$	65,323,600	<u>3,000,000</u>
TH \$	10,378,400	<u>800,000</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 update total project costs and scope for newly added freight funds and scope on SP 8282-132F (associated to 8282-132)

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

This project was awarded \$8,000,000 from the 2020 MN Highway Freight award program. This is in addition to Metro’s federal budget authority. 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 (amended March 9, 2022) 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) *

*8282-132F: The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A-30 regionally significant project. However, given that the project is outside of the existing air quality maintenance area, it is not subject to a conformity determination. 8282-132 is exempt per Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules, though the amendment in its entirety is subject to a conformity determination.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: March 10, 2022
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2023-2026 TIP Development Schedule

Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with MnDOT's State Transportation Improvement Program (STIP). The below schedule mirrors the schedule used for the 2022-2025 TIP.

2023-2026 TIP/STIP ADOPTION SCHEDULE (All dates are in 2022)

DATE	ACTION/MILESTONE	ORGANIZATION
Mar-Apr	MnDOT provides draft project data to Council. Council develops draft TIP	MC /MnDOT Staff
May 18	Release draft TIP for public comment. Public comment period starts May 22	TAB
May 19	Recommend approval of draft TIP, potentially along with technical recommendations	TAC – F&PC
May 20	MPCA letter of comment for air quality conformity.	MPCA
June 1	Recommend approval of draft TIP, potentially along with technical recommendations	TAC
June 16	Consider technical comments on draft TIP.	TAB
July 5	45-day public comment period ends	Council Staff
Aug 11	Finish Public Comment Report. Draft TIP revised to address public comment. Include in TAB meeting packet	Council Staff
Aug 17	Accept Public Comment Report and recommend final TIP to Council	TAB
Sept 12	Review final TIP – recommend to Council	Transportation Committee
Sept 28	Adopt final TIP	Met Council
Sept-Oct	TIP is incorporated into State TIPs	MnDOT/WisDOT
Oct-Nov	Federal conformity determination	FHWA / FTA / EPA
Nov	STIP Approved	FHWA and FTA