

Agenda

TAB Technical Advisory Committee



Meeting Date: May 4, 2022

Time: 9:00 AM

Location: Virtual

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 April 6, 2022 TAB Technical Advisory Committee Minutes - roll call
- 3) Approval of March 4, 2020 TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jon Solberg, Chair)
 - a) 2022-20: Streamlined 2022-2025 TIP Amendment – Four New Projects (Joe Barbeau) - roll call
 - b) 2022-21: Streamlined 2022-2025 TIP Amendment – Three Project Cost Increases (Joe Barbeau) - roll call
 - c) 2022-22: Streamlined 2022-2025 TIP Amendment – Three Termini Changes (Joe Barbeau) - roll call
- 2) Planning Committee (Emily Jorgensen, Chair)

No items.
- 3) Funding & Programming Committee (Michael Thompson, Chair)
 - a) 2022-19: Scope Change Request for City of Saint Paul Bruce Vento Elementary School Safe Routes to School Project - roll call

Information

- 1) On Board Transit Survey Update (Ashley Asmus, MTS)
- 2) Overview of 2050 Regional Development Guide and Transportation Policy Plan Development (Dan Marckel and Michael Larson, Community Development; Jed Hanson, MTS)
- 3) Infrastructure Investment and Jobs Act (IIJA) Funding and Regional Solicitation Overview (Molly McCartney, MnDOT; Steve Peterson, MTS)

Other Business

Adjournment

Council Contact:

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



Minutes

TAB Technical Advisory Committee



Meeting Date: April 6, 2022

Time: 9:00 AM

Location: Virtual

Members Present:

- Jon Solberg, Chair, 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 Co
- 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
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Praveena Pidaparathi, MnDOT
- Vacant, DEED
- Vacant, MN DNR
- Danny McCullough, Bicycle
- Vacant, Pedestrian
- 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 just after 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 Isaacson and seconded by Freese to approve the minutes of the February 2, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried** unanimously.

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the March 17, 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. Scott Mareck will be the vice-chair of the Planning Committee and Paul Oehme will play that role for the

Funding & Programming Committee. The TAC Executive Committee approved the official establishment of the bicycle/pedestrian and transit working groups and discussed a 2050 TPP working group likely to kick off in mid-May. Members should consider who should represent their respective agencies on that group. The TAC Executive Committee recommended that TAC, Planning, and Funding & Programming continue to meet remotely until August and re-evaluate for possible change to hybrid or in-person meetings starting in September.

1. [2022-14: Streamlined 2022-2025 TIP Amendment: Minneapolis HSIP Cost Increases](#) (Joe Barbeau, MTS)

Joe Barbeau, MTS, said that 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.

It was moved by Keel and seconded by Hager to recommend that 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. **Motion carried** unanimously.

2. [2022-16: Streamlined 2022-2025 TIP Amendment: MnDOT US 169 Cable Median Barrier](#) (Joe Barbeau, MTS)

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

It was moved by Isaacson and seconded by Freese to recommend that 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. **Motion carried** unanimously.

3. [2022-17: Streamlined 2022-2025 TIP Amendment: Carver County MN 5 Preliminary Engineering](#) (Joe Barbeau, MTS)

Barbeau said that the amendment request is to add a new project line to include federally funded preliminary engineering along Trunk Highway (TH) 5 in Carver County. The project was recently funded through the Infrastructure Investment and Jobs Act (IIJA) as part of Congressionally Directed Spending.

It was moved by Eyoh and seconded by Oehme to 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 corridor in Carver County. **Motion carried** unanimously.

4. [2022-18: Streamlined TIP Amendment: Kellogg Bridge Reconstruction Cost Increase](#) (Joe Barbeau, MTS)

Barbeau said that this amendment request is to add local funding to the Kellogg Bridge reconstruction project, 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.

It was moved by Dermody and seconded by Isaacson to 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. **Motion carried** unanimously.



Planning Committee (Emily Jorgensen, Chair)

1. [2022-12: Transportation Addendum to the Metropolitan Council Public Engagement Plan](#)

Jorgensen introduced Sara Maaske, Metropolitan Council Communications, who reported on the Transportation Addendum to the Metropolitan Council Public Engagement Plan. In March 2021, the Federal Highway and Transit Administrations jointly released the [Transportation Management Area Planning Certification Review](#) results for the Council. The review found that the Council satisfies most of the federal requirements related to public participation, though FHWA and FTA identified three recommendations: update the Transportation Public Participation Plan (TPPP) to include tribal governments and tribal consultation strategies; identify an update cycle for the TPPP; and evaluate the Council's transportation public participation efforts using effectiveness measures and include the measures and findings in the updated the document.

It was moved by Kosluchar and seconded by Jorgensen to recommend that the Transportation Advisory Board release the draft Transportation Addendum to the Metropolitan Council Public Engagement Plan for public comment. **Motion carried** unanimously.

Funding & Programming (Paul Oehme, Acting Chair)

1. [2022-13: TIP Amendment: Southwest LRT \(Green Line Extension\)](#)

Oehme introduced the item. The request is to add \$62.5 million of funding to the 2022 project line of the SouthWest LRT (Green Line Extension), including \$50 million federal from other projects and unspent funding from previous years. The federal funding comes from \$28,695,004 in FTA Section 5307 funds being removed from planned 2022 projects and reallocated to the project, along with \$21,304,996 of Section 5307 funding from unspent fiscal year 2020 and 2021 Section 5307 funds.

Barbeau added that the projects being removed from the TIP will still be completed. 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. 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 with \$50 million in federal funds.

Joan Hollick, Metro Transit, said that project delays will result in additional project costs of \$450 million to \$550 million. Isaacson asked whether this amendment is part of that \$450 million to \$550 million. Hollick replied in the affirmative.

Dermody asked whether separate votes will be needed on more cost increases, to which Hollick replied that this action is specific to Section 5307 funding, as opposed to a downstream commitment.

Howley asked what preventative maintenance is being removed. Ed Petrie, Metro Transit, replied that preventative maintenance refers to bus oil changes, tire rotations, breaks and other similar actions. He added that those activities will still occur, and either be funded with local or federal dollars.

Robjent asked why the local funds are not going to be used for the SWLRT project, as opposed to shifting funds. Petrie replied that state funding cannot be used for that project.

Isaacson said that this is a unique request, and the topic of fiscal constraint should be communicated thoughtfully.

MacPherson asked what the next steps are to address the funding gap, to which Hollick replied that Council Chair Zelle is exploring funding options. Solberg asked whether there is a timeline for addressing this. Hollick replied that total project cost and opening date should be known later this year. Robjent asked whether remaining overruns can only be funded with federal and county money. Hollick replied that those are the funding streams that are available, though Council Chair Zelle is exploring other options.



Isaacson suggested that Metro Transit communicate to TAB why transit projects are different from highway projects in terms of fiscal constraint.

Keel asked how Metro Transit is showing commitment to completing the projects being removed from the TIP. Petrie said that there will be a budget amendment at a Metropolitan Council meeting. Keel asked whether that should be a condition of recommendation. Barbeau said that for scope changes, a commitment is not usually shown in the motion for a project element to be completed elsewhere. Thompson pointed out that this is more money than is usually at stake and suggested that memorializing this commitment maybe be needed.

Peterson asked what the timing is for the budget amendment. Petrie said that this will occur in the Second quarter budget amendment, in June 2022. Peterson suggested that reporting back to TAC on this action could be a compromise. Keel expressed comfort with this approach.

Robjnt asked whether this opens the door to defederalizing other projects, to which Solberg said that there will be questions on FTA versus FHWA related to this. Barbeau added that this is not the same issue in that the previous defederalization discussion was related to projects funded through the Regional Solicitation. Isaacson added that these are Metro Transit's funds, as opposed to the region's funds.

It was moved by Ellos and seconded by Isaacson to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project by \$62.5 million (\$50 million federal). MacPherson said that staff should be prepared to address next steps at TAB. **Motion carried** unanimously.

2. [2022-15: TIP Amendment: I-94 Auxiliary Lane in Oakdale and Woodbury](#)

Barbeau said that this amendment is needed to update project costs and scope to reflect new added freight funds and scope to the existing I-94 concrete project 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. This is a regionally significant project and will be released for public comment prior to approval.

Hager asked whether there is a safety aspect to the lane addition, to which Solberg said that the project does include safety elements, including reducing weaving.

It was moved by Robjnt and seconded by Jorgensen to recommend that the Transportation Advisory Board recommend adoption of 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 and to add a guardrail and noisewall to MnDOT's associated I-94 maintenance project located between Oakdale and the St. Croix River for the purpose of release for public comment. **Motion carried** unanimously.

Information

1. [2023-2026 TIP Development Schedule](#) (Joe Barbeau, MTS)

Barbeau said that the 2023-2026 TIP development schedule mirrors the schedule for the 2022-2025 TIP, which moved the public comment period one month earlier compared to previous TIPs.

2. [Travel Demand Management Project Update](#) (Theresa Cain, Metro Transit)

Theresa Cain, Metro Transit, provided an update on travel demand management (TDM) projects.

Isaacson asked whether the Council's TDM work relates to telecommuting. Cain replied that telecommuting is promoted to employers and Metro Transit can help employers in this area. Cole Hiniker, MTS, added that the Council wants to expand upon its TDM activity. Solberg asked how companies learn about this program, to which Cain replied that TMOs provide their own information and that Metro Transit triages inquiries. McCullough asked whether there are updates on use of streetlight data to track people biking or walking that may help estimate counts. Cain replied that this is not in Metro Transit's purview, though there is partnership with biking groups

that collect that kind of data. Hiniker added that the Metropolitan Council tracks some of this data and is exploring tracking more. Isaacson asked whether there is a connection between TDM and the public engagement plan or equity. Cain replied that this is being taken into consideration, citing expansion of the Metro Pass program to smaller employers. Hiniker said that the Metropolitan Council solicited for focused equity engagement contracts and one of the first efforts will be on the TDM study.

Agency Reports

Solberg said that MnDOT is still searching for its next commissioner, a role being temporarily performed by Nancy Daubenberger. A hiring decision should be made by the end of the month. He added that construction season has started.

Eyoh said that MPCA is still taking input on its Climate Action Framework. He added that his alternate member, Mehjabeen Rahman, is leaving MPCA.

Peterson said that Regional Solicitation applications are due on April 14, which is the same date that federal RAISE grants are due. Three others are due in May.

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting Date: March 4, 2020

Time: 9:00 AM

Location: Council Chambers

Members Present:

- Chair, Lisa Freese, Scott Co
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Gina Mitteco, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Emily Jorgensen, Washington Co
- Steve Bot, 7W
- Karl Keel, Bloomington
- Anne Kane, White Bear Lake
- Robert Ellis, Eden Prairie

- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Kim Lindquist, Rosemount
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Joe Bernard, Minneapolis
- Paul Kurtz, St. Paul
- Bill Dermody, St. Paul
- Steve Peterson, Council MTS
- Michael Larson, Council CD

- Elaine Koutsoukos, TAB
 - Mehjabeen Rahman, MPCA
 - Neil Ralston, MAC
 - Matt Fyten, STA
 - Adam Harrington, Metro Transit
 - Jon Solberg, MnDOT
 - Peter Dahlberg, MnDOT Freight
 - Jim Gromberg, DEED
 - Danny McCullough, SNMTC
 - Andrew Emanuele (ex-officio)
- = present

Call to Order

The meeting was called to order by Chair Freese at 9:04 AM.

Approval of Agenda

Isaacson moved to approve the agenda. Seconded by Harrington. Motion carried.

Approval of Minutes

MacPherson moved to approve the minutes of the February 5, 2020, regular meeting of the TAB Technical Advisory Committee. Seconded by Isaacson. Motion carried.

TAB Report

Koutsoukos reported on the February 19, 2020, TAB meeting.

Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese reported that the TAC Executive Committee met prior to the TAC meeting. Due to a job transition, Jan Lucke will no longer serve as the TAC Planning chair. She invited members to express interest in serving as chair. Emily Jorgensen will fill in for Lucke as TAC member.

Funding & Programming Committee (Paul Oehme, Chair)

1. [2020-11: Scope Change Request: Metro Transit](#)

Oehme presented this item, stating that Metro Transit is proposing a change to its Route 63

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-19

Scope Change Request for City of Saint Paul: Bruce Vento Elementary School Safe Routes to School Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Saint Paul requests a scope change to remove the connection from the Gateway State Trail to Arkwright Street on its Bruce Vento Elementary School Safe Routes to School project (SP # 164-591-004).

Recommended Motion

That the Technical Advisory Committee recommend that TAB approve the City of Saint Paul's scope change request to remove the connection from the Gateway State Trail to Arkwright Street on its Bruce Vento Elementary School Safe Routes to School project (SP # 164-591-004).

Summary

This requested scope change involves removing a small connection to the Gateway State Trail along that is included in the City of Saint Paul's Bruce Vento Elementary School project. The applicant intends to complete this element as part of a local project. The cost of this element is about \$23,000. Given this small amount and the fact that the entire project will still be completed, committees will discuss whether any federal funding should be removed.

Background and Purpose

The City of Saint Paul was awarded \$842,528 in the Safe Routes to School (SRTS) category of the 2018 Regional Solicitation to provide a bicycle connection from the Gateway State Trail to Bruce Vento Elementary School along Arkwright Street. Also included in the original scope are four small sidewalk gap infills along Arkwright Street and intersection improvements along Case Avenue, which intersects Arkwright Street adjacent to the school. The project is programmed for 2023. As shown in Figure 1 of the attached memo, the project scope includes a short connection between the Gateway State Trail and Arkwright Street. The City of Saint Paul is asking that this connection be removed from the project, noting that it will be completed by Minnesota Department of Natural Resources as part of its 2022 project reconstructing a portion of the Gateway State Trail.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed

according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: While removal of this short piece of trail would be detrimental to the project, the applicant indicates that this will be completed one year early by another applicant. Recent precedent would point to approval.

Funding: Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. The applicant cites \$23,000 (\$18,400 federal) as the cost of the project element being removed from the original scope The committee should consider whether it is necessary to remove this amount versus allowing the applicant to retain this amount.

Committee Comments and Action

At its April 21, 2022, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of the City of Saint Paul’s scope change request to remove the connection from the Gateway State Trail to Arkwright Street on its Bruce Vento Elementary School Safe Routes to School project with no federal funding adjustments.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Review & Recommend	April 21, 2022
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review and Adopt	May 18, 2022





March 10, 2022

TO: Funding and Programming Committee;
Michael Thompson, Chair, Funding and Programming Committee

FROM: Jary Lee, Project Manager, Department of Public Works

SUBJECT: Formal Scope Change of SP 164-591-004 Bruce Vento Trail

This memo discusses the proposed change in scope to Bruce Vento Elementary Safe Routes to School project (SP 164-591-044) in Saint Paul. All elements of the original scope will be delivered, but by two different agencies and as part of two different projects. The project scope generally includes construction of bumpouts along portions of Arkwright Street and Case Avenue, sidewalk in fill in the neighborhood surrounding the school, and implementation of a bicycle facility along Arkwright Street.

While the majority of the proposed 2023 project to be delivered by the City of Saint Paul is consistent with the scope detailed in the 2018 Regional Solicitation application, a short segment of trail connecting the Gateway State Trail and Arkwright Street is proposed to be removed from the scope of SP 164-591-044. Instead, this same trail segment will be constructed by the Minnesota Department of Natural Resources (MnDNR) as part of a 2022 project nearby to reconstruct a portion of the Gateway State Trail. Given the scope and timeline of the DNR’s project, it is more desirable for the DNR to deliver this portion of the scope of work rather than the City of Saint Paul.

All original project elements will be constructed, and there will be no change in benefit to the community from the original scope. See Table 1 for a summary. Figure 1 shows the trail segment proposed to be removed from the scope of SP 164-591-044 and instead constructed by the MnDNR. Figure 2 shows all project elements.

Attached to the end of this memo is the required Funding Data for Scope Change Request document.

[Table 1. Project element delivery summary](#)

2018 application project element(s)	Project element delivered by	Construction year
Sidewalk gap in fill	City of Saint Paul	2023
Arkwright St and Case Ave curb extensions	City of Saint Paul	2023
Arkwright bikeway between Cayuga St and Gateway Trail	City of Saint Paul	2023
Trail segment connecting Arkwright St and Gateway Trail	Minnesota DNR	2022

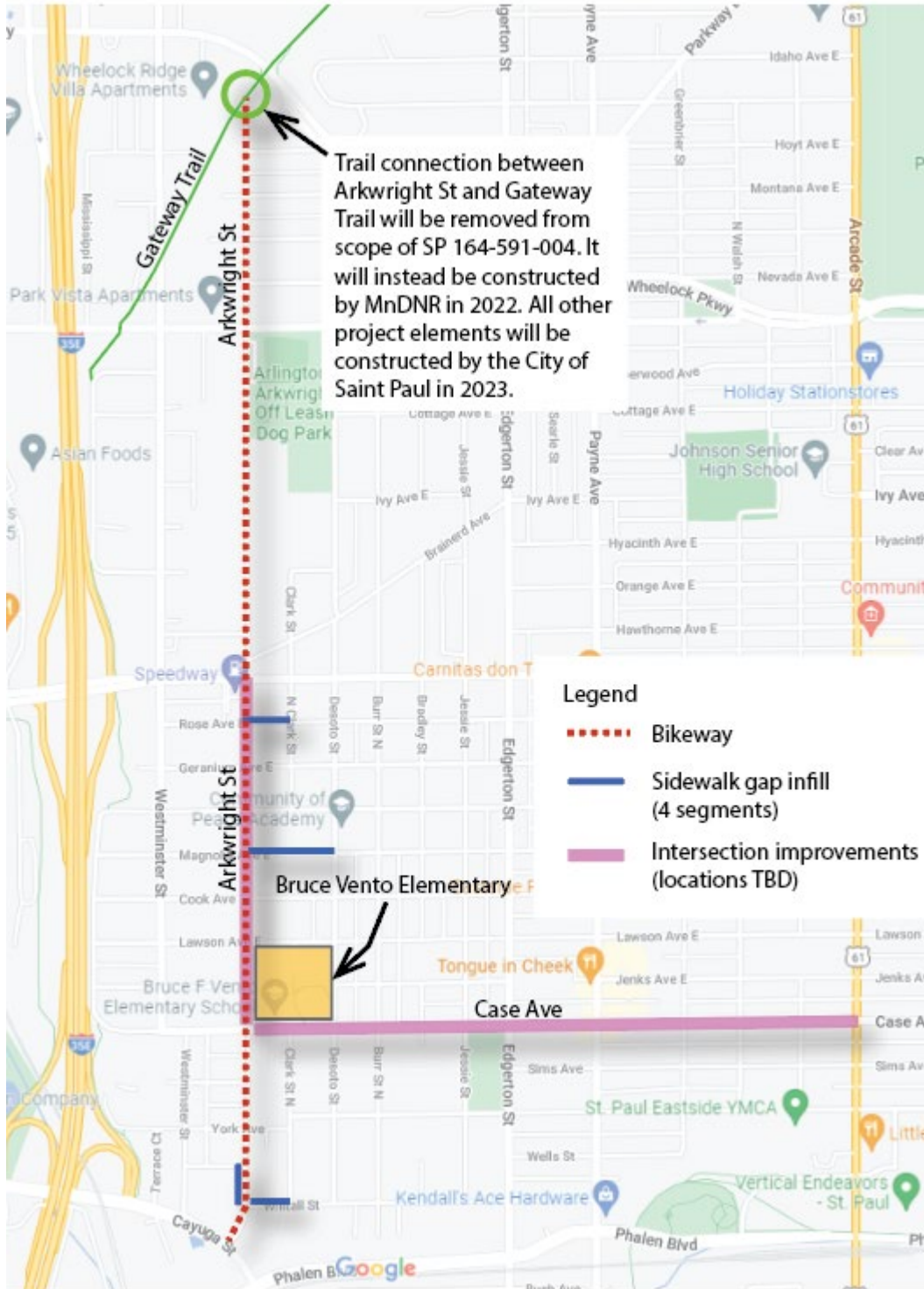


Figure 1. Trail segment proposed removed from SP 164-591-044





Figure 2. All project elements – consistent with 2018 application





ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2018
Application Funding Category	Safe Routes to School
HSIP Solicitation?	No
Application Total Project Cost	\$1,053,160
Federal Award	\$842,528
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:

Element	Original Application Cost
Trail segment connecting Arkwright St. and Gateway Trail	\$23,000

New Project Elements:

N/A

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-20

Streamlined 2022-2025 TIP Amendment: Four New projects

To: Technical Advisory Committee

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

Requested Action

The City of Saint Paul, Minnesota Valley Transit Authority, and MnDOT request an amendment to the 2022-2025 TIP to add four projects.

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 four new projects.

Summary

This requested action involves adding four new projects to the TIP. These projects are a recent \$1.4 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, expansion of the Burnsville Bus Garage, federal contribution to a Gateway State Trail realignment, and a new bus purchase. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

The following projects are proposed for addition to the 2022-2025 TIP:

1. City of Saint Paul was awarded \$1.4 million from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for a study of Rondo area street improvements. Because this is federal funding the project must be included in the TIP. (SP # 164-080-019). (Page 3)
2. The Minnesota Valley Transit Authority (MVTA) was awarded Section 5339 discretionary funds, which is intends to use on its Burnsville Bus Garage Renovation/Expansion Phase III. This will include a north apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy efficiency improvements (SP # to be assigned). (Page 4)
3. MnDOT is contributing federal Surface Transportation Block Grant (STBG) Program funding to Minnesota Department of Natural Resources' Gateway State Trail Realignment at I-35E between Arlington Avenue and Maryland Avenue in St. Paul. The addition of federal funds necessitates placement in the TIP (SP # 6282-426). (Page 5)
4. MnDOT is facilitating the purchase of a bus for the Shakopee Mdewakanton Sioux Community (SP # 8825-1049). (Page 6)

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 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 projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review & Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	May 25, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to include 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	Miles
TBD	2023	MM	N/A	164-080-019	St. Paul	Rondo Area Street Improvements Study	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
PL	Preliminary Engineering	FFM	1,400,000	1,400,000	-

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 this new project that received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the TIP.

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

Funding is provided through a recently awarded federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. 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 O-1. Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions per Section 93.126 of the Conformity Rules

Please amend the 2021-2024 Transportation Improvement Program (TIP) to add this project to program years 2022 and 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	BB	Undecided	Minnesota Valley Transit Authority	Sec. 5339: Burnsville Bus Garage Renovation/Expansion Phase III - North apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy efficiency improvements	-

Prog	Type of Work	Prop Funds	Total \$	FTA \$	Other \$
TR	Transit (P)	Sect 5339	\$3,500,000	\$2,800,000	\$700,000

PROJECT BACKGROUND:

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

This amendment is needed because Minnesota Valley Transit Authority was awarded Section 5339 discretionary funds. The Minnesota Valley Transit Authority Burnsville Bus Garage Renovation/Expansion Phase III will include a north apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy efficiency improvements.

- 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

*This project was recently awarded funding from the FTA from the 2021 Section 5339 Bus and Bus Facilities grant program. It is new discretionary funding.

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)

X Exempt from regional level analysis: T-8: Reconstruction of renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)

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

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2023	M	I35E	6280-426	MnDOT	I35E, parallel to I35E, Realign Gateway State Trail between Arlington Ave E and Maryland Ave E in St Paul (DNR)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
.75	AM	Coop. Const. Agreement	STP	\$850,000	\$250,000	\$600,000

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 for the addition of a new federally funded project into 2023.

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 amendment request is for addition of a new federally funded project into fiscal year 2023 of the 2022-2025 TIP. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt Project Category AQ-2—Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules.

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

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	8825-1049	MnDOT	Shakopee Mdewakanton Sioux Community; Clean transportation grant to tribal partner- Purchase one electric bus

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	Transit	STP	\$295,00	\$295,000	NA

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 a new federally funded project into SFY 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 Clean Transportation Grant in the Metro area being delivered by MnDOT Central Office, which will provide the funding and convert STP federal budget authority to its available CMAQ appropriation. Therefore, fiscal constraint is maintained. (No match required if using STP to a tribal partner).

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 T-10—Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-21

Streamlined 2022-2025 TIP Amendment: Three Project Cost Changes

To: Technical Advisory Committee

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

Requested Action

MnDOT request an amendment to the 2022-2025 TIP to increase the cost of three projects.

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 three projects.

Summary

This requested action involves three cost increases to be included in the TIP. These increases are to senior mobility transit bus purchases, an I-494 bridge rehabilitation, and a US 52 concrete overlay. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

The following projects are proposed for cost increases in to the 2022-2025 TIP:

1. MnDOT is increasing the cost of three Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) bus purchases due to industrywide inflation). It is also removing one bus purchase because the recipient agency has declined the bus. (Pages 3-4)
2. MnDOT is increasing the total project cost of its rehabilitation of five I-494 bridges in Eagan and Bloomington. This includes a new project line to show \$17.7 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), leading to a light reduction in NHPP and local funds. Total cost increase is \$12,150,000. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP (SP # 2785-433 and 2785-433N). (Pages 5-6)
3. MnDOT is increasing the cost and length of its US 52 concrete surfacing project from Hampton Township to Rosemount. This is a 2023 project being changed to match the draft 2023-2026 TIP. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP (SP # 1906-71). (Page 7)

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 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 projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review & Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	May 25, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to address these projects. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Data for each Project

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT
Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA
State Fiscal Year	2022

Project-Specific Data:

Project Nor (S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRF-0260-22	Section 5310: Midwest Special Services, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 <u>\$256,000</u>	\$148,800 <u>\$204,800</u>	\$37,200 <u>\$51,200</u>
TRF-1767-22	Section 5310: Rise, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 <u>\$256,000</u>	\$148,800 <u>\$204,800</u>	\$37,200 <u>\$51,200</u>
TRF-9056-22A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement and 2 (Class 400) Vehicle Expansion	Purchase Buses	\$744,000 <u>\$1,024,000</u>	\$595,200 <u>\$819,200</u>	148,800 <u>\$204,800</u>
TRF-0011-22	Section 5310: Lifeworks Services, Inc.; 1 (Class 400) Vehicle Replacement	Purchase Buses	\$93,000	\$74,400	\$18,600

PROJECT BACKGROUND:

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

Section 5310: The Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. MnDOT is requesting that the TIP reflect a cost increase for three of these projects:

- Midwest Special Services, Inc.: Replacement of two class 400 vehicles
- Rise, Inc.: Replace two class 400 vehicles
- NewTrax, Inc.: replace six class 400 vehicles and add two class 400 vehicles

These increases are due to industrywide cost increases.

MnDOT also wishes to remove the replacement of one class 400 vehicle for the Lifeworks Services, Inc., who declined the project.

These four changes result in an overall cost increase of \$327,000 (\$261,600 federal).

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
- ✓ the funds used for these projects are 2020 Section 5310 Large Urban apportionment, so fiscal constraint is maintained. The 20% local match will be provided by the sub-recipients.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

- Subject to conformity determination
 - Exempt from regional level analysis ✓
 - N/A (not in a nonattainment or maintenance area)
- ✓ Exempt from regional level analysis: T-10—Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

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:

	Project Line 1 (new)	Project Line 2 (amended)
Seq #	<u>1663</u>	TBD
State Fiscal Year	<u>2023</u>	2023
ATP / Dist	<u>M</u>	M
Route System	<u>I494</u>	I494
Project Number	<u>2785-433</u>	<u>2785-433N</u>
Agency	<u>MnDOT</u>	MnDOT
Description	<u>**CRRSAA**I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington – Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433N)</u>	I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington - Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433)
Miles	<u>3.9</u>	4.18 <u>3.9</u>
Prog	<u>BI</u>	BI
Type of Work	<u>Bridge Deck Overlay</u>	Bridge Deck Overlay
Prop Funds	<u>FFM</u>	NHPP
Total \$	<u>\$17,670,000</u>	\$49,846,000 <u>\$44,330,000</u>
FHWA \$	<u>\$17,670,000</u>	\$44,861,000 <u>\$39,897,000</u>
State \$	NA	\$4,984,000 <u>\$4,433,000</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. The new project line added because MnDOT is adding CRRSAA funds while the existing project line shows a reduction in NHPP funds and state funds.

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

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

X

The change reflects a \$12,154,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP and with these updates. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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 per Section 93.126 of the Conformity Rules.

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
1644	2023	M	US 52	1906-71	MnDOT	US52, from 0.2 ML N of CR 86 (<u>280th St/Rochester Blvd</u>) in Hampton Twp to 0.2 ML N of CSAH 42 (<u>145th St</u>) in Rosemount – Concrete surfacing, drainage, cable median guardrail, and repair Br# 19033 and 9675

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	State \$	Other \$
14.91	RS	Concrete	NHPP	\$61,746,000	\$49,396,800	12,349,200	NA
<u>15.5</u>		Overlay		<u>\$65,000,000</u>	<u>\$52,000,000</u>	<u>\$13,000,000</u>	

PROJECT BACKGROUND:

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

This amendment to increase the total project cost and length.

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

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

Total project cost increase of \$3,254,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP and with these updates. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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-10—Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-22

Streamlined 2022-2025 TIP Amendment: Three Termini Changes

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 cost of three MnDOT projects.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to change the termini of three MnDOT projects.

Summary

This requested action involves three termini changes for projects in the TIP. These changes are to increase the length of a traffic management system, reduce the length of a landscaping project, and add a second work location to an intersection modification project. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

The following projects are proposed for termini changes in to the 2022-2025 TIP:

1. MnDOT is increasing the cost and length of its traffic management system on US 169 in Shakopee. The proposed cost increase is \$75,000 and the length is due to increase by 1.59 miles. Additional funding is state and local (SP # 7005-130). (Page 3)
2. MnDOT is decreasing the project length of its I35W landscaping project in Minneapolis due to removing on site. There is no cost change proposed (SP # 2782-357). (Page 4)
3. MnDOT is adding a second work location to its I394 ramp intersection modification project. This includes a \$169,000 (SP # 2789-165 and 2789-165S). (Page 5)

These are all 2023 projects being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP.

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 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 projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review & Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	May 25, 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
1673	2023	M	US 169	7005-130	MNDOT	**ITS** US 169, from MN41 (<u>Chestnut Blvd</u>) to Canterbury Downs Blvd and on MN41 (<u>Chestnut Blvd</u>) from <u>US169</u> to MN River in Shakopee-Traffic management system (other is operating funds)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	STATE \$	Other \$
6.21 <u>7.8</u>	TM	Traffic Management System	STP	\$800,000 <u>\$875,000</u>	\$640,000 <u>\$640,000</u>	\$160,000 <u>\$225,000</u>	<u>10,000</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 request is to increase the total project cost and 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

A \$75,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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-7— Traffic control devices and operating assistance other than signalization projects per Section 93.126 of the Conformity Rules.

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
1660	2023	M	I35W	2782-357	MNDOT	I35W, from <u>Park Ave to 43rd 26th to 31st St</u> in Mpls – Landscaping (Transportation Enhancement, TE, funded)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	STATE \$	Other \$
3.00 .67	RB	Landscaping	TAP	\$500,000	\$400,000	\$100,000	NA

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 decrease 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

The total project cost remained the same. Therefore, fiscal constraint is maintained. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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 NC—Non-classifiable per Section 93.126 of the Conformity Rules.

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:

Project Number	2789-165	2789-165S
Seq #	1664	1665
State Fiscal Year	2023	2023
ATP / Dist	M	M
Route System	I394	I394
Agency	MnDOT	MnDOT
Description	I394, on I394 ramps, and on Washington Ave and 3rd Ave in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165S)	I394, on I394 ramps, and on Washington Ave and 3rd Ave in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165)
Miles	0.5	0.5
Prog	SC	SC
Type of Work	Ped Ramps (ADA Improvements)	Turn Lanes
Prop Funds	NHPP	HSIP
Total \$	\$198,000 <u>\$192,000</u>	\$1,120,000 <u>\$1,295,000</u>
FHWA \$	\$178,200 <u>\$172,800</u>	\$774,900 <u>\$938,700</u>
State \$	\$19,800 <u>\$19,200</u>	\$86,100 <u>\$104,300</u>
Other \$	NA	259,000 <u>\$252,000</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 add a second work location and total project cost increase.

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

Cost increase of \$169,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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-1—Intersection channelization projects per Section 93.126 of the Conformity Rules.

service improvement project to reduce the length and number of buses for Route 63 and establish an additional route, Route 323.

Solberg asked how the additional route, which costs more than the original route, is not considered a new project. Michael Mechtenberg, Metro Transit, replied that there is an overall cost reduction by reducing the cost of Route 63. Harrington said that the application was meant to improve service frequency and that given the length and structure of the amended route, it leads to a cost reduction. The cost reduction enables lengthening the overall route length.

Thompson moved to recommend approval of the scope change request. Seconded by Harrington. Motion carried.

2. [2020-12: TIP Amendment: Metro Transit Scope Change](#)

Oehme presented this item, stating that an amendment is needed to reflect the scope change requested discussed in the previous item.

Harrington moved to recommend approval of the TIP amendment request. Seconded by Isaacson. Motion carried.

3. [2020-13: Streamlined TIP Amendment: MnDOT District Pavement](#)

Oehme presented this item, stating that an amendment is needed to reflect MnDOT's addition of a Highway Safety Improvement Program (HSIP) funding set-a-side in the State Transportation Improvement Program (STIP) for each MnDOT district. The setaside funding will be used for pavement marking and cat-track projects within the metropolitan area district.

Isaacson moved to recommend approval of the TIP amendment request. Seconded by Keel. Motion carried.

4. [2020-14: Streamlined TIP Amendment: MnDOT Temporary Signals](#)

Oehme presented this item, stating that an amendment is needed to add a project installing temporary signals at the County Road J (Ash Street) interchange with I-35E. The project will address back-up onto I-35E.

Isaacson moved to recommend approval of the TIP amendment request. Seconded by Harrington. Motion carried.

5. [2020-15: Streamlined TIP Amendment: St. Louis Park](#)

Oehme presented this item, stating that an amendment is needed to change the project description to include roadway reconstruction to St. Louis Park's pedestrian bridge project and increase project cost. Roadway reconstruction will include narrowing the roadway and constructing curb and gutter to provide enough public right-of-way for the multi-use trail and eliminate the need for retaining walls along property lines.

MacPherson moved to recommend approval of the TIP amendment request. Seconded by Kurtz. Motion carried.

Planning Committee (Jan Lucke, Chair)

1. [Transportation Safety Work Group](#)

Steve Peterson, MTS, presented this item. A safety work group was convened to discuss the MPO's safety performance measures and consider safety performance targets and come through TAC Planning with a recommendation.

Hager asked whether the TAC Planning member can be swapped out for a more appropriate staff person. Peterson said this is acceptable. Ellos said that Hennepin County would be interested in participating. Freese suggested limits in city and county representative to keep the size manageable.



Special Agenda Items

1. [Network Next 2040](#) (Kyle Burrows, Metro Transit)

Kyle Burrows, Metro Transit, presented this item.

Mitteco asked whether ABRT corridors that were studied last time but were not implemented will automatically be included. Burrows replied that they will be re-evaluated, but not necessarily included. Mitteco asked whether the study will result in a similar number of corridors to the 12 selected last time. Burrows said that this is roughly the goal following screening a larger number. Harrington said that it will also depend on the market for each corridor.

Peterson asked whether highway goals and strategies in the TPP were examined, particularly MnPASS, which could be used for express routes. Burrows replied that the highway portion of the TPP was not used for policy guidance, but MnPASS locations will be key for express route location.

Freese asked how communities outside the Metro Transit service area are addressed. Burrows replied that survey responses were received from outside of the service area. Burrows said the scope of Network Next is focused on the Metro Transit service area. Harrington added that this is a Metro Transit-specific plan. Each provider is supposed to provide its own service plan to the Council.

2. [Regional Studies Update Cycle](#) (Steve Peterson, MTS)

Peterson and Steve Elmer, MTS, presented this item, which is included after TAC added a clause to a previous motion to provide an update. These studies capture regional priorities, which help with Regional Solicitation project selection. Elmer and Peterson discussed timelines for the Regional Bicycle Transportation Network, Regional Bicycle Barrier Crossing improvement areas, Truck Corridor Tiers, Principal Arterial Intersection Conversion Study priority tiers, Congestion Management Safety Plan opportunity areas, and Congestion Management Process speed data.

Agency Reports

Solberg said that MnDOT is asking that requests for MnDOT letters pertaining to the Regional Solicitation be provided by March 20. He added that a freight solicitation will take place in 2020 for 2023 and 2024 and perhaps 2025 funding. MacPherson asked whether the maximum award amounts are known. Solberg replied that this is not yet known but will likely be similar to the last solicitation, which was \$12 million for 2023 and will likely be around \$20 million for 2024 and 2025. Freese added that she is on the Freight Advisory Committee, which recently recommended a \$7 million maximum award due to a limited amount of funding availability. Peterson said that in the last solicitation, Metro won 81% of the funds, which resulted in complaints from other districts. This could lead to discussion of increasing the 20% floor for non-Metro projects.

Koutsoukos reported that the Regional Solicitation is underway and upcoming WebGrants training sessions have available seats.

Other Business

None.

Adjournment

Solberg moved to adjourn the meeting. Seconded by Isaacson. The meeting was adjourned.