

Agenda

TAB Technical Advisory Committee



Meeting Date: January 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 December 7, 2022, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jeni Hager, Chair)
 - a) 2022-03: Streamlined 2023-2026 TIP Amendment – SouthWest Transit Bus Purchase (Joe Barbeau) - roll call
 - b) 2022-04: Streamlined 2023-2026 TIP Amendment – Three 2022 Regional Solicitation Projects (Joe Barbeau) - roll call
 - c) 2022-05: Streamlined 2023-2026 TIP Amendment – Minneapolis Broadway Street Intersections (Joe Barbeau) - roll call
 - d) 2022-06: Streamlined 2023-2026 TIP Amendment – Washington County Central Greenway Regional Trail Trailhead (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
 - a) 2023-02: Adoption of 2023 Safety Performance Targets (Jed Hanson, MTS Planning) – roll call
- 3) Funding & Programming Committee (Chair TBD)

No items.

Information

- 1) Regional Development Guide (Lisa Barajas or Angela Torres, Community Development)

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: December 7, 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
- Scott Mareck, Ramsey Co
- Carla Stueve, Hennepin Co
- Lisa Freese, Scott Co
- Lyssa Leitner, 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
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Jenifer Hager, Minneapolis
- Jim Voll, Minneapolis
- Paul Kurtz, Saint Paul
- Bill Dermody, Saint 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
- Colleen Eddy, DEED
- Vacant, MN DNR
- Danny McCullough, Bicycle
- Vacant, Pedestrian
- Vacant, FHWA (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Solberg called the regular meeting of the TAB Technical Advisory Committee 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 Eyoh and seconded by Harrington to approve the minutes of the November 2, 2022, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the November 16, 2022, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the TAC Executive Committee met prior to the TAC meeting and discussed the meeting agenda and the nomination for the next chair. He said that the nominating process resulted in the recommendation of Jenifer Hager as the next TAC chair. It was moved by

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 4, 2023

Date: December 21, 2022

Action Transmittal: 2023-02

Adoption of 2023 Safety Performance Targets

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Jed Hanson, Planner, 651-602-1716

Requested Action

Request that the Transportation Advisory Board (TAB) recommend the 2023 safety performance targets for adoption by the Metropolitan Council.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the 2023 safety performance targets in Table 1.

Background and Purpose

All State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets to monitor progress. Targets for the safety performance measures are required annually. Safety is one of five categories for federally required performance measures. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an alternative target by February 27 the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of all fatalities
2. Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of all serious injuries
4. Serious injuries per 100 million VMT
5. Number of combined pedestrian and bicycle fatalities and serious injuries

Methodology

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

The Council initially used the same methodology as MnDOT to calculate safety targets for the Council’s metropolitan planning area. In 2020, this method would have raised fatality targets. In response to local partner concerns, the Council recommended establishing a Safety Performance Work Group to recommend methodology changes. The work group convened in 2020 to recommend a new methodology.

The Council’s method sets safety targets on a straight-line decline from 2020 and 2021 targets to the region’s share of statewide goals in the 2020-2024 Minnesota Strategic Highway Safety Plan. This plan is intended for traffic safety partners at every level in Minnesota – state, regional, county, and local levels of government. It acknowledges the long-term goal of zero deaths and serious injuries on roads in the state, and the plan sets a five-year goal to reduce traffic deaths to 225 or fewer statewide and serious injuries to 980 or fewer statewide by 2025, on the way to the long-term goal of zero. The 2040 Transportation Policy Plan supports the long-term goal of zero deaths and serious injuries on roads in our region. Based on average performance from 2015-2019, the region’s share of 2025 statewide goals are:

- 74 fatal injuries,
- 464 serious injuries, and
- 115 pedestrian and bicycle fatal and serious injuries.

Proposed Targets

At its November 15, 2022, meeting, the Safety Performance Work Group reviewed year-to-date crash data and reaffirmed its support for continuing the use of the Council’s methodology for 2023, which reduces the targets annually to reach the region’s share of MnDOT’s 2025 Strategic Highway Safety Plan goals.

Using this methodology, 2023 targets would be as shown in bold in Table 1. An estimate of later year targets is shown as illustration of target progression toward the statewide goal. The Council will still be asked to set targets annually.

Table 1: Proposed Targets

Year	Number of All Fatalities	Rate of Fatalities per 100 million VMT	Number of All Serious Injuries	Rate of Serious Injuries per 100 million VMT	Number of Pedestrian & Bicyclist Fatalities & Serious Injuries
2023	90	0.33	600	2.18	147
2024	82	0.29	532	1.91	131
2025	74	0.26	464	1.64	115

Relationship to Regional Policy

The current 2040 Transportation Policy Plan (TPP) includes performance measures to monitor and assess system performance. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while fulfilling federal requirements for an MPO. Reducing crash injuries to or below the regional safety targets will take coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

Staff Analysis

Safety performance notably worsened in 2021 against the adopted target and prior year performance. Safety performance in 2022 has already missed annual targets as of October 31. If the current year trend continues, total fatalities will reach a similar level to 2021 and total serious injuries may approach 1,000. Year-to-date pedestrian and bicycle fatalities and serious



injuries have sharply increased over prior years. Bicyclist serious injuries have doubled compared to 2020 and 2021, and they have increased by half over the pre-pandemic average.

Table 2 describes performance against the five measures over the past three years and the current year. Grey cells indicate measures where actual performance missed the adopted target. For example, the fatalities target for 2022 was 98, but between January and the end of October, there were 154 fatalities, so this target will not be achieved.

Table 3 describes performance against the five measures over the past three years and the current year. Grey cells indicate measures where actual performance missed the adopted target. January-October performance for 2022 only includes crashes in the 7-county metro area.

Table 2: Measure Performance

Measure	2019		2020		2021		2022	
	Target	Actual	Target	Actual	Target	Actual	Target	Jan-Oct Actual*
All Fatalities	108	131	106	121	106	188	98	154
Fatal Injury Rate per 100m VMT	0.34	0.45	0.34	0.50	0.36	0.69	0.33	TBD
All Serious Injuries	748	699	738	691	738	792	669	856
Serious Injury Rate per 100m VMT	2.37	2.39	2.36	2.86	2.49	2.91	2.24	TBD
Non-Motorized Fatal & Serious Injuries	190	182	181	157	181	185	164	218

*January-October performance for 2022 only includes crashes in the 7-county metro area.

Table 3: Year-to-Date Performance with Non-Motorized Disaggregation

Measure	January-October 2022*	Change (Total) over January-October in Prior Years		
		2021	2020	2017-2019 Average
All Fatalities	154	▼ -1% (156)	▲ 54% (100)	▲ 45% (106.3)
Pedestrian Fatalities	22	▼ -29% (31)	▲ 47% (15)	▲ 3% (21.3)
Bicyclist Fatalities	3	▲ 50% (2)	▼ -40% (5)	▼ -31% (4.3)
All Serious Injuries	856	▲ 29% (664)	▲ 41% (609)	▲ 27% (671.7)
Pedestrian Serious Injuries	133	▲ 36% (98)	▲ 62% (82)	▲ 35% (98.7)
Bicyclist Serious Injuries	60	▲ 94% (31)	▲ 94% (31)	▲ 49% (40.3)

*January-October performance for 2022 only includes crashes in the 7-county metro area.



Committee Comments and Actions

At its December 8, 2022 meeting, the TAC Planning Committee voted unanimously to recommend adoption of the 2023 safety performance targets in Table 1.

Routing

To	Action Requested	Date Completed (<i>Scheduled</i>)
TAC Planning	Review & Recommend	December 8, 2022
Technical Advisory Committee	Review & Recommend	<i>January 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 13, 2023</i>
Metropolitan Council	Adopt	<i>February 22, 2023</i>



Thompson and seconded by Freese to support appointment of Jenifer Hager as the next TAC chair. **Motion carried.**

Barbeau stated that the Bicycle/Pedestrian working group will provide its members soon, making this McCullough's last meeting. He added that Ross Beckwith from West St. Paul has replaced Marc Culver as a Metro Cities representative.

Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

TAC Planning Committee chair Scott Mareck provided an update on the TPP Technical Working Group meeting that occurred on November 10, 2022, along with future meeting topics.

1. [2022-48: Review of Metropolitan Airports Commission \(MAC\) 2023-2029 Capital Improvement Program \(CIP\)](#)

Mareck introduced Cole Hiniker, MTS, who provided a presentation on the MAC CIP. Hiniker said that TAC will review a larger project next year as part of the CIP action.

Motion by Mareck and seconded by Hawley to recommend acceptance of the staff analysis of MAC's 2023-2029 CIP and forward of these comments to the Metropolitan Council for its consideration. **Motion carried.**

Hiniker said that more detail will be provided on this topic at the December 21, 2022, TAB meeting.

Funding & Programming (Michael Thompson, Chair)

The November 17, 2022, committee meeting was cancelled. Thompson said that the December 15, 2022, meeting will be cancelled.

Information

1. [Congestion Management Plan Corridor Analysis Handbook](#) (Dave Burns, MTS)

Dave Burns, MTS, provided the linked presentation. He said that the handbook is anticipated to be released soon. Solberg asked who agency representatives should contact to pursue assistance, to which Burns replied that he can be contacted.

Mareck suggested consideration of how transit-oriented development can contribute to congestion reduction. Harrington added that coordination with the TPP's transit chapter would be valuable to that end.

Eyoh asked how this handbook will contribute to reducing greenhouse gases and the impact on climate change. Burns replied that this question is more related the policy-oriented Congested Management Process (CMP) Policy and Procedures Guide. Eyoh suggested examining the link between congestion management with the Climate Change Action Framework.

Freese suggested that there has been a lot of change in terms of how people commute to office jobs, while people are still going to warehouses and factories. She said that the work done in the planning field does not evolve as fast as changes on the ground and suggested that that an update on travel patterns be provided.

2. [Regional Transportation and Climate Change Multimodal Measures Study](#) (Tony Fischer, MTS)

Tony Fischer, MTS, provided the linked presentation.

Solberg asked whether this refines, as opposed to replaces, greenhouse gas estimations being done in environmental documents. Fischer replied that this serves a different purpose.

Solberg requested that Fischer provide an email to members highlighting the effort and expectations of participants. Fischer agreed and added that he is coordinating with MnDOT,

which is doing similar work, especially in development of the carbon reduction strategy due in November 2023.

3. [Climate Action Work Plan](#) (Jeff Freeman, Metro Transit and Tony Fischer, MTS)

Jeff Freeman, Metro Transit and Tony Fischer, MTS, provided the linked presentation.

Eyoh said he did not see a lot of detail regarding land use coordination, which has a great impact on climate change and greenhouse gas reduction. He asked how the effort will coordinate with local government on these topics. Freeman replied that this plan is internal and therefore the regional development framework is the place to examine land use, adding that the work with local governments will come from elsewhere at the Council.

Other Business

Peterson said that staff is programming 2022 Regional Solicitation projects into specific years and funding sources. He said that earlier-year money has been difficult to assign, particularly about \$6.5M in 2024 funds. He asked that project sponsors that may be able to move a project up into 2024 reach out to Council and MnDOT State Aid staff. Koutsoukos added that 2024 money will be available in October of 2023 and Peterson added that federal authorization would need to be by June 30, 2024. Solberg added that plan sets would need to be turned in by March 2024.

Solberg thanked Hager for taking over as chair of the committee and said that April Crocket will replace him on the committee. Thompson thanked Solberg for his service as chair.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2023

Date: December 28, 2022

Action Transmittal: 2023-03

Streamlined 2023-2026 TIP Amendment: SouthWest Transit Electric Bus Purchase

To: Technical Advisory Committee

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

Requested Action

SouthWest Transit requests an amendment to the 2023-2026 TIP to add the purchase of four 45-foot battery-electric buses and six cutaway-type battery-electric vehicles along with charging infrastructure (SP # TRF-TCMT-23AH).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add the purchase of four 45-foot battery-electric buses and six cutaway-type battery-electric vehicles along with charging infrastructure (SP # TRF-TCMT-23AH).

Summary

The requested action involves the addition of Federal Transit Administration (FTA) funds awarded for SouthWest Transit's purchase of battery-electric vehicles and charging infrastructure to the 2023-2026 Transportation Improvement Program (TIP).

Background and Purpose

SouthWest Transit was awarded discretionary funds in the federal fiscal year 2022 Low or No Emission Vehicle Program. This award is for the procurement of four 45-foot MCI D45 CRTe LE battery-electric buses, as well as six smaller cutaway-type battery-electric vehicles serving the southwest suburbs of the Twin Cities. Corresponding charging infrastructure will also be purchased with project funds.

The funding source is Federal Transit Administration (FTA) Section 5339, which is not funded through the Regional Solicitation.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>January 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 23, 2023</i>
Metropolitan Council	Review & Adopt	<i>January 25, 2023</i>



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2023	M	BB	TRF-TCMT-23AH	SouthWest Transit	SECT 5339: SouthWest Transit - Low/No Emissions Grant – Purchase MCI D45 battery-electric and cutaway-type battery-electric buses	0.0

Prog	Type of Work	Prop Funds	Total \$	FTA \$	Other
TR	Transit	5339	9,563,072	8,127,891	1,435,181

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 SouthWest Transit was awarded discretionary funds in the federal fiscal year 2022 Low or No Emissions grant program. This award is for the procurement of four 45-foot MCI D45 CRTE LE battery-electric buses, as well as six smaller cutaway-type battery-electric vehicles serving the southwest suburbs of the Twin Cities. Corresponding charging infrastructure will also be purchased with project funds.

- 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

The funding for this project is FTA 5339; 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.

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2023

Date: December 28, 2022

Action Transmittal: 2023-04

Streamlined 2023-2026 TIP Amendment: Three 2022 Regional Solicitation Projects

To: Technical Advisory Committee

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

Requested Action

The Minneapolis Park and Recreation Board and Metro Transit request an amendment to the 2023-2026 TIP to add three projects recently approved for funding through the 2022 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add three projects recently approved for funding through the 2022 Regional Solicitation.

Summary

This requested action involves adding three new projects to the TIP. These projects were recently approved for funding through the 2022 Regional Solicitation and need to be placed in the 2023-2026 TIP due to their likelihood to be completed prior to enactment of the next TIP. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

On December 14, 2022, the Metropolitan Council approved funding of 91 projects through its semi-annual Regional Solicitation (77) and the new USDOT Carbon Reduction Program (14). While most projects are programmed for several years out, these funding sources also include 2023 and 2024 funding. Any 2023 project needs to be included in the 2023-2026 TIP. Further, inclusion of 2024 projects can serve applicants that intend to obligate projects either late in fiscal year 2023 or early in fiscal year 2024. Staff is considering amending all 2024 projects into the 2023-2026 TIP starting in February 2023. At this time, the following projects are proposed for addition to the 2023-2026 TIP:

1. The Minneapolis Park and Recreation Board was awarded \$2.56M to construct a bicycle/pedestrian underpass on its East Bank Trail. This is a 2024 project that is likely to be obligated prior to approval of the 2024-2027 TIP and therefore needs to be added to the 2023-2026 TIP. (SP # 091-090-090). (Page 3)
2. Metro Transit was awarded \$7M for its Green Line Light Rail Transit extension. This is a 2023 project. (SP # TBD). (Page 4)
3. Metro Transit is sponsoring a park-and-ride structure on the Gold Line ABRT line. This \$7M 2023 award was granted to Washington County, who has since transferred it to Metro Transit. (SP # TRS-TCMT-23F). (Page 5)

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these 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 three TIP amendment requests meet fiscal constraint because the funds are sufficient to fully fund the project. This amendment and the three projects contained herein are 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.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	January 4, 2023
Transportation Advisory Board	Review & Recommend	January 18, 2023
Metropolitan Council Transportation Committee	Review & Recommend	January 23, 2023
Metropolitan Council	Review & Adopt	January 25, 2023



Please amend the 2023-2026 Transportation Improvement Program (TIP) to add this project into fiscal year 2024. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
TBD	2024	M	Local	091-090-090	Minneapolis Park & Rec	East Bank Trail, Plymouth Avenue just east of Mississippi River in Minneapolis – Construct bicycle/pedestrian underpass, trail connections, and intersection improvements	0.20

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
BT	Bike/Ped	STBG-TAP	\$5,760,000	\$2,560,000	\$3,200,000

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 Minneapolis Park and Recreation’s East Bank Trail underpass under Plymouth Avenue, recently approved for fiscal year 2024 funding through the 2022 Regional Solicitation, to the TIP. The project is likely to be obligated prior to completion of the 2024-2027 TIP and therefore will need to be included in the 2023-2026 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

On December 14, 2022, the Met Council awarded 2022 Regional Solicitation funding. Federal funds come from this action. 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Please amend the 2023-2026 Transportation Improvement Program (TIP) to add this project into fiscal year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
TBD	2023	M	Transit	TBD	Metro Transit	METRO Green Line LRT Extension Project	14.5

Prog	Type of Work	Prop Funds	Total \$	FTA \$	Other \$
TR	Transit	CMAQ	8,500,000	7,000,000	1,500,000

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).

On December 14, 2022, Metro Transit was awarded \$7M in federal funding towards its METRO Green Line Extension through the Council’s Regional Solicitation. This amendment is needed to bring these fiscal year 2023 funds into the TIP and STIP.

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

On December 14, 2022, the Met Council awarded Carbon Reduction funding for fiscal years 2023-2027. Federal funds come from this action. 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Please amend the 2023-2026 Transportation Improvement Program (TIP) to add this project into fiscal year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
TBD	2023	M	Transit	TRS-TCMT-23F	Metro Transit	Approximately 512-stall parking structure and access roads at the intersection of Woodlane Dr and Guide Dr in Woodbury	0.1

Prog	Type of Work	Prop Funds	Total \$	FTA \$	Other \$
TR	Transit	Carbon Reduction	21,679,457	7,000,000	14,679,457

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 to add the Gold Line park-and-ride lot and access roads recently approved for fiscal year 2023 funding through the 2022 Regional Solicitation.

- 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

On December 14, 2022, the Met Council awarded Carbon Reduction funding for fiscal years 2023-2025. Federal funds come from this action. 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2023

Date: December 28, 2022

Action Transmittal: 2023-05

Streamlined 2023-2026 TIP Amendment: Minneapolis Broadway Street Intersection Project Cost Increase

To: Technical Advisory Committee

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

Requested Action

The City of Minneapolis requests an amendment to the 2023-2026 TIP to increase the total cost of its Broadway Street NE (CSAH 66) intersection improvement project (SP # 141-020-127).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to increase the total cost of the City of Minneapolis's Broadway Street NE (CSAH 66) intersection improvement project (SP # 141-020-127).

Summary

The requested action involves a total cost increase to the City of Minneapolis's HSIP-funded Broadway Street Northeast intersection improvement project. All additional funding proposed is local.

Background and Purpose

The City of Minneapolis was awarded \$1,170,000 in MnDOT's 2020 Highway Safety Improvement Program (HSIP) solicitation. Estimated project costs have increased by \$1,375,000, rendering a TIP amendment necessary.

The funding source, HSIP is funded through a MnDOT-administered solicitation approved by TAB.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>January 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 23, 2023</i>
Metropolitan Council	Review & Adopt	<i>January 25, 2023</i>



Please amend this project in the 2023-2026 Transportation Improvement Program (TIP). This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
1692	2023	M	CSAH 66	141-020-127	Minneapolis	CSAH 66 (Broadway St NE) at Washington St, at Monroe St, at Filmore St, and at Buchanan St NE in Mpls – Rebuild signals, ADA, curb extensions	0.0

Prog	Type of Work	Prop funds	Total \$	FHWA \$	Other \$
SH	Traffic Signal Revision	HSIP	1,378,000 <u>2,750,000</u>	1,170,000	208,000 <u>1,580,000</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 is needed to document an increase in the project total cost. No change in scope; all additional costs are covered by local funds.

- 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.

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2023

Date: December 28, 2022

Action Transmittal: 2023-06

Streamlined 2023-2026 TIP Amendment: Washington County Central Greenway Trailhead

To: Technical Advisory Committee

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

Requested Action

Washington County requests an amendment to the 2023-2026 TIP to add preliminary engineering for (SP # 082-090-009), and construction of (SP # 082-090-010), its Central Greenway Regional Trail trailhead.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add preliminary engineering for (SP # 082-090-009), and construction of (SP # 082-090-010), Washington County's Central Greenway Regional Trail trailhead.

Summary

The requested action involves adding a federally awarded project to the 2023-2026 TIP to enable Washington County to complete a trailhead on the Central Greenway Regional Trail.

Background and Purpose

Washington County was awarded federal funds from the Consolidated Appropriations Act of 2022 for engineering and completion of its Central Greenway Regional Trail Trailhead. Because preliminary engineering (2023) and construction (2024) are planned for two separate years, the request is shown as two project lines.

The federal demonstration funding awarded through the Consolidated Appropriations Act of 2022 is not connected to the Regional Solicitation.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>January 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 23, 2023</i>
Metropolitan Council	Review & Adopt	<i>January 25, 2023</i>



Please amend the 2023-2026 Transportation Improvement Program (TIP) to include this project in program years 2023 and 2024. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Project	Seq #	State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description
1	TBD	2023	M	Local	082-090-009	Washington County	Central Greenway Regional Trail Trailhead; preliminary engineering
2	TBD	2024	M	Local	082-090-010	Washington County	Central Greenway Regional Trail Trailhead; trailhead amenities, pavement rehab, parking lot, restroom facilities, landscaping and lighting

Project	Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
1	0.0	RT	PE	DEMO	240,000	160,000	80,000
2	0.0	RT	Recreational Trails	DEMO	1,340,000	840,000	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 a project awarded federal funds from the Consolidated Appropriations Act, 2022, under DEMO ID MN 275.

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

DEMO funds are in addition to federally funded targets. 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.