

Agenda

TAB Technical Advisory Committee



Meeting date: October 4, 2023

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

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of September 6, 2023, TAB Technical Advisory Committee Minutes – roll call

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. 2023-49: Four Streamlined TIP Amendment Requests – Project Adjustments (Joe Barbeau, MTS Planning) – roll call
2. 2023-50: Streamlined TIP Amendment – St. Michael Multiuse Trail (Joe Barbeau, MTS Planning) – roll call

Planning Committee (Scott Mareck, Chair)

- No items.

Funding & Programming Committee (Michael Thompson, Chair)

1. 2023-45: TIP Amendment for new TPP Projects (Joe Barbeau, MTS Planning) – roll call
2. 2023-46: Scope Change Request – SW Transit (Joe Barbeau, MTS Planning) – roll call
3. 2023-47: TIP Amendment Request – SW Transit (Joe Barbeau, MTS Planning) – roll call
4. 2023-48: Program Year Extension Request – City of Blaine (Steve Peterson, MTS Planning) – roll call

Information

1. Regional Solicitation Survey Kickoff (Bethany Brandt-Sargent, MTS Planning)
2. Intersection Mobility and Safety Study (Steve Peterson, MTS Planning & Michael Corbett, MnDOT)

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: September 6, 2023

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Scott Mareck, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Carter Schulze, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- John Hagen, Maple Grove
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul

- April Crockett, MnDOT
- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)

= present

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee just after 9:00 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Thompson and seconded by Koutsoukos to approve the minutes of the August 2, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the August 16, 2023, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager reported that the TAC Executive Committee met prior to the meeting and discussed agenda items. She thanked members for providing talking points for Mayor Hovland to use at the Conference of Mayors meeting. Barbeau sent an email asking for participation in a work group to

review the Scope Change and Program Year policies and asked members to pass on to Funding & Programming Committee members that more participation is needed, particularly from cities.

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

Mareck said that the committee discussed interagency work related to air quality and environmental justice and that the September TAC Planning Committee will be cancelled to accommodate more TPP Technical Work Group discussion. The focus at the last meeting was on TPP objectives. He added that Bill Dermody will be the new Vice Chair for the TAC Planning and the TPP Technical Work Group.

1. [2023-44: Adoption of the 2024 Unified Planning Work Program](#)

Mareck said that at the TAC Planning Committee, a key discussion topic related to the action item was a new federal requirement to document how MPOs complete complete streets work. David Burns, MTS Planning, provided a [presentation](#) on the 2024 Unified Planning Work Program (UPWP).

Motion by Leitner and seconded by MacPherson to recommended adoption of the 2024 Unified Planning Work Program. **Motion carried.**

Funding & Programming (Michael Thompson, Vice Chair)

The August 17, 2023, TAC Funding & Programming Committee meeting was cancelled. Thompson said that several TIP amendment requests will be coming up.

Information

1. [Life and Breath](#) (David Bael, Minnesota Pollution Control Agency and Kathy Raleigh, Minnesota Department of Health)

David Bael, Minnesota Pollution Control Agency (MPCA) and Kathy Raleigh, Minnesota Department of Health (MDH), presented on how air quality impacts health in Minnesota population centers.

Merick asked whether the electrification of the vehicle fleet has been examined. Bael said that MPCA has encouraged electrification, though estimates related to the impact of electrification have not been made. Raleigh added that the abundance of funding for community air monitoring creates opportunities to make linkages.

Steve Peterson asked about the rationale for citing 300 meters as the distance between residents and busy roadways. Eyoh said that most of the concentrations of poor air quality are within the first 300 meters of busy roadways and added that land use can be considered with this in mind. Raleigh said that busy roads are defined as annualized average daily traffic of more than 10,000.

Eyoh said that he helped arrange the presentation so transportation decisionmakers could see health impacts of transportation. He added that the legislature asked MPCA to examine the cumulative impacts and that the EPA is examining emission standards, about which MPCA and MnDOT commented to EPA on.

2. [Transportation Policy Plan Objectives and Background](#)

Cole Hiniker, MTS Planning, presented on this topic.

Chair Hager altered members that many of the Transportation Policy Plan (TPP) activities will coincide with Regional Solicitation applications and scoring.

Mareck said that participants want a clear connection between strategic direction and investment

in the Regional Solicitation process. Hiniker agreed that a lot of similar feedback has been provided and added that the Regional Solicitation evaluation will occur after the TPP process. He said that staff wants to strike a balance between setting strategic direction for the Regional Solicitation and allowing the Regional Solicitation design process to determine more details followed by a 2026 TPP update to reflect the Regional Solicitation design. Steve Peterson said that the consultant contract for the Regional Solicitation evaluation will be considered for final approval by the Council on September 13, 2023.

Hinker asked whether the discussion points are clear. Leitner questioned the meaning of “excessive” congestion and suggested striking the term in favor of predictable travel times. She added that similarly, “trust” in zero emissions vehicles is unclear. Hinker said that there is a need to define “excessive,” along with other terms.

MacPherson said he prefers the broad climate change objectives. Hinker said that the specific objectives are from the SMTP. Hager added that the broad language is more inclusive of multiple modes while the specific language is automobile specific.

Mayell asked whether the change in the travel time objective from “in vehicles” to “on highways” is indicative of a shift away from considering local roads. Hiniker replied that there was confusion about whether “vehicles” included bikes, so she clarifies that this relates to vehicles experiencing excessive delay on the highway system, i.e., cars and buses. Mayell said that having measurables in climate change is clearer than determining the meanings of words like “trust.” Hager suggested that using broad vehicle-charging language may lead to the need for clarifying terms.

Eyoh expressed a preference for measurable goals and targets. Robjant questioned using the 20% VMT reduction because it is a statewide target. Hiniker said that more discussion will occur on climate change including on the rationales for various numbers. Tony Fischer said that the 20% figure came from examination of other places. He added that the Metro Region has more opportunities to reduce VMT than other places. Robjant said that this is why he prefers a general objective. Fischer said that the topic will be discussed at the September 15 Advisory Work Group meeting.

Schulze expressed preference to broad objectives. He added that he interpreted more access to and trust in zero emissions as being about charging stations, i.e., trusting the availability of charging stations. Hinker said that the advisory work group desires objectives focused on how to invest in supporting zero-emissions vehicles.

Leitner asked whether there is a way to engage TAC members that are not on the TPP working group. Hiniker said that this applies to participants from cities and that coordination can happen behind the scenes. Chair Hager said that she and Mareck can provide information at their respective committees.

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2023-49

Streamlined TIP Amendment Request – Four Project Adjustments

To: Technical Advisory Committee

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

Requested Action

Four project sponsors request amendment to the 2024-2027 TIP to adjust project costs and scopes.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to amend four projects:

- Expand length and add mill & overpay to Woodbury's Lake Road 4-to-3-lane conversion (SP# 192-108-029);
- Remove an intersection from and decrease the cost of Minneapolis's traffic signal replacement project (SP# 141-030-058);
- Increase cost of and add mill & overlay to Dakota County's CSAH 63 multiuse trail (SP# 019-663-008); and
- Add an additional bridge to MnDOT's MN 65 bridge replacement project (SP# 0208-165).

Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- The City of Woodbury requests adding mill & overlay to and expanding the length of its lake Road 4-to-3-lane conversion. This includes a small cost decrease as well. This project was funded through the HSIP Solicitation.
- The City of Minneapolis requests the removal of one of our intersections from its traffic signal replacement project. This request includes a small local cost reduction. This project was funded through the HSIP Solicitation. This change would reflect a scope change request approved by TAB on August 16, 2023. The TIP amendment needed to be completed later because the 2024-2027 had yet to be approved at that time.
- Dakota County requests the addition of mill & overlay to its CHAH 63 (Delaware Avenue) multiuse trail crossing. This is a Regional Solicitation project that underwent an administrative modification. The work being added is local and neutral to the project as applied for.
- MnDOT requests the addition of one bridge to its MN 65 (Central Ave) in bridge replacement project between Spring Lake Park and East Bethel. This project is funded through several federal sources that are not part of 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.

Staff Analysis

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

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>October 4, 2023</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>October 18, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>November 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>November 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>December 13, 2023</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to change this project in program year 2024.

Project Identification

Seq #	TBD
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MSAS 108
Project Number (S.P. #)	192-108-029
Agency	City of Woodbury
Description	MSAS 108 (Lake Rd) from Blue Ridge Dr to Cherry Lane <u>Manning Avenue</u> in Woodbury - 4 to 3 lane conversion, ADA, bump outs, <u>mill and overlay</u>
Miles	2.1 <u>3.0</u>
Program	SH
Type of work	Traffic Signal / Safety
Proposed Funds	HSIP
Total \$	3,120,000 <u>2,674,332</u>
FHWA \$	2,000,000
Other \$	1,120,000 <u>674,332</u>

Background and TIP Amendment Need

This amendment is needed to change the project termini, add mill and overlay to the description, and update total cost. The change in project termini was approved through an Administrative Scope Change on 07/20/2023. All work within the extended termini is being funded with local funds.

Fiscal Constraint (as Required by 23 CFR 450.216)

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.

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust this project in program year 2025.

Project Identification

Fiscal Year (State)	2025
ATP and District	Metro
Route System	Local
Project Number (S.P. #)	141-030-058
Agency	City of Minneapolis
Description	Upton Ave at 43rd S , Xerxes Ave at 44th St, Vincent Ave at 44th St, Richfield Rd at 36th St in Mpls – Traffic signal replacement, APS, ADA, curb extensions
Miles	0
Program	SH
Type of work	Traffic Control Devices/Safety
Proposed Funds	HSIP
Total \$	2,332,000 <u>2,250,000</u>
FHWA \$	1,980,000
Other \$	352,000 <u>270,000</u>

Background and TIP Amendment Need

This amendment is needed to amend this project per a scope change requested granted by the Transportation Advisory Board on August 16, 2023.

Fiscal Constraint (as Required by 23 CFR 450.216)

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust this project in program year 2024.

Project Identification

Seq #	TBD
Fiscal Year (State)	2024
ATP and District	Metro
Route System	CSAH 63
Project Number (S.P. #)	019-663-008
Agency	Dakota County
Description	CSAH 63 (Delaware Ave) from MN 62 to MSAS 122 (Marie Ave) in West St Paul and Mendota Heights – Multiuse Trail, and ped crossing median, lighting, and RRFB, <u>and mill and overlay</u>
Miles	0.5
Program	BT – Bike Trail
Type of work	Bike / Ped
Proposed Funds	STBG
Total \$	1,340,000 <u>1,370,000</u>
FHWA \$	600,000
Other \$	740,000 <u>770,000</u>

Background and TIP Amendment Need

This amendment is needed to add scope and increase total project cost.

Fiscal Constraint (as Required by 23 CFR 450.216)

The increased cost is 100% locally funded. 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.

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust this project in 2024.

Project identification

	0208-165	0208-165S (No Proposed Changes)
Seq #	1871	1872
State Fiscal Year	2024	2024
ATP/District	Metro	Metro
Route System	MN 65	MN 65
Project Number (S.P. #)	0208-165	0208-165S
Agency	MnDOT	MnDOT
Description	**BFP** : MN65 (Central Ave), from CSAH 10 (Mounds View Blvd) in Spring Lake Park to 217th Ave in East Bethel – Medium mill and overlay, replace Bridges 6817 (new Bridge #02X06) and 9417 (new Bridge #02X07) over Coon Creek, replace box culvert Bridge 9465 (new Bridge 02X08) and rehab Br <u>02051</u> ADA, signal replacement (Associate to 0208-165S)	MN 65 (Central Ave), from Bunker Lake Blvd in Ham Lake to 237th in East Bethel – Cable median barrier, and fiber optic connectivity between Viking Blvd and 237th Ave (Associate to 0208-165)
Miles	19.31	19.31
Prog	RS	SH
Type of Work	Resurfacing	Safety HSIP
Prop Funds	NHPP and BFP	HSIP
Total \$	38,015,000	2,531,000
FHWA \$	30,368,846	2,277,900
State \$	6,930,154	253,100
Other \$	716,000	0

Background and TIP Amendment Need

This amendment added a pedestrian bridge to SP 0208-165. There are no changes to 0208-165S

Fiscal Constraint (as required by 23 CFR 450.216)

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



Committee Meeting Date: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2023-50

Streamlined TIP Amendment – St. Michael Multiuse Trail

To: Technical Advisory Committee

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

Requested Action

St. Michael requests an amendment to the 2024-2027 TIP to add construction of a multiuse trail to Wright CSAH 35 in St. Michael.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to add construction of a multiuse trail to Wright CSAH 35 in St. Michael.

Background and Purpose

The City of St. Michael was awarded Carbon Reduction Program (CRP) funding for construction of a trail along Wright CSAH 35 from Jamison Avenue to County Road 119 (4th St. NE).

This 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.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, 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>October 4, 2023</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>October 18, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>November 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>November 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>December 13, 2023</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2024.

Project Identification

Fiscal Year (State)	2024
ATP and District	3
Route System	Local
Project Number (S.P. #)	227-020-013
Agency	St. Michael
Description	**CRP**Wright CSAH 35, From Jamison Ave to CR 119 (4 th St NE) – Construct multiuse trail
Miles	1.8
Program	BT
Type of work	Bike/Ped
Proposed Funds	CRP
Total \$	287,000
FHWA \$	230,000
Other \$	57,500

Background and TIP Amendment Need

This amendment is needed to add this project to fiscal year 2024. The project is funded with Carbon Reduction Program (CRP) funds.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded federal Carbon Reduction Program (CRP) funding, matched with local funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2023-45

Regionally Significant TIP Amendment Request – Two New Projects

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

Requested Action

MnDOT and Scott County request an amendment to the 2024-2027 TIP to add two regionally significant projects.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2024-2027 TIP to add two regionally significant projects:

- Corridors of Commerce-funded I-94 lane expansion from Albertville to Monticello in Wright County (SP# 8680-189) and
 - Construction of US 169 interchange at CSAH 59 in Scott County (SP# 070-659-001)
- and that the amendment be released for public comment.

Background and Purpose

The following projects are proposed for addition to the 2024-2027 TIP:

- MnDOT requests the addition of a I-94 Albertville to Monticello Lane Expansion Project in Wright County to the TIP. This project will expand approximately eight miles of I-94 from two to three travel lanes. A portion of this project is within the MPO Planning Area and a portion of it is outside of the boundary. The project will be constructed by MnDOT District 3, not Metro District. This project is funded through the state's Corridors of Commerce program.
- Scott County requests the addition of a grade-separated interchange on US 169 at CSAH 59 (Delaware Avenue) into the TIP. This project is locally funded by Scott County.

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

Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, 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.

Committee Comments and Action

At its September 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend adoption of an amendment to the 2024-2027 TIP add two regionally significant projects:

- Corridors of Commerce-funded I-94 lane expansion from Albertville to Monticello in Wright County (SP# 8680-189) and
- Construction of US 169 interchange at CSAH 59 in Scott County (SP# 070-659-001) and that the amendment be released for public comment.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Review & Recommend	September 21, 2023
Technical Advisory Committee	Review & Recommend	<i>October 4, 2023</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>October 18, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>November 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>November 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>December 13, 2023</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2024.

Project Identification

Fiscal Year (State)	2024
ATP and District	3
Route System	I-94
Project Number (S.P. #)	8680-189
Agency	MnDOT
Description	**BFP**MN288**COC**I 94, from 0.4 M west of Monticello to 0.4 M east of CSAH 37, Expansion from two-to-three lanes, grading and concrete surfacing & Bridges 86819 & 86825
Miles	9.6
Program	RC
Type of work	Grading and Concrete Surfacing & Bridge Construction
Proposed Funds	COC
Total \$	105,300,000
FHWA \$	5,000,000
State \$	100,200,000
Other \$	100,000

Background and TIP Amendment Need

This amendment is needed to add this project to fiscal year 2024. The project is funded with Corridors of Commerce, Bridge Formula Program, Congressional Directed Spending as well as federal and state funds.

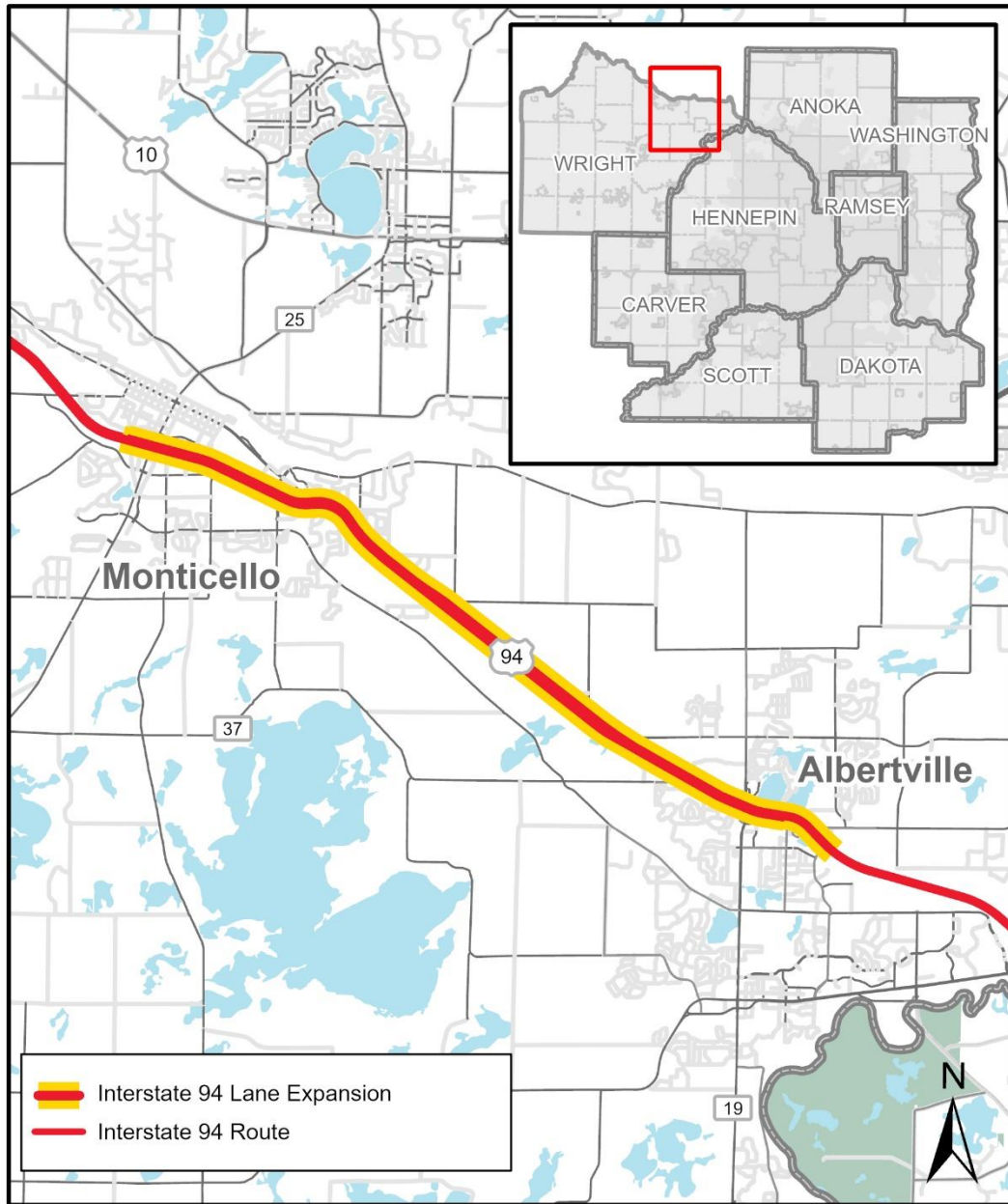
Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded State Corridors of Commerce, Congressional Directed Spending, Bridge Formula Program funding, as well as federal and state funding. 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.

Interstate 94, Lane Expansion, Monticello to Albertville



0 2 4 8 Miles June 2023

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2024.

Project Identification

Fiscal Year (State)	2024
ATP and District	Metro
Route System	US 169
Project Number (S.P. #)	070-659-001
Agency	Scott County
Description	**PRS**US 169 at CSAH 59 (Delaware Ave) in Scott County – Construct interchange
Miles	1.5
Program	MC
Type of work	Major Construction
Proposed Funds	Other (Local)
Total \$	17,500,000
FHWA \$	0
Other \$	17,500,000

Background and TIP Amendment Need

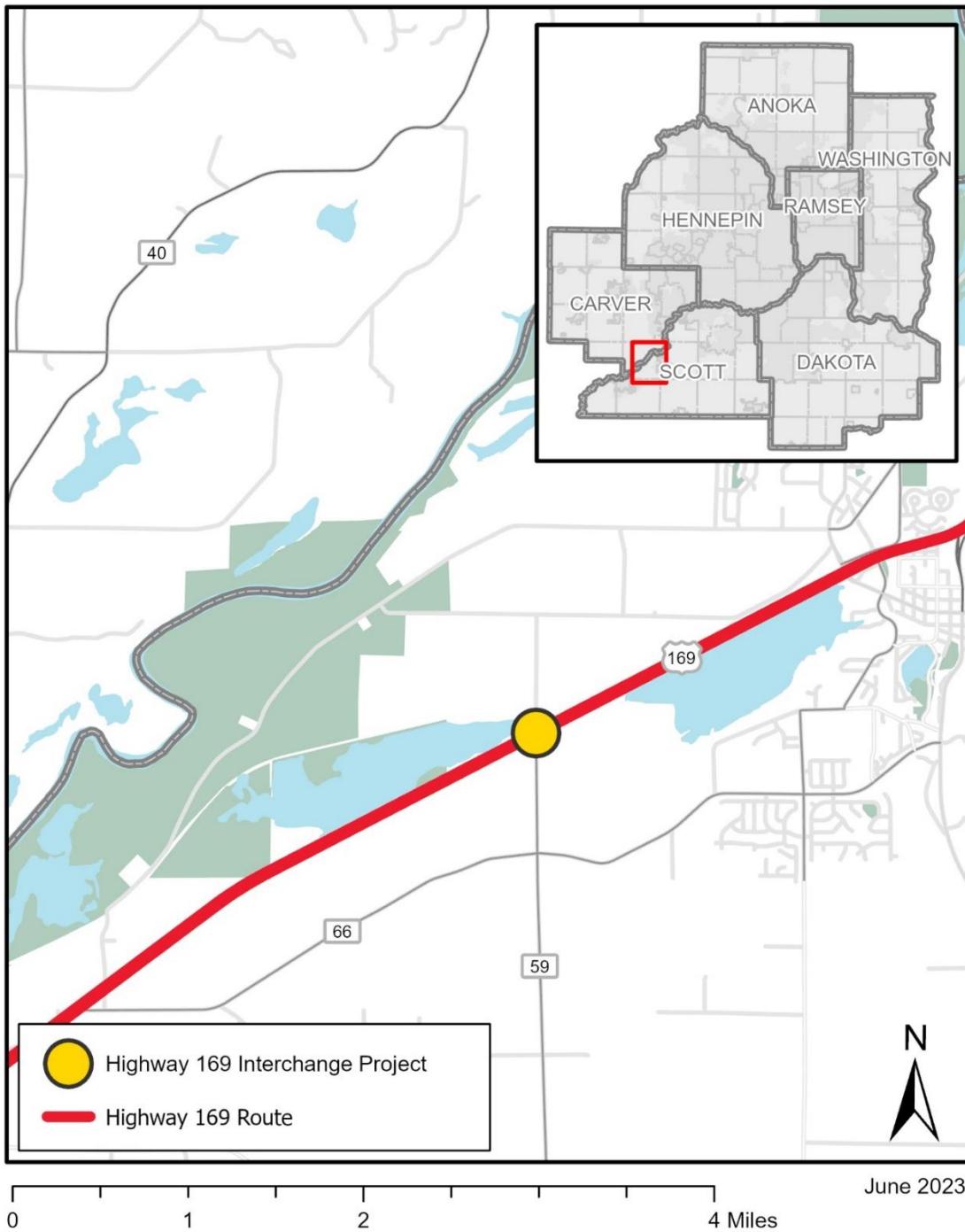
This amendment is needed to add this fiscal year 2024 regionally significant project constructing a grade separated interchange at the intersection of US 169 and CSAH 59 (Delaware Ave).

Fiscal Constraint (as Required by 23 CFR 450.216)

This project is funded entirely by Scott County. 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: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2023-46

Scope Change Request for SouthWest Transit Mobility Hub at SouthWest Station

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

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

Requested Action

SouthWest Transit requests a scope change to remove procurement, operation, and maintenance of carshare vehicles from its Transit Mobility Hub project at SouthWest Station.

Recommended Motion

That the Technical Advisory Committee recommend approval of SouthWest Transit's scope change request to remove procurement, operation, and maintenance of carshare vehicles from its Transit Mobility Hub project at SouthWest Station with no reduction in federal funds.

Summary

This requested scope change involves removing carshare services from SouthWest Transit's Transit Mobility Hub.

Background and Purpose

SouthWest Transit was awarded \$3,672,800 in Congestion Management and Air Quality (CMAQ) funds in the 2018 Regional Solicitation to fund a transit mobility hub, centered at SouthWest Station. The project targeted expansion of on-demand service (SouthWest Prime), a bike rental program, and a car-share service to connect users to fixed-route travel.

SouthWest Transit is proposing removal of "Procurement, operation, and maintenance of 5 carshare vehicles to be operated out of SouthWest Station in Eden Prairie. (Carshare Vehicles)" due to struggles that other carshare endeavors have had in the region. Because of the increasing cost of SouthWest Prime vehicles, SouthWest Transit requests moving the funds to help cover the increased cost of the SouthWest Prime vehicles instead of the car-sharing vehicles.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation 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: Table 1 shows a scoring analysis. While the project is reduced in scope, it is difficult to determine key reductions in the scoring. That said, the project scored 510 points, 52 points higher than the highest-scoring unfunded project in the Transit Expansion category. Therefore, staff recommends approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Jobs and Educational Institutions	50	19	0	Likely no change
1B. Avg Number Weekday Transit Trips Connected	50	16	0/-	Likely minimal change
2. New Annual Riders	350	102	0/-	Likely minimal change
3A Equity	130	35	0	Likely no change
3B. Housing Performance	70	53	0	No change
4. Total Emissions Reduced	200	186	0	Potential for minimal change
5. Bike/Ped Connections	100	45	0	No change
6. Risk Assessment	50	50	0	No change
7. Cost Effectiveness	100	4	0	Not considered
TOTAL	1,100	510	-	Likely minimal change

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application cost estimates are shown in Table 2, below.

Table 2: Federal and Local Costs

	Application	Proposed
Federal Funding Amount	\$3,672,800	
Local Contribution	\$918,200	
Total Cost	\$4,591,000	
5 Gas or Electric vehicles with useful lives of up to 5 years to be operated as part of the SW Prime microtransit service. Vehicles may or may not be lift-equipped (the lift equipped/non-lift equipped vehicle compliment will ensure the SW Prime service meets all FTA ADA requirements for microtransit/demand response). The five vehicles will be made up of one of or a combination of the following: Cutaway bus, passenger van, large of mid-size SUV. (Prime Vehicles)	\$500,000	\$775,000
Procurement, operation, and maintenance of 5 carshare vehicles to be operated out of SouthWest Station in Eden Prairie. (Carshare Vehicles) (\$125,000 for vehicles and \$150,000 for software cost/operation)	\$275,000	\$0

Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. That said, it does not appear that the carshare service is going to be replicated with another project. The cost of the removed elements is \$275,000 (with 80% or \$220,000 being federal funds).

Committee Comments and Action

At its September 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of SouthWest Transit's scope change request to remove procurement, operation, and maintenance of carshare vehicles from its Transit Mobility Hub project at SouthWest Station with no reduction in federal funds. Discussion included acknowledgement that the project is providing rides differently from carshare, which, along with the reduced viability of carshare and the lack of direct scoring to the carshare element, justifies keeping all federal funding with the project.



Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	September 21, 2023
Technical Advisory Committee	Review & Recommend	<i>October 4, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>October 18, 2023</i>



Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment¹ request.
3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall

¹ A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)

Action Transmittal

Transportation Advisory Board



Meeting Date: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2023-47

TIP Amendment Request for SouthWest Transit Mobility Hub at SouthWest Station

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

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

Requested Action

SouthWest Transit requests an amendment to the 2024-2027 TIP to add its Transit Mobility Hub project at SouthWest Station (TRS-TCMT-22F).

Recommended Motion

That the Technical Advisory Committee recommend approval of SouthWest Transit's request to add its Transit Mobility Hub project at SouthWest Station (TRS-TCMT-22F) to the 2024-2027 TIP.

Background and Purpose

SouthWest Transit was awarded \$3,672,800 in Congestion Management and Air Quality (CMAQ) funds in the 2018 Regional Solicitation to fund a transit mobility hub, centered at SouthWest Station. The project needs to be included in the 2024-2027 TIP.

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.

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.

Committee Comments and Action

At its September 21, 2023, meeting, the TAC Funding & Programming Committee voted to recommend approval of SouthWest Transit's request to add its Transit Mobility Hub project at SouthWest Station to the 2024-2027 TIP.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	September 21, 2023
Technical Advisory Committee	Review & Recommend	<i>October 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>October 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>TBD*</i>
Metropolitan Council	Review & Adopt	<i>TBD*</i>

*Transportation Committee and Council dates will be set following federal approval of the 2024-2027 TIP.



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2024.

Project Identification

Seq #	TBD
Fiscal Year	2025
ATP and District	Metro
Route System	Transit
Project Number (S.P. #)	TRS-TCMT-22F
Agency	Met Council - MT
Description	SouthWest Transit Mobility Hub in Eden Prairie
Miles	0
Program	TR
Type of work	Transit
Proposed Funds	Sec 5307
Total \$	4,958,280
FHWA \$	3,672,800
Other \$	1,285,480

Background and TIP Amendment Need

This amendment is needed to add this project into the TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was programed as part of the 2018 Regional Solicitation. 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



Committee Meeting Date: October 4, 2023

Date: September 27, 2023

Action Transmittal: 2022-48

Program Year Extension Request: City of Blaine Trunk Highway 65 & 99th Avenue Interchange

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager, MTS (Steven.Peterson@metc.state.mn.us)

Requested Action

The City of Blaine is requesting a program year (PY) shift for its Trunk Highway 65 and 99th Avenue interchange project (SP 106-010-020) to move Regional Solicitation grant funding from 2024 to 2026.

Recommended Motion

That the Technical Advisory Committee recommend approval of Blaine's request to move the Regional Solicitation funding for its Trunk Highway (TH) 65 at 99th Avenue grade separation (SP 106-010-020) from 2024 to 2026.

Background and Purpose

The City of Blaine is requesting an exception to the program year extension. The City would like to move its TH 65 interchange project out by two years due to increased project scope and complexity. The project expanded from a single intersection at TH 65 and 99th Avenue to a corridor reconstruction project that now includes improvements of TH 65 between 97th Avenue and 119th Avenue (i.e., four interchanges). The project partners would like to move the Regional Solicitation project from 2024 to 2026 to align with construction of the larger MnDOT-led Highway 65 project to reduce construction-related impacts on nearby residents, businesses, and users of the corridor.

The City of Blaine was awarded funding for the interchange at TH 65 and 99th Avenue as part of the 2020 Regional Solicitation. Since then, additional funding has been allocated to the project from various sources including Corridors of Commerce, state legislative funding, Transportation and Economic Development (TED) funding, a second Regional Solicitation grant further north for 105th and 109th Avenues, a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, and other funding sources.

The TH 65 corridor project completed the state's first Planning and Environmental Linkages (PEL) study and is currently in the preliminary design phase. As of the submission of this request, a layout plan has been submitted to MnDOT for final approval. This will allow the project to complete the final environmental documentation and move to final design. The total project now includes four interchanges. Constructing them all at once will have significant contracting advantages and reduce the construction duration by several years.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB's Program Year Policy which states that a project can request one program year extension one time. In an attempt to reduce impacts to the traveling public, adjacent communities and businesses, the applicant is requesting an exception to the policy to align all coordinated projects into one construction project.

Staff Analysis

While the program year policy only allows for a one-year, one-time program year extension, this is a circumstance where the region would be better served by bringing multiple projects together into one project to reduce construction duration and impacts. From a programming perspective, the shift of funds can be managed given recent program year shifts out of 2026, thereby freeing up funding in that year. In addition, there are enough projects that can move up into 2024 to utilize the \$10M hole being created in that year.

Table 1 provides a starting point of pros and cons for the committees to consider.

Table 1: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
Combining adjacent projects together is better for the public due to minimization of construction impacts on local residents, businesses, and users of the corridor.	The approach is not consistent with how TAB deals with other program year extension requests, although several exceptions have been made in recent years (e.g., Highway 252 and Blue Line Extension-related projects). A work group on the topic has been established.
Combining the projects reduces the duration of the construction by several years, allowing the benefits of the project to be realized sooner for the region.	
Combining the projects is better from a contracting efficiency perspective.	
Limited financial impact to the overall Regional Solicitation program.	

Committee Comments and Action

This issue was brought to the TAB Executive Committee on August 16, 2023, given the complexity of the issue relative to current TAB Policy. TAB Executive agreed to send the request through as an action item to the committees. The Policy was written with stand-alone projects in mind, whereas how to treat a project that connects to a larger project is not adequately addressed. This circumstance is happening more often and is likely to continue. A technical workgroup has been established to review the policy and will begin meetings in the next few weeks.

At its September 21, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the City of Blaine's request to move the Regional Solicitation funding for its Trunk Highway (TH) 65 at 99th Avenue grade separation from 2024 to 2026.



Routing

To	Action Requested	Date Scheduled/ Completed
TAC Funding & Programming Committee	Review & Recommend	September 21, 2023
Technical Advisory Committee	Review & Recommend	<i>October 4, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>October 18, 2023</i>





City of Blaine

10801 Town Square Drive NE
Blaine MN 55449-8100
City Hall 763-784-6700 | BlaineMN.gov

August 2, 2023

James Hovland
Chair, TAB Executive Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Re: Program Year Change Request for:
SP 106-010-020 – Blaine: TH65 at 99th Avenue NE Grade Separation

Mr. Hovland,

The City of Blaine respectfully request support from the TAB Executive Committee for a program year change to the year 2026 for the above referenced project located on TH 65, that was previously awarded federal funds through a previous cycle of the Regional Solicitation.

Following is a brief history of the project:

- City of Blaine was awarded funding for this project in program year 2024 as part of the 2020 Regional Solicitation for TH 65 and 99th Avenue Grade Separation.
- City of Blaine/Anoka County was recently granted state legislative funding for TH 65 from 99th Avenue to 117th Avenue.
- City of Blaine was recently granted RAISE funding for TH 65 from 99th Avenue to 117th Avenue.
- City of Blaine/Anoka County was recently granted COC funding for TH 65 from 105th Avenue to 117th Avenue.

The City of Blaine understands that Metropolitan Council's policy is to only grant a one program year extension. However, due to the increased complexity of this project expanding from a single intersection at TH 65 and 99th Avenue to a corridor project that now includes improvements of TH 65 from 99th Avenue to 117th Avenue. The project team is requesting an exception to the program year policy. Some of the reasons this project has pushed back from 2024 to 2026 is due to the project being expanded from a single intersection improvement to a corridor reconstruction project, review and coordination with partner agencies and additional engagement, including all those the use the corridor and those living and working adjacent to the corridor.

The TH65 project from 99th Avenue to 117th Avenue has completed a Planning and Linkages Study (PEL) and is currently in the preliminary design phase. As of the writing of this letter a layout plan has been submitted to the Minnesota Department of Transportation for final approval. This will allow the project to complete the final environmental document and move to final design.

We recognize this is outside the typical process for a program year extension. However, while this is a regionally significant corridor project has progressed, all partners have continued to support the project. Based on this, the City of Blaine request support to change the above referenced project to program year 2026. Please contact me if you need additional information.

Sincerely,



Daniel Schluender, P.E.
Blaine Director of Engineering