

Agenda

TAB Technical Advisory Committee



Meeting Date: March 1, 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

- 1) Approval of the Agenda (Agenda is approved without vote unless amended)
- 2) Approval of the February 1, 2023, TAB Technical Advisory Committee Minutes - roll call

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jeni Hager, Chair)
 - a) 2023-16: Streamlined 2023-2026 TIP Amendment – Four Project Changes (Joe Barbeau) - roll call
 - b) 2023-17: Streamlined 2023-2026 TIP Amendment – Chisago County US 8 project extension into Washington County (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
 - a) 2023-15: 2023 Unified Planning Work Program (UPWP) Amendment 1 (David Burns) – roll call
- 3) Funding & Programming Committee (Michael Thompson, Chair)

No items

Information

- 1) Potential Changes for 2024 Regional Solicitation (Joe Barbeau, MTS)
- 2) COVID and Driver Shortage Impacts on Transit Planning (Adam Harrington, Metro Transit)

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: February 1, 2023

Time: 9:00 AM

Location: Virtual

Members Present:

- | | | |
|--|---|---|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Jenifer Hager, Chair, Minneapolis<input checked="" type="checkbox"/> Joe MacPherson, Anoka Co<input checked="" type="checkbox"/> Lyndon Robjent, Carver Co<input checked="" type="checkbox"/> Erin Laberee, Dakota Co<input checked="" type="checkbox"/> Scott Mareck, Ramsey Co<input checked="" type="checkbox"/> Chad Ellos, Hennepin Co<input checked="" type="checkbox"/> Craig Jenson, Scott Co<input checked="" type="checkbox"/> Maddie Dahlheimer, Washington Co<input checked="" type="checkbox"/> Andrew Witter, 7W | <ul style="list-style-type: none"><input checked="" type="checkbox"/> Karl Keel, Bloomington<input checked="" type="checkbox"/> Charlie Howley, Chanhassen<input checked="" type="checkbox"/> Robert Ellis, Eden Prairie<input checked="" type="checkbox"/> Jim Kosluchar, Fridley<input checked="" type="checkbox"/> Paul Oehme, Lakeville<input checked="" type="checkbox"/> Ken Ashfeld, Maple Grove<input checked="" type="checkbox"/> Ross Beckwith, West Saint Paul<input type="checkbox"/> Michael Thompson, Plymouth<input checked="" type="checkbox"/> Kathleen Mayell, Minneapolis<input checked="" type="checkbox"/> Nick Peterson, Saint Paul<input checked="" type="checkbox"/> Bill Dermody, Saint Paul | <ul style="list-style-type: none"><input checked="" type="checkbox"/> April Crockett, MnDOT<input checked="" type="checkbox"/> Steve Peterson, Council MTS<input checked="" type="checkbox"/> Michael Larson, Council CD<input checked="" type="checkbox"/> Elaine Koutsoukos, TAB<input checked="" type="checkbox"/> Innocent Eyoh, MPCA<input checked="" type="checkbox"/> Bridget Rief, MAC<input type="checkbox"/> Matt Fyten, STA<input checked="" type="checkbox"/> Adam Harrington, Metro Transit<input type="checkbox"/> Praveena Pidaparathi, Freight<input checked="" type="checkbox"/> Colleen Eddy, DEED<input type="checkbox"/> Vacant, MN DNR<input checked="" type="checkbox"/> Kyle Sobota, Bicycle<input checked="" type="checkbox"/> Mackenzie Turner Bargaen, Pedestrian<input checked="" type="checkbox"/> 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 at 9:03 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 Koutsoukos and seconded by MacPherson to approve the minutes of the January 4, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the January 18, 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 along with the scope change policy. She requested that the TAC Funding & Programming Committee examine the policy, particularly regarding the recent history of allotting all federal funds to applicants removing project elements, and recommend any updates that it sees fit. There was also discussion on performance measures.

1. [2023-13: Streamlined 2023-2026 TIP Amendment: Three New Projects](#)

Barbeau provided a brief overview of the streamlined TIP amendment process. Streamlined TIP amendment requests are deemed to be routine enough to not be brought to the Funding & Programming Committee and to be on consent at TAB. For an amendment to be streamlined, it cannot be regionally significant and it cannot involve a scope change to a Regional Solicitation project. Most TIP amendment requests are streamlined.

Barbeau said that the requested action involves adding three new projects to the TIP:

1. The Metropolitan Council's Travel Behavior Inventory (TBI) funds were originally in the 2022-2026 TIP for 2022 as Surface Transportation Block Grant (STBG) Program funds but were transferred to FTA prior to the end of state fiscal year 2022.
2. The City of Burnsville requests the addition of funding for preliminary engineering on its TH 13 / Nicollet Avenue intersection grade separation project recently awarded funding through the Regional Solicitation. The funding for this effort is federal funding not connected to the Regional Solicitation.
3. MnDOT requests addition of a new project line to accommodate early development of crossover construction and drainage for its MN 65 pavement rehabilitation project. Funding is through the National Highway Performance Program, which is not programmed through the Regional Solicitation. Funding would be accommodated by an equal reduction in the primary project.

Motion by MacPherson and seconded by Ashfeld to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add three projects.

Motion carried.

2. [2023-14: Streamlined 2023-2026 TIP Amendment: Three Project Changes](#)

Barbeau said that the requested action involves amending three new projects in the TIP:

1. Hennepin County requests a change to the scope of its CSAH 52 bikeway project that would un-do a TIP amended approved by the Council at its 11/30/2022 meeting. This action would add bus rapid transit (BRT) platforms to the project description and adjust total cost accordingly. A recent decision by FHWA has reversed the original ruling disallowing adjacent BRT work to be included in local federal projects. This is a Regional Solicitation project that being restored to match its original scope.
2. MnDOT requests a scope and cost reduction for its MN 62 mill-and-overlay project in Mendota Heights. The proposed project would consist of shoulder repair and guardrail installation. Funding for this project is from the National Highway Performance Program (NHPP), which is not funded through the Regional Solicitation.
3. MnDOT requests reflection of a cost increase to its US 212 rehabilitation project in Cologne to be amended into the 2023-2026 TIP. The \$4,802,000 cost increase will be covered by MnDOT and federal NHPP funding. No Regional Solicitation funds are included or proposed for this project.

Motion by Harrington and seconded by Eyoh to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to change the cost and scope of three projects. **Motion carried.**



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

1. [2023-07: Adoption of PM2, PM3 and CMAQ Federal Performance Measures](#)

David Burns, MTS, provided a [presentation](#) on the topic.

Eyoh mentioned that that the PM₁₀ maintenance period ended on September 24, 2022, making the Twin Cities an attainment area. Burns replied that the FHWA deadline to not have to set the targets was prior to that date so the related targets had to be set.

Mareck stated that these performance measures meet a federal requirement, adding that at a recent meeting, some members expressed concern with applying the targets to the local system and that this conversation will likely continue. He added that there may be a disconnect between Regional Solicitation investments and these performance measures.

Motion by Mareck and seconded by Oehme to recommend that the Transportation Advisory Board recommend adoption of the PM2, PM3, and CMAQ performance measure targets. **Motion carried.**

Funding & Programming (Vacant, Chair)

1. [2023-08: Program Year Extension Request: Hennepin County Midtown Greenway ADA Access](#)

Keel said that in the 2018 Regional Solicitation, Hennepin County was awarded \$1,120,000 to construct ADA-accessible access to the Midtown Greenway. The County is requesting that the project be extended to fiscal year 2024 to provide additional time for project development and outreach. Outreach was impacted by the Covid 19 pandemic and social unrest in 2020, which diminished the ways that the county could reach out to the community to build support for the project. The project scored eight points on its assessment from MnDOT Metro State Aid, exceeding the minimum score of seven for recommended approval.

Motion by Keel and seconded by Eyoh to recommend approval of Hennepin County's requested extension of its Midtown Greenway ADA access project from fiscal year 2023 to fiscal year 2024. **Motion carried.**

2. [2023-09: Program Year Extension Request: Hennepin County Vernon Avenue Bridge Replacement](#)

Keel said that in the 2018 Regional Solicitation, Hennepin County was awarded a \$7M contribution towards its replacement of the CSAH 158 (Vernon Avenue) Bridge over the Canadian Pacific Railway. The project was, and remains, programmed for fiscal year 2023. Following the 2022 Regional Solicitation award of the City of Edina's Trunk Highway 100/Vernon Avenue/50th Street interchange project, the county is requesting that its project be extended to fiscal year 2024 to align its development with development of the city's project. The project scored eight points on its assessment from MnDOT Metro State Aid, exceeding the minimum score of seven for recommended approval.

Motion by Keel and seconded by Turner Bargaen to recommend approval of Hennepin County's requested extension of its CSAH 158 (Vernon Avenue) bridge over the Canadian Pacific Railway from fiscal year 2023 to fiscal year 2024. **Motion carried.**

3. [2023-10: Program Year Extension Request: Saint Paul Kellogg Bridge Replacement](#)

Keel said that Saint Paul was awarded \$7M in the 2020 Regional Solicitation to replace the Kellogg/3rd Street Bridge from Broadway Street to Maria Avenue. The city requests that the project be extended from 2023 to 2024 after supply-chain and cost concerns. The project scored 10 points on its assessment from MnDOT Metro State Aid, exceeding the minimum score of seven for recommended approval.



Motion by Keel and seconded by Mareck to recommend approval of Saint Paul's request to extend its Kellogg Bridge replacement (SP# 164-158-028) from fiscal year 2023 to fiscal year 2024. **Motion carried.**

4. [2023-11: Scope Change Request for MnDOT TH 13 Cable Barrier Median](#)

Keel said that MnDOT was awarded \$425,250 in Highway Safety Improvement Program (HSIP) funds for 2024 in the proactive category as part of the 2020 HSIP Solicitation. The award was to fund a cable median barrier on TH 13 between Lynn Avenue and Nicollet Avenue in Burnsville. The project is currently in the TIP at \$489,600 in HSIP funds. During project development it became known that the project will be impacted by two other projects: a MnDOT I-35W paving project and a Burnsville-sponsored interchange construction at Nicollet Avenue and TH 13. Therefore, MnDOT proposes to move the eastern terminus from Nicollet Avenue to CSAH 5, reducing the project length from approximately 2.9 miles to approximately 1.6 miles. The 1.3-mile portion removed would have amounted to \$201,393 of the original estimate. Because MnDOT and the city intend to install the entire median and because the cost of the project has increased, MnDOT is requesting approval of the scope change request with retention of the original \$425,250 federal award. The staff scoring analysis indicated a low likelihood of a score change.

Motion by Keel and seconded by Oehme to recommend approval of MnDOT's scope change request to reduce the project length of its Trunk Highway 13 cable median barrier project in Burnsville with retention of the full federal award. **Motion carried.**

5. [2023-12: Scope Change Request for Saint Paul Fish Hatchery Trail Stabilization and Reconstruction](#)

Saint Paul was awarded \$2,216,800 in Surface Transportation Block Grant (STBG) Program funds for 2023 in the 2018 Regional Solicitation. The award was to fund the stabilization and reconstruction of the Fish Hatchery Trail from Battle Creek Regional Park to Warner Road near Fish Hatchery Road. Some of the trail is located beneath the embankment of US Highway 10/61, which was to be stabilized as part of the project scope. A slope failure on that embankment has damaged much of the trail. Since the time of the award, MnDOT has determined that erosion and embankment stability is a considerable concern for the highway and is budgeting for a slope correction in 2027 or 2028. MnDOT recommended that the city request a scope change to remove the slope stabilization, which makes up about \$260,000 of the project total, from the city's project.

Motion by Keel and seconded by Ellis to recommend approval of Saint Paul's scope change request to remove slope stabilization from its Fish Hatchery trail stabilization and reconstruction project. MacPherson asked whether MnDOT's project is programmed. Barbeau replied that it does not appear to be programmed, though completion of a project is intended. Koutsoukos added that the full trail will be built even with the scope change. Turner Bargaen said that the slope stabilization has been addressed through interim means and MnDOT will continue to monitor the area and ensure the appropriate scope is part of the future project and will incorporate the bicycle trail as needed. **Motion carried.**

Information

1. [ADA Transition Plan Requirements & Best Practices](#) (Dr. Yochai Eisenberg, Great Lakes ADA Center)

Heidi Schallberg, MTS, stated that MPOs are going to be asked to conduct surveys of municipal status of ADA Transition plans. She then introduced Dr. Yochai Eisenberg, who provided the presentation.

Mareck said that while ADA is incorporated into project, Ramsey County is going to consider how it can become more of an ADA leader and be more intentional on how it can incorporate ADA into planning and processes.



Keel asked whether snow removal is a factor into the research, given the temporary nature of snow as an obstruction. Eisenberg replied that it can be a factor into design, which could lead to pooling of snow and ice, though temporary barriers such as snow and construction have not been a direct part of the research. He added that there is a disabled rights organization in Chicago trying to get the city to improve snow removal through its [#PlowTheSidewalks](#) campaign.

Ellos asked when the final production of the research will be available on line, to which Eisenberg replied it will be available within the next couple of weeks.

2. [Transportation Policy Program Update](#) (Cole Hiniker, MTS)

Cole Hiniker, MTS, presented the item.

3. [Regional Solicitation Update](#) (Joe Barbeau and Steve Peterson, MTS)

Joe Barbeau and Steve Peterson, MTS, presented the item.

Mareck said that percentage of points scored by awarded projects is not consistent from category to category. He added that performance measures do not always translate to funding well, providing the example of the importance of safety not being reflected in the funding of only eight percent of roadway funding going towards Spot Mobility and Safety despite the region not meeting its safety targets.

Chair Hager echoed Mareck's comments and expressed a desire to look for ways to advance safety in the next Regional Solicitation and take a closer look at it for the 2026 re-evaluation. She added that members can reply to the questions on the final slide by contacting Steve Peterson within the next two to three weeks.

Other Business

Eyoh said that the Clean Car Minnesota rule has survived a legal challenge and will be implemented. He also stated that the US EPA has released a proposal to tighten PM 2.5 standards. The current standard is 12 $\mu\text{g}/\text{m}^3$ and the new standard might be between 9 and 10 $\mu\text{g}/\text{m}^3$. EPA is still receiving comments on the proposed change and Eyoh will share a link with Barbeau to forward to members.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

TAC Planning



Committee Meeting Date: March 1, 2023

Date: February 22, 2023

Action Transmittal: 2023-15

2023 Unified Planning Work Program Amendment 1

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Amy Vennewitz, MTS Deputy Director (651-602-1048)
Dave Burns, Planning Analyst (651-602-1887)

Requested Action

That TAC recommend the proposed amendments to the 2023 Unified Planning Work Program as shown in the attached document titled 2023 UPWP Amendment 1.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend the proposed amendments to the 2023 UPWP as shown in the attachment, 2023 UPWP Amendment 1.

Background and Purpose

The Unified Program Work Program (UPWP) is prepared annually and describes the transportation planning activities to be undertaken by the Metropolitan Council, the Minnesota Pollution Control Agency, and the Metropolitan Airports Commission. It identifies budgeted expenditures, funding sources, and the allocation of staff resources for transportation planning activities on an annual basis. The 2023 UPWP was adopted by the Council on October 12, 2022, and subsequently approved by MnDOT and USDOT.

Annually, the UPWP for the following calendar year is developed and moved through the TAB and Council committees four to five months before the end of the current calendar year. At the time of UPWP development, project managers must estimate when projects in the current year will get underway, how much of the total budget will be spent and how much will carry into subsequent years. In 2022, due to unforeseen staffing challenges and other delays, a number of projects began later than expected or were unable to be initiated at all in 2022 and are now carrying forward in entirety into 2023. This amendment adjusts the expected start and end dates of these consulting studies and also adjusts the 2023 consultant study budgets to reflect the new schedules. In addition, two new studies, as described below, are proposed to be added to the 2023 work program along with the necessary budget for this additional work.

All of the budget adjustments appear in the consultant studies budget line item as shown in the revised Appendix A of the 2023 UPWP Amendment 1 document. In total, the proposed changes add \$316,000 to the 2023 consultant studies budget. The amendment proposes adding \$316,000 in local match funds to cover these increased costs, leaving the 2023 federal planning funds total unchanged from the adopted 2023 budget of \$5,109,512.

There have been a few small changes to the document from the time it was presented to TAC Planning. These changes are highlighted in yellow to distinguish from the other changes to the amendment. The most significant change is the addition of the 2024 Regional Solicitation Engagement, described in the summary below.

Summary of Proposed UPWP Changes:

- Pages 6-7 adjust consultant study start dates.
- Pages 9-10 add language to clarify funding of the Travel Behavior Inventory program.
- Page 10 adds an activity to reflect release of the Regional Solicitation during calendar year 2023.
- Pages 11-31 reflect changes to consultant study schedules and budgets.
- Page 32, Appendix A, revises consultant study budgets and adds \$316,000 in total local match funds to cover these changes.
- Pages 35-47 Appendix C reflects changes to consultant study schedule and budget changes.
- Page 36 shows added tasks to the Regional Solicitation Evaluation study to include incorporating the 2050 Goals and Objectives and a task to analyze ways to incorporate performance measures in decision-making.
- Page 37 adds a new study, Electric Vehicle Public Engagement and City Support, to provide information and programs that help individuals and cities make decisions related to charging infrastructure and vehicle investment.
- Page 38 updates the proposed work tasks for the study Electric Vehicle Public Charging Needs Analysis.
- Page 38 adds a new activity that will develop an online tool to collect public input during the 2024 Regional Solicitation, ultimately to assist the TAB and its subcommittees to in developing funding scenarios and final project selection.
- Page 39 adds a new study, Regional STOPS Model Update, to update the transit forecasting STOPS modeling program to incorporate data from the 2022 transit on-board survey.

Relationship to Regional Policy

The UPWP is a federally required description and documentation of the proposed annual transportation and transportation-related planning activities in the metropolitan area. This action will amend the 2023 UPWP to include updated consultant study schedules and 2023 budgets, along with two new proposed planning studies to be initiated during 2023.

Staff Analysis

Council staff has reviewed the necessary consultant work to be completed in 2023 and recommends that these changes are necessary and appropriate to accomplish the annual Unified Planning Work Program.

Committee Comments and Action

At its February 9, 2023, meeting, the TAC Planning Committee voted to recommend proposed amendments to the 2023 Unified Planning Work Program.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	February 9, 2023
Technical Advisory Committee	Review & Recommend	March 1, 2023
Transportation Advisory Board	Review & Recommend	March 15, 2023
Metropolitan Council Transportation Committee	Review & Recommend	March 27, 2023
Metropolitan Council	Review & Adopt	April 8, 2023



Action Transmittal

Transportation Advisory Board



Meeting Date: March 1, 2023

Date: February 22, 2023

Action Transmittal: 2023-16

Streamlined 2023-2026 TIP Amendment: Four Project Changes

To: Technical Advisory Committee

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

Requested Action

MnDOT (3) and Hennepin County (1) request an amendment to the 2023-2026 TIP to amend four projects currently included therein.

Recommended Motion

That the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to amend four projects.

Summary

This requested action involves cost, project length, and scope changes to four projects currently included in the 2023-2026 TIP.

Background and Purpose

The following projects are proposed for addition to the 2023-2026 TIP:

1. MnDOT requests a cost increase for its US 169 cable median barrier and drainage project from Blakely Township to Belle Plaine along with a correction to the project length (SP # 7005-51 and 7005-51S). The project is funded with state funds as well as Highway Safety Improvement Program (HSIP) funds not funded through the HSIP Solicitation. (Pages 3-4)
2. MnDOT requests a small reduction to the length and addition of transportation management Systems (TMS) to its US 169 mill-and-overlay project (SP # 7009-85). This project is funded through the National Highway Performance Program (NHPP), which is not programmed through the Regional Solicitation. (Pages 5-6)
3. MnDOT requests a cost increase to its US 169 bridge replacement at 6th Avenue in Brooklyn Park and Maple Grove (SP # 2772-124). The project is state-funded and includes no Regional Solicitation funding. (Pages 7-8)
4. Hennepin County requests a cost increase to its University Avenue and 4th Street SE bikeway project in Minneapolis (SP # 027-636-012). The project was funded in the 2018 Regional Solicitation but all additional funds are local. (Pages 9-10)

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 four TIP amendment requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the four 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	<i>March 1, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>March 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>March 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>April 8, 2023</i>



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

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description
1760	2023	M	US169	7007-51	MnDOT	US 169 from MN 19 in Blakely Township to 0.49 mi N MN 25 in Belle Plaine- Drainage repairs (Associate to 7007-51S)
1760	2023	M	US169	7007-51S	MnDOT	US 169 from MN 19 in Blakely Township to 0.49 mi N MN 25 in Belle Plaine- Install cable median barrier, close or modify access or median (Associate to 7007-51)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$
9.2 8.64	DR	CULVERT REPLACE	SF	209,000	0.00	209,000
9.5 8.64	SH	MEDIUM BARRIER	HSIP	4,591,000 6,291,000	4,131,900 5,661,900	459,100 629,100

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 increase the total project cost from \$4,800,000 TO \$6,500,000 and decrease the length from 9.2 mile to 8.64 miles. This decrease is a correction to

- 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

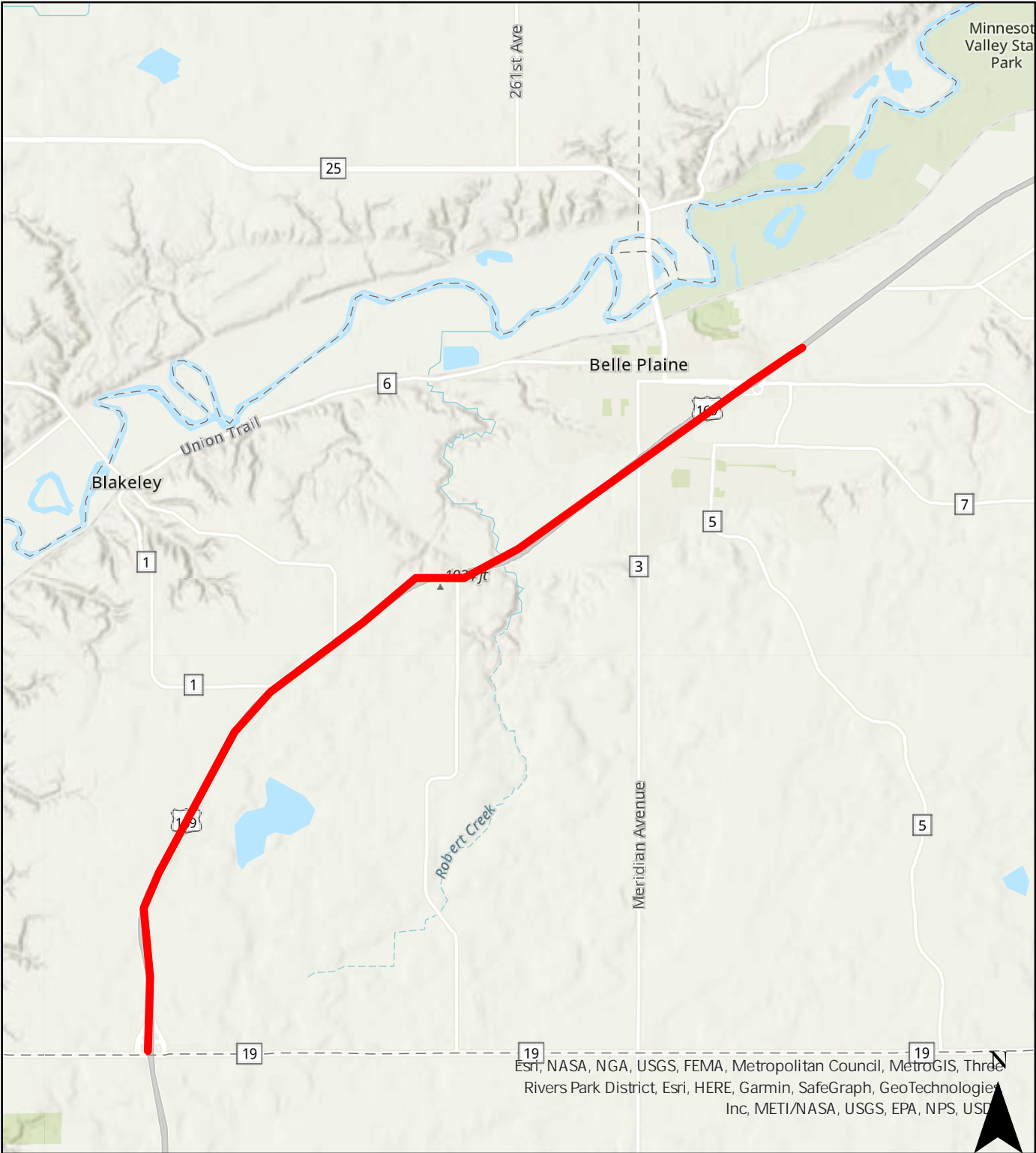
MnDOT Metro District has been had several good bid lettings that has freed up federal funds for this project, therefore fiscal constraint is maintained.

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.

US-169 Drainage Repairs SP # 7007-51 and 7007-51S

 Project



Esri, NASA, NGA, USGS, FEMA, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies Inc, METI/NASA, USGS, EPA, NPS, USFWS

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

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description
1900	2024	M	US 169	7009-85	MnDOT	US 169 (Johnson Memorial Hwy), from 0.27 <u>0.2</u> mi S of MN 21 (Broadway St N) to 0.54 <u>0.2</u> mi W CSAH 15 (Marystown Rd) in Shakopee – Mill and overlay, <u>TMS</u> , concrete pavement rehab, access modifications (Associate to 7009-85S)
1901	2024	M	US 169	7009-85S	MnDOT	US 169 (Johnson Memorial Hwy), from MN 21 (Broadway St N) to Bluff Dr in Shakopee – Access modifications (Associate to 7009-85)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$
8.6 <u>8.12</u>	RC	Mill and Overlay	NHPP	10,268,000	8,360,206	1,907,794
3.2	SH	Other	HSIP	710,000	639,000	71,000

PROJECT BACKGROUND:

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

This amendment is needed to increase the scope by adding TMS and reduce the total project length from 8.6 to 8.12 total project miles.

- 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

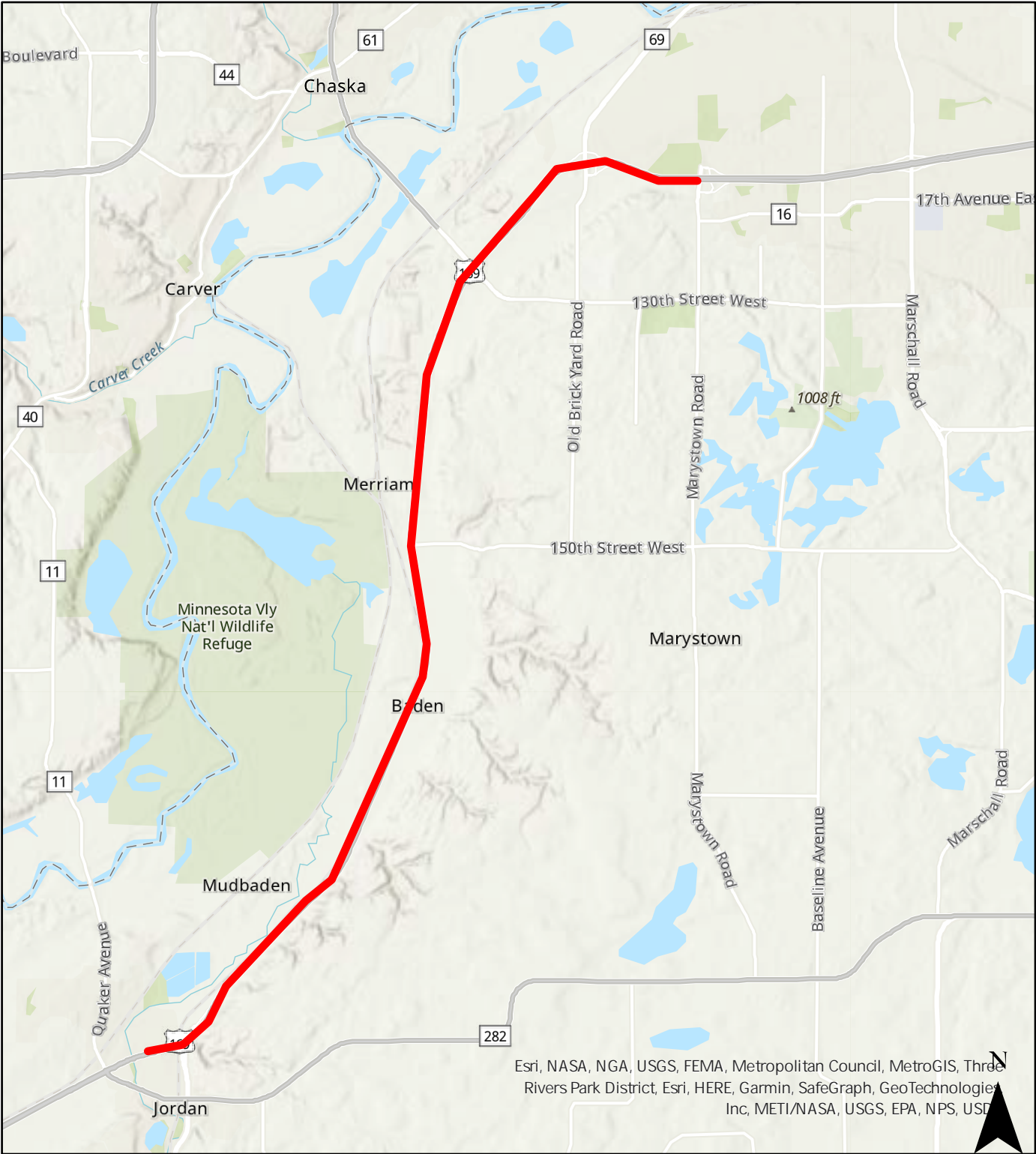
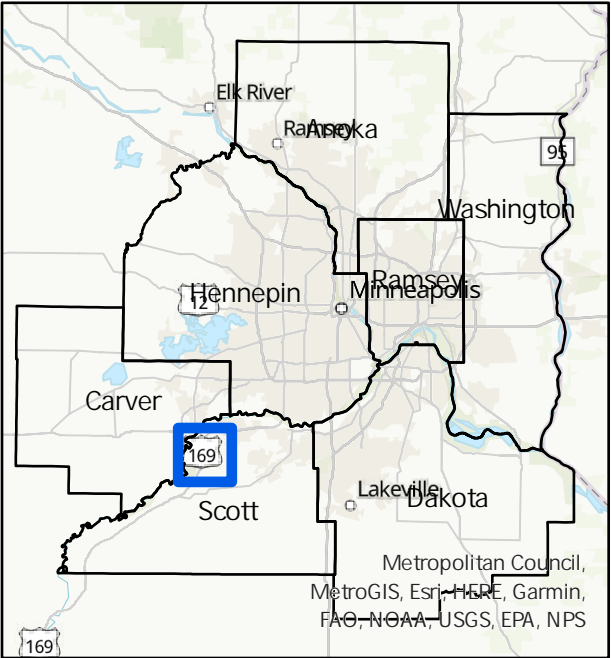
No additional federal funds are required. Therefore, fiscal constraint is maintained.

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.

US-169 Infrastructure Improvements SP # 7009-85

 Project



Esri, NASA, NGA, USGS, FEMA, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnology, Inc, METI/NASA, USGS, EPA, NPS, US

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

PROJECT IDENTIFICATION:

State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
2024	M	US 169	2772-124	MnDOT	US169, at 63rd Ave in Brooklyn Park/Maple Grove – Replace Bridge 27534, construct new multi-use trail, ADA at ramp intersections and extend accelerations lanes

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	State \$
.91	BR	Bridge Replacement	SF	3,618,000 <u>5,303,000</u>	0	3,618,000 <u>5,303,000</u>

PROJECT BACKGROUND:

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

This amendment is needed to increase the total project cost from \$3,618,000 to \$5,303,000. The scope remains the same.

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

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

This is a 100% state funded project. Therefore, fiscal constraint is maintained.

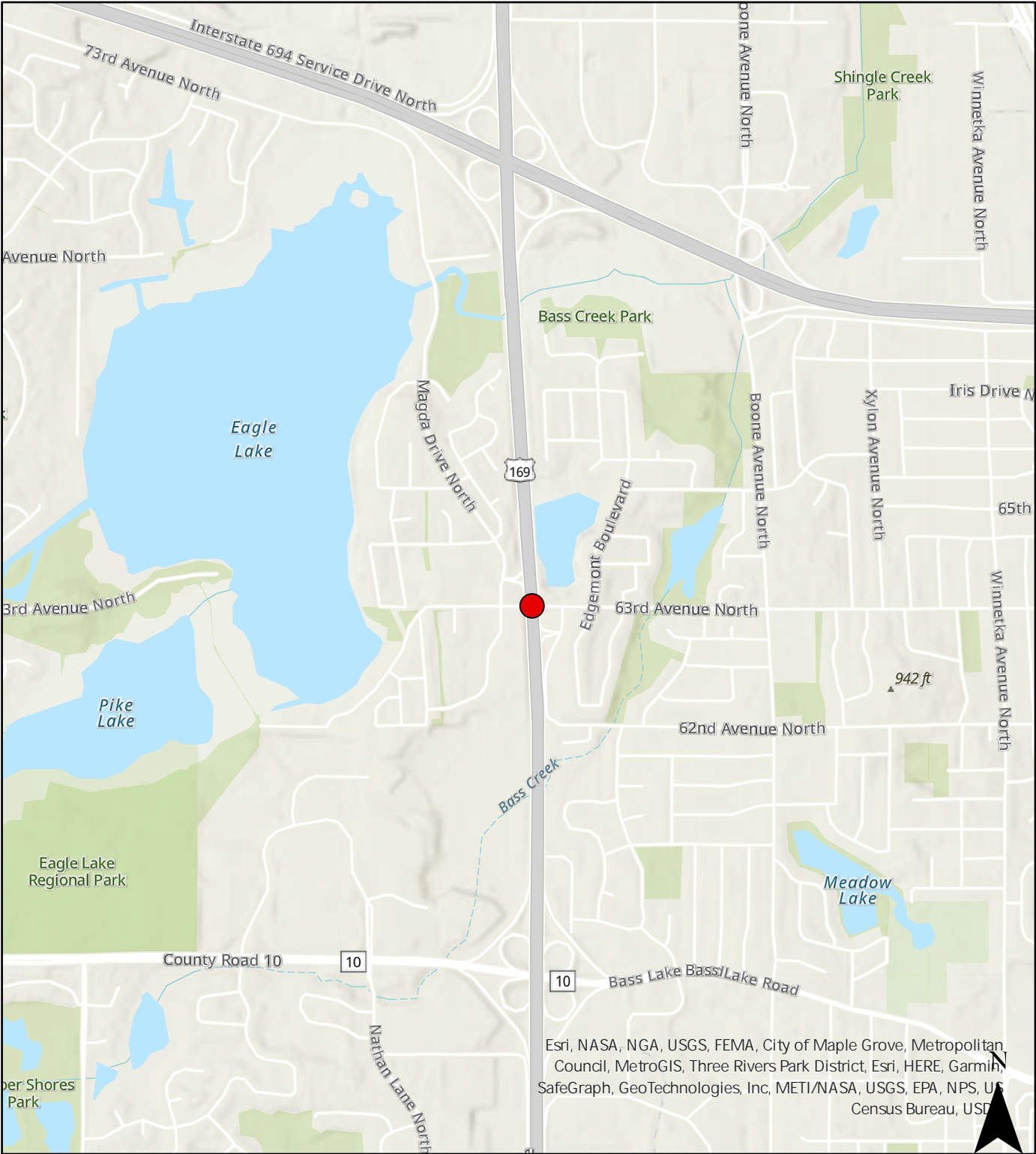
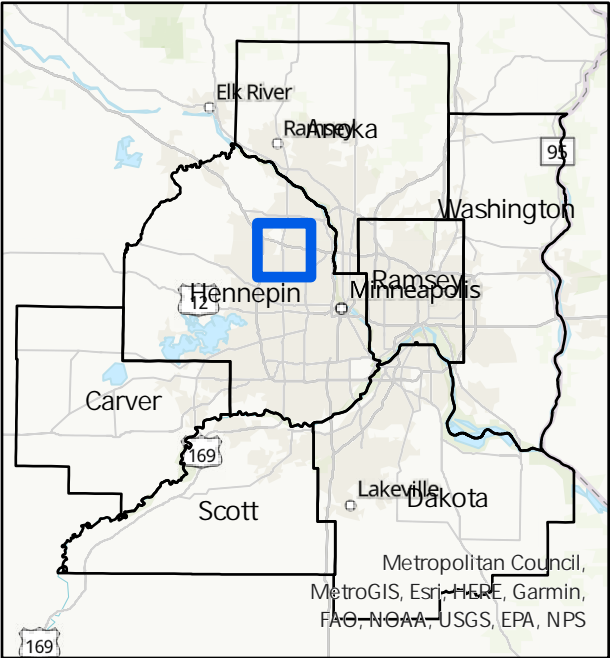
CONSISTENCY WITH MPO LONG RANGE PLAN:

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.

US-169 at 63rd Avenue Infrastructure Improvements SP # 2772-124



Project



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:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description	Miles
1680	2023	M	Highway CSAH 36	027-636-012	Hennepin County	University Ave SE (CSAH 36) And 4th St SE (CSAH 37) bikeway from I35W Bridge to Oak St in Mpls-Bikeway enhancements, pavement markings, transit stop revisions, intersection crossing improvements, ADA, signal modifications	0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
BT	Channelization	STBGP-TAP	10,341,158 <u>13,416,527</u>	5,500,000	4,841,158 <u>7,916,527</u>

PROJECT BACKGROUND:

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

This amendment is needed to increase project total cost. Additional costs are being paid for with Hennepin County funds.

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

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

X

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.

University Ave SE & 4th St SE Bikeway & Infrastructure Improvements

SP # 027-636-012

 Project



Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors,
University Of Minnesota, City of Minneapolis, Metropolitan Council,
MetroGIS, Three Rivers Information System, Esri, HERE, Garmin, SafeGraph,
GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census
Bureau, US

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: March 1, 2023

Date: February 22, 2023

Action Transmittal: 2023-17

Streamlined 2023-2026 TIP Amendment: US 8 Reconstruction

To: Technical Advisory Committee

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

Requested Action

Chisago County requests an amendment to the 2023-2036 TIP to add a project reconstruction US 8 (Lake Blvd) in Washington and Chisago counties.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2023-2026 TIP to add a project reconstruction US 8 (Lake Blvd) in Washington and Chisago counties.

Summary

MnDOT proposes extension of an existing US 8 reconstruction and expansion project to include reconstruction on US 8 in Washington County. Because the project will now be included in the Twin Cities MPO region, it needs to be included in the TIP.

Background and Purpose

The State Transportation Improvement Program (STIP) currently includes a project reconstruction and expansion of US 8 (Lake Blvd) in Chisago County. MnDOT wishes to expand the cost and termini of the project, with the southern end being extended to Forest Lake in Washington County. Because this is in the Twin Cities MPO area, the project.

The project expansion is funded through the Consolidated Appropriations Act, 2023.

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 requests that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The TIP amendment request meets fiscal constraint because the federal and local 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>March 1, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>March 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>March 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>April 8, 2023</i>



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

(Note: entire project is new to the TIP; cost, description, and mileage changes reflect changes to the project in the STIP.)

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/Dist	Route System	Project Number	Agency	Description
TBD	2024	M	Highway US 8	013-596-010	Chisago County	Chisago County Line to 0.76 mi E Greenway Ave N I-35 to Chisago County Line in Forest Lake – **CDS** US 8 (Lake Blvd), from Chisago Co Line in Wyoming to Karmel Ave/Wyoming Ave in Chisago City - Reconstruct and US 8 (Lake Blvd) from Chisago Co Line in Wyoming to Karmel Ave/Wyoming Ave in Chisago City - Expansion of two lane undivided to four-lane divided roadway, SIGNALS, with intersection improvements at Greenway and trail along north side US8

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.8	MC	Major Const	Demo	10,000,000	0	10,000,000
<u>8.26</u>				<u>80,000,000</u>	<u>3,000,000</u>	<u>77,000,000</u>

PROJECT BACKGROUND:

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

This amendment is needed to add this project to the TIP and to amend it in the STIP. The project exists in the STIP and needs to be amended to update the project termini and costs. Because the southern end of the project is proposed for expansion into the Twin Cities MPO area, it must be added to the TIP. Once added to the TIP, it will also be adjusted in the STIP. The project expansion is funded by an award from the Consolidated Appropriations Act, 2023.

- 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

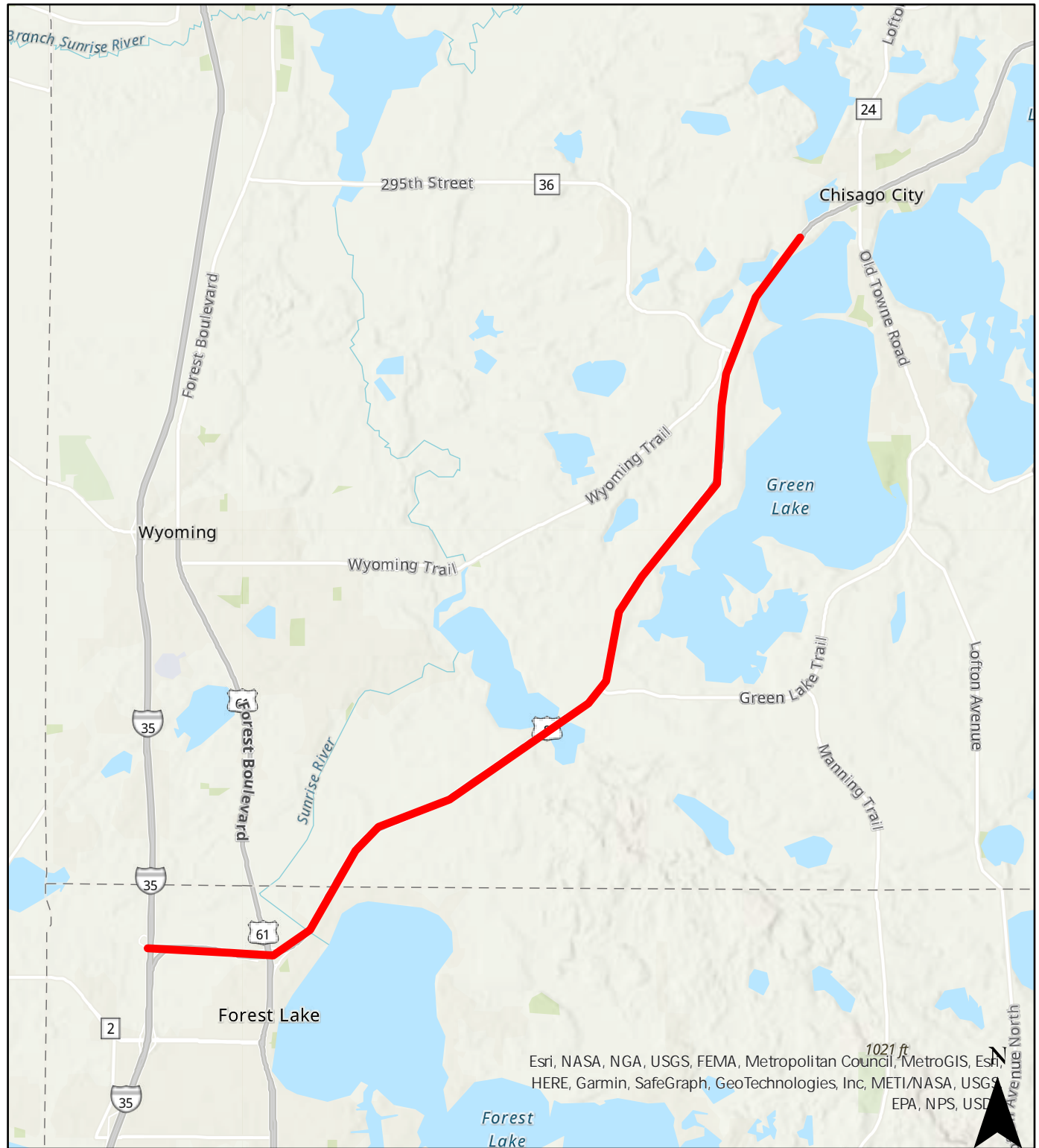
DEMO funds are in addition to federal funded targets therefore, fiscal constraint is maintained.

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.

US-8 Reconstruction & Expansion TIP Amendment

 Proposed Amendment



Esri, NASA, NGA, USGS, FEMA, Metropolitan Council, MetroGIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USFWS



Potential Changes to 2024 Regional Solicitation

Technical Advisory Committee



March 2023

2024 Regional Solicitation

Milestones

- Draft Regional Solicitation application action item to F&P: April 2023
- Public comment period: May/June 2023
- Open application period: late September/October-December 2023
- Scoring and appeals: January-March 2024
- Funding scenarios: April-July 2024
- TAB project selection: July 2024

Advanced timeline assumes minimal changes to the application to enable greater focus on Regional Solicitation Evaluation, which will start this summer.

#1: Criteria / Measure Weighing

Increase points for safety and/or emissions measures?

The Regional Solicitation survey included comments about increasing the score weighting of safety and emissions categories.

STAFF RECOMMENDATION FOR SAFETY: Increase the safety scoring by 100 points for Roadway categories (excluding Bridges, which do not have a safety measure).

1. 50 points each to crash reduction and “Safety Issues in Project Area” in Traffic Management Technologies
2. 70 points for crash reduction and 30 pedestrian safety and in Spot Mobility/Safety, Strategic Capacity, and Reconstruction/Modernization

This would result in four categories having 1,200-point totals and the rest having 1,100 points.

STAFF RECOMMENDATION FOR EMISSIONS: No change for emissions as we wait for the Regional Transportation and Climate Change Multimodal Measures process to conclude and incorporate into 2026 cycle.

F&P COMMENTS: Members were comfortable with the approach. The scoring additions have changed following a member expressing preference towards the crash reduction measure (#1 had been 100 pts to “Safety Issues...” and #2 had been 50 points to each measure).

#2: Funding Ranges

Funding Outside of the Ranges

In 2022, TAB funded the Bicycle/Pedestrian mode above its funding range. This concerned some members, though it is not against policy.

“...modal funding ranges have been established by TAB, based on historic levels, to give applicants an understanding of the general funding levels available by mode. TAB reserves the right to adjust these modal funding levels depending on the amount and quality of projects submitted.”

STAFF RECOMMENDATION: No change. The above rule provides flexibility in case unforeseen circumstances occur. The general topic of modal funding ranges and funding distribution will be discussed as part of the Regional Solicitation Evaluation.

F&P COMMENTS: Members expressed comfort with not changing the rule but suggested reminders that going outside of the ranges is possible and incorporating geographic balance when considering modal ranges.



#3: Agency Priorities



Consideration of Agency Priorities

County feedback included interest in including consideration of high-priority projects from individual sponsors.

STAFF RECOMMENDATION: Consider this during the Regional Solicitation Evaluation. This conversation and any potential implementation are likely to take several months.

F&P COMMENTS: Understanding agency priority could be a way to break a tied score, though given the number of applicants (counties, cities, transit providers, etc.) within the same geographies, it may be difficult to truly rank priority projects. For the long-run the region should consider whether it wants to defer to regional priorities or local priorities (this comment was made favoring the former).

#4: Tied Scores



Breaking Ties?

Currently, there is no rule one way or the other on tied scores. While TAB has historically been unwilling to break ties, tie-breaking could provide an opportunity to achieve other objectives.

STAFF RECOMMENDATION: Out of 1,100 points, scores are not precise enough to say that the two projects provide the same benefit to the region. Staff recommends the flexibility to fund one of two tied projects if that helps with another objective such as modal distribution or geographic distribution.

F&P COMMENTS: Consider finding a way for ties to be avoided (this could be difficult given the number of scoring measures). Could use something like highest safety score as a tiebreaker. Agency priorities could also be considered at this point.

#5: Scoring Appeals

Logistics/Process

The Regional Solicitation language provides minimal direction to scoring appeals. This has created confusion for Funding & Programming Committee members in deciding upon appeals.

STAFF RECOMMENDATION: To ensure fairness, a more defined process should be created during the Regional Solicitation Evaluation. For the 2024 cycle, staff recommends the following rules:

- Provide a response letter to applicants with the committee's determination and allow for one meeting with the scoring chair, Council staff, and the applicant.
- Following the appeal deadline, no new information/rationales should be provided by the applicant.

F&P COMMENTS: Staff could share how impactful a potential change impacts ranking (counterpoints: each measure should be scored on its own merit; not on the overall impact. Also, because any change can change the cost effectiveness score, total scores can be hard to determine quickly during a meeting.)



#6: Highway Safety Improvement Program (HSIP) Rule



Apply for / Receive From Two Sources?

Historically applicants have been allowed to apply to the Regional Solicitation and HSIP Solicitation but can only accept money from one of the two programs.

“Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.”

In 2022, staff proposed funding projects with funds from each solicitation. This was not received well by TAB members.

STAFF RECOMMENDATION: Continue to allow application to both solicitations and keep the existing rule as written.

F&P COMMENTS: None.

#7: Bus Rapid Transit (BRT) Limit



Is the Bus Rapid Transit Limit Needed?

The below rule was established along with the Arterial Bus Rapid Transit (ABRT) funding program.

Within the Transit modal category, there is an Arterial Bus Rapid Transit Project category. There is also a New Market guarantee to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000.”

STAFF RECOMMENDATION: Because funding amounts can lead to rigidity, staff suggests basing this on the number of projects, i.e., requiring that at least two projects not directly tied to BRT projects are funded.

F&P COMMENTS: Could consider including LRT along with BRT, though additional restrictions like this could lead to funding lower down the scoring lists, which has been identified as a concern.

#8: Trail and Sidewalk Maintenance

Removing Snow and Ice

Currently applicants are required to state that they will maintain facilities by removing snow. However, this does not apply to other categories, as should be done under the Americans with Disabilities Act.

STAFF RECOMMENDATION: Winter maintenance should be required for all facilities, including trails/sidewalks funded under the roadways categories.

F&P COMMENTS: Members are comfortable with this.



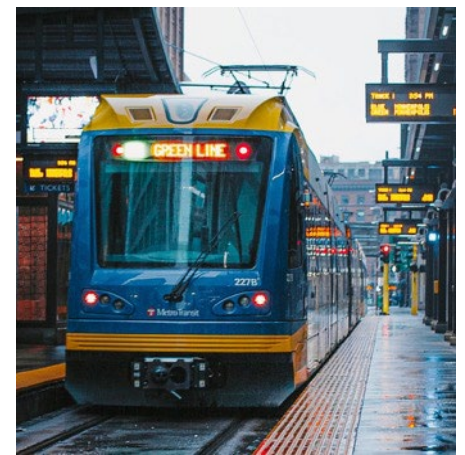
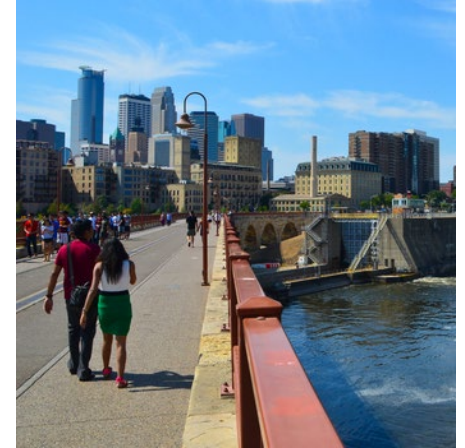
#9 Bridges

Target Funding

Current Bridge target is \$10M. MnDOT has indicated that we should not assume that the new On-System Bridge program will continue since the funding came from a general fund transfer.

STAFF RECOMMENDATION: In case the On-System Bridge program continues, expand eligibility downward for other federally-aid eligible bridges (i.e., On-System Brides) for the 2024 cycle. This expanded eligibility would include Major and Minor Collectors and B-Minors for urban areas and the same list minus Minor Collectors for rural areas.

F&P COMMENTS: Members were comfortable with the approach.



#10 Minimum Point Value



Establishing a Cutoff Point?

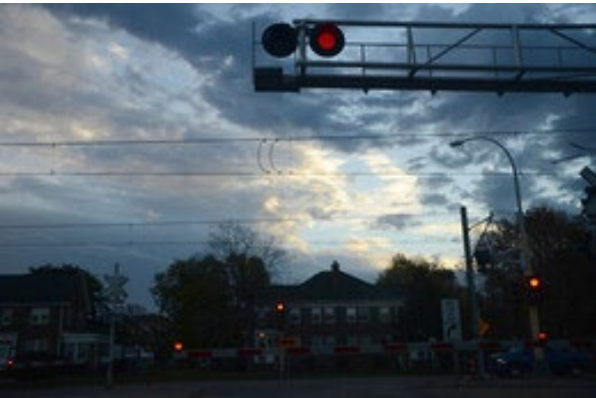
Some participants note the variation between the lower-ranking project scores that receive funding leading to the question of whether some funding categories essentially have lower standards for funding.

Staff cautions that for various reasons, it is nearly impossible to use scores to compare projects across categories.

STAFF RECOMMENDATION: No change for 2024. A determination of a sound way to determine minimum threshold(s) that allow for consistency across categories, if even possible, would likely need the time allotted in the Regional Solicitation Evaluation.

F&P COMMENTS: A designated line could be arbitrary and could discount viable projects and a lot of thought needs to go into this. Outliers, along with the number of applications submitted, can lead to inconsistent scoring ranges by category.

#11 Regional Bicycle Transportation Network Administrative Adjustments



RBTN

Council staff will have an open period (minimum of 3 weeks) to receive requests for administrative adjustments; eligible adjustments will be limited to specific categories and considered based on RBTN guiding principles as was done for Regional Solicitations prior to 2022. Administrative adjustments include:

- Alignment designations within existing RBTN corridors
- Minor extensions up to one-half mile long that provide missing connections to RBTN alignments, regional trails, or regional destinations
- Minor alignment or corridor centerline shifts to within one-quarter mile of the initial alignment/centerline in core cities or to within one-half mile of initial alignment/centerline outside core cities and that continue to serve regional destinations served by the initial alignment

F&P COMMENTS: None.

#12 Federal Minimum and Maximum Awards

Modal Application Categories:	Min Fed Award	Max Fed Award
Roadways Including Multimodal Elements		
• Traffic Management Technologies	\$250,000	\$3,500,000
• Spot Mobility and Safety	\$1,000,000	\$3,500,000
• Strategic Capacity	\$1,000,000	\$10,000,000
• Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
• Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects		
• Arterial Bus Rapid Transit Project	N/A	\$25,000,000
• Transit Expansion	\$500,000	\$7,000,000
• Transit Modernization	\$500,000	\$7,000,000
• Travel Demand Management (TDM)	\$100,000	\$500,000
Bicycle and Pedestrian Facilities		
• Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
• Pedestrian Facilities	\$250,000	\$1,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000



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