

Agenda

TAB Technical Advisory Committee



Meeting Date: April 5, 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 March 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) 2023-18: Streamlined 2023-2026 TIP Amendment – Three Project Changes (Joe Barbeau) - roll call
 - b) 2023-19: Streamlined 2023-2026 TIP Amendment – Three New Projects (Joe Barbeau) - roll call
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)

No Items
- 3) Funding & Programming Committee (Michael Thompson, Chair)

No items

Information

- 1) Potential Changes for 2024 Regional Solicitation (Joe Barbeau, MTS)
- 2) PROTECT and Regional Solicitation Program Balancing (Brian Shekleton, MnDOT; Bethany Brandt-Sargent, MTS; Steve Peterson, MTS)
- 3) MnSHIP Draft Investment Scenario (Brad Utecht, 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: March 1, 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
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Ken Ashfeld, Maple Grove
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- 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
- Praveena Pidaparathi, 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 at 9:02 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 Ellis and seconded by MacPherson to approve the minutes of the February 1, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the February 15, 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 action items along with the information item related to changes for the 2024 Regional Solicitation.

1. [2023-16: Streamlined 2023-2026 TIP Amendment: Four Project Changes](#)

Barbeau said that the requested action involves changing four projects in the 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. The project is funded with state funds as well as Highway Safety Improvement Program (HSIP) funds not funded through the HSIP Solicitation.
2. MnDOT requests a small reduction to the length along with addition of transportation management Systems (TMS) to its US 169 mill-and-overlay project. This project is funded through the National Highway Performance Program (NHPP), which is not programmed through the Regional Solicitation.
3. MnDOT requests a cost increase to its US 169 bridge replacement at 6th Avenue in Brooklyn Park and Maple Grove. The project is state-funded and includes no Regional Solicitation funding.
4. Hennepin County requests a cost increase to its University Avenue and 4th Street SE bikeway project in Minneapolis. The project was funded in the 2018 Regional Solicitation, but all additional funds are local.

Motion by MacPherson and seconded by Isaacson to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to change four projects. **Motion carried.**

2. [2023-17: Streamlined 2023-2026 TIP Amendment: US 8 Reconstruction](#)

Barbeau said that 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. The portion of Washington County is reconstruction. Because this is in the Twin Cities MPO area, the project needs to be added to the TIP.

Motion by Keel and seconded by MacPherson to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to add the reconstruction US 8 (Lake Blvd) in Washington and Chisago counties. **Motion carried.**

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

1. [2023-15: 2023 Unified Planning Work Program Amendment 1](#)

TAC Planning Chair Scott Merrick said that TAC Planning considered the red tracked changes in the [document](#) while staff suggests other changes highlighted in yellow. David Burns, MTS, provided a [presentation](#) on the topic.

MacPherson asked whether the online engagement tool for the Regional Solicitation should be done earlier in the process (i.e., before the project scores released). Steve Peterson said that the intent is that this would be complete before the scoring is complete so there will not be ranked lists when the survey closes.

Motion by Steve Peterson and seconded by Eyoh to recommend that the Transportation Advisory Board recommend the proposed amendments to the 2023 UPWP as shown in the attached document, 2023 UPWP Amendment 1, including the yellow-highlighted changes.

Harrington expressed appreciation for the STOPS regional forecast. He asked whether the salary costs are paid with this fund or if it is a charged account. Burns replied that there was no change to the salaries. He added that salary is shown in the budget based on weeks each staff member

puts into each task. Harrington asked what salary was used versus budgeted compared to last year. Burns replied that CPG funds are used to fund staff salaries and if there is unused CPG funding, that would reduce the allocation of consulting versus the original budget.

Motion carried.

Funding & Programming (Vacant, Chair)

Chair Thompson reported that there were no action items at the February 16, 2023, meeting, though there were information items on the Climate Action Work Plan, Regional Transportation and Climate Change Multimodal Measure Study and potential changes to the 2024 Regional Solicitation. Most of the focus was on the Regional Solicitation items.

Information

1. [COVID and Driver Shortage Impacts on Transit Planning](#) (Adam Harrington, Metro Transit)

Adam Harrington provided the [presentation](#).

Fyten said that SouthWest Transit's ridership is down about 60% of pre-pandemic for express services, though it has seen significant growth in on-demand micro transit. Harrington said that Metro Transit is starting a micro transit pilot project in north Minneapolis.

Isaacson said that it appears that the approach is to restore the transit system to what it once was and asked whether any systemic changes are being considered instead. Harrington said that in the short-term, how the transit system will grow will be explored.

Eyoh asked whether more people are applying to be operates now that requirements have been reduced and wages have increased. Harrington replied that interest has increased, but interested parties need to go through CDL training before Metro Transit will be confident that it will see a larger number of drivers.

Leitner asked what the plans are to release the agency and public survey links. Harrington said that the survey was finished yesterday and Metro Transit will use the survey to inform next steps. He added that he would provide it to members.

2. Potential Changes for 2024 Regional Solicitation (Joe Barbeau, MTS)

Steve Peterson reported that the 2024 Regional Solicitation will be on an expedited timeline. Barbeau provided a [presentation](#) of 12 potential changes for the 2024 Regional Solicitation. These are shown in the below bullets:

- **Prioritize scoring measures for safety and emissions.** Staff recommended adding 100 points for safety to four roadway categories with no change to the emissions scoring measure. The Funding & Programming Committee generally agreed but suggested shifting the proposed scoring balance towards crash reduction as opposed to pedestrian safety. The increase is only shown for highways because in other categories, safety measures are qualitative. Turner Bergen asked why the change from 50% pedestrian safety and 50% crash reduction to 30% and 70%, respectively after only one comment. She added a question of whether the crash reduction measure rates property damage as highly as deaths and significant injuries. Barbeau replied that the original number was a starting point devised by staff so staff deferred to a member's discussion. He said that the comment was that the former is location-based. He added that crash language weighs crashes with fatalities and serious injuries more heavily than other crashes.

Kosluchar suggested consideration for increasing safety scores in non-roadway modes.

Eyoh said that EPA is revising fine particulate standards, which could bring the metro area close to missing the standard.



Hager said that safety is included in all applications in one way or another, even if only indirectly part of some measures and suggested F&P consider other options for increasing safety in evaluation and scoring for 2024. Merrick expressed support for the idea of pursuing additional points for safety and added that the funding of these projects is meant to try to help achieve certain outcomes, including safety, for which the MPO has not met its targets in recent years. Thompson suggested TAC provide direction to F&P, including which areas to reduce points for in favor of safety. Hager said that by simply adding points to safety, the other measures remain in the same position relative to each other and reduced relative to safety. Thompson said that to truly address safety, wholesale changes need to be made to attract projects that achieve safety and suggested that in the short term, a step is being made in the right direction.

- **Funding outside of the modal ranges.** Staff recommended no change, noting that TAB policy allows for the flexibility go outside the ranges. Funding & Programming Committee members suggested that this be promoted more. Ellos suggested that overprogramming could be used to try to meet goals, though in 2022 it was included in the full mix. Steve Peterson replied that adding overprogramming at the end may have been a better approach.
- **Include consideration of high-priority projects from individual sponsors.** Staff recommended to review this in the larger solicitation review. Dermody asked whether consideration of local priorities would be problematic with USDOT. Barbeau expressed doubt that this would be a concern. Koutsoukos said that care should be taken to make sure such weighting does not favor applicants that serve on committees versus those that do not. She added that TAB was concerned that the 2022 funding scenario discussion was focused to a great degree on which projects are funded.
- **Tied Scores.** Staff recommended maintaining flexibility. MacPherson suggested that holding back on overprogramming until scores are done and added that target funding by category could help identify funding lines early.
- **Scoring appeal process.** Staff recommended a response letter and a coordination meeting before Funding and Programming as well as not permitting new information following the appeals due date.
- **Highway Safety Improvement Program rule.** Staff recommended no rule change, allowing applicants to apply to both programs but only receive funding from one.
- **Bus Rapid Transit rule.** Staff recommended basing the bus rapid transit (BRT) limit on the number of projects submitted requiring that at least two projects not directly tied to BRT projects to be funded. Fyten said that STA is likely against removing the limit. Leitner said that a lot of effort was needed to set this rule and suggested that it not be changed in the short term.
- **Trail and sidewalk maintenance.** Staff recommended that winter maintenance should be required for all facilities, including trails/sidewalks funded under the roadways categories.
- **Bridges.** Staff recommended that in case the On-System Bridge program continues, expand eligibility for bridges to all federally-aid eligible bridges for the 2024 cycle.
- **Minimum Point Value.** Staff recommended not establishing minimum thresholds in the short term. Merrick suggested that instead of looking at points, cut off lines should be based on addressing unmet performance measures. Hager added scoring is not consistent across categories and she is therefore comfortable with F&P's position.
- **Regional Bicycle Transportation Network administrative modifications.** Staff recommended an open period to submit requests for administrative adjustments.



- **Federal Maximum and Minimum Funds.** Staff shared the federal maximum and minimum amounts by category. MacPherson suggested that this subject can be broached given recent inflation.

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: April 5, 2023

Date: March 29, 2023

Action Transmittal: 2023-18

Streamlined 2023-2026 TIP Amendment: Three Project Changes

To: Transportation Advisory Committee

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

Requested Action

MnDOT (2) and SouthWest Transit (1) request an amendment to the 2023-2026 TIP to amend three projects currently included therein.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2023-2026 TIP to amend three projects.

Background and Purpose

The following projects are proposed for amendment in the 2023-2026 TIP:

1. Metro Transit requests cost increases to three of its purchases in the Enhanced Mobility for Seniors and Persons with Disabilities program (Federal Transit Administration (FTA) Section 5310). These increases are reflective of industry-wide cost increases (Page 3).
2. MnDOT requests a change in scope – removing drainage and adding transportation management systems (TMS) – and a cost increase for its MN 62 noise wall project (SP 2763-60). This is a state-funded project. (Pages 4-5).
3. SouthWest Transit requests a cost increase to its electric bus charging station project along with removal of the busses and addition of a new station. This is funded through a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. (Page 6).

None of these projects are funded through the Regional Solicitation.

Relationship to Regional Policy

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

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

Staff Analysis

The three TIP amendment requests meet fiscal constraint because the state, federal, and local

funds are sufficient to fully fund the projects. This amendment and the three projects contained herein are consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	April 5, 2023
Transportation Advisory Board	Review & Recommend	April 19, 2023
Metropolitan Council Transportation Committee	Review & Recommend	April 24, 2023
Metropolitan Council	Review & Adopt	April 26, 2023



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

PROJECT IDENTIFICATION:

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT
Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA
State Fiscal Year	2023

Project No (S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRF-0260-23	Section 5310: Midwest Special Services, Inc.; 1 (Class 400) and 1 (Class 500) Vehicle Replacement	Purchase Buses	\$263,000 <u>\$336,000</u>	\$210,400 <u>\$268,800</u>	\$52,600 <u>\$67,200</u>
TRF-1767-23	Section 5310: Rise, Inc.; 3 (Class 400) Vehicle Replacement	Purchase Buses	\$294,000 <u>\$423,000</u>	\$235,200 <u>\$338,400</u>	\$58,800 <u>\$84,600</u>
TRF-9056-23A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement and 2 (Class 400) Vehicle Expansion	Purchase Buses	\$784,000 <u>\$1,128,000</u>	\$627,200 <u>\$902,400</u>	\$156,800 <u>\$225,600</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).

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

- Midwest Special Services, Inc.: Replace one class 400 vehicle and one class 500 vehicle
- Rise, Inc.: Replace three class 400 vehicles
- NewTrax, Inc.: replace six class 400 vehicles and add two class 400 vehicles

These increases are due to industrywide cost increases.

These three changes result in an overall cost increase of \$546,000 (\$436,800 federal).

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 X
- Earmark or HPP not affecting fiscal constraint
- Other

The funds used for these projects are 2021 Section 5310 Large Urban apportionment, so fiscal constraint is maintained. The 20% local match will be provided by the sub-recipients.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

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:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1885	2024	M	MN 62	2763-60	MnDOT	MN62 Westbound from East of Red Fox CT to Bredesen Park <u>from 0.37 miles east of Gleason Rd to 0.24 miles west of Tracy Ave in Edina –</u> <u>Noisewall and drainage repairs-TMS.</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
.29	NO	Noise wall	SF/LF	1,043,000 <u>1,620,000</u>	NA	104,000 <u>180,000</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 for a scope change (adding TMS and removing drainage) and cost increase.

- 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

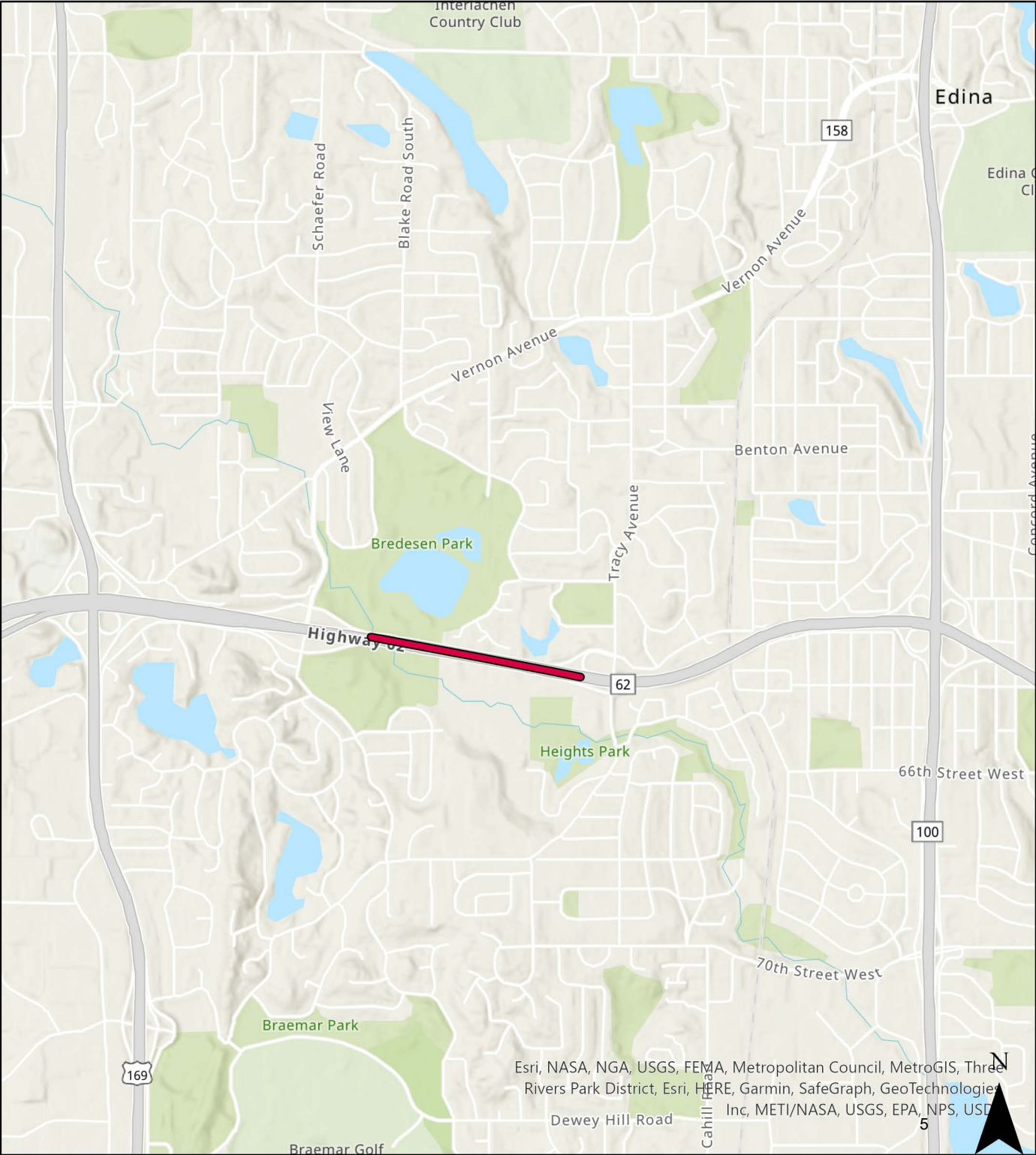
These are 100% state funds. Therefore, fiscal constraint is maintained.

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.

MN62 Infrastructural Repair & Improvement TIP Amendment

 Proposed Amendment



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

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2023	M	Transit	TRS-TCMT-22G	SouthWest Transit	<p>Southwest Transit, Purchase 2 electric buses and charging station</p> <p>Coordinate utility supply infrastructure and install adequate public-facing DC fast charging infrastructure in SouthWest Village (Chanhassen, MN), East Creek Station (Chaska, MN) and SouthWest Station (Eden Prairie, MN) for electric buses.</p>	0.00

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
TR	Transit	STP	295,088 <u>429,220</u>	236,071	59,017 <u>193,149</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 formal amendment is to change the scope of 2023 FHWA transit project to funding additional charging stations in lieu of buses.

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

Federal STP funds are available in a District C set-aside SP 880C-CTPP-23. 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: April 5, 2023

Date: March 28, 2023

Action Transmittal: 2023-19

Streamlined 2023-2026 TIP Amendment: Three New Projects

To: Transportation Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705
Bradley Bobbitt, Senior Planner, 602-602-1724

Requested Action

Dakota County, Hennepin County, and Metro Transit request an amendment to the 2023-2026 TIP to add three new projects.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2023-2026 TIP to add three projects.

Background and Purpose

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

1. Dakota County requests preliminary engineering project for the I-35/CSAH 50 Interchange be added. The county was awarded Congressional Directed Spending in 2023 for this project (Pages 3-4).
2. Hennepin County requests its complete streets projects on CSAH 3 (Lake Street) be added. Individual project lines in this request are funded through multiple federal (Pages 5-7).
3. Metro Transit requests that its Blue Line Extension New Start Full Funding Grant Agreement (FFGA) project be added. Funding is being moved from 2026. The project is funded by FTA section 5309 (capital improvement) funds (Pages 8-9).

None of these projects are funded through the Regional Solicitation.

Relationship to Regional Policy

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

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

Staff Analysis

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

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	April 5, 2023
Transportation Advisory Board	Review & Recommend	April 19, 2023
Metropolitan Council Transportation Committee	Review & Recommend	April 24, 2023
Metropolitan Council	Review & Adopt	April 26, 2023



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:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	DESCRIPTION	Miles
TBD	2024	M	CSAH 50	019-650-021	Dakota County	**MNXXX**I-35/CSAH 50 (Kenwood Trail) Interchange in Lakeville – Preliminary engineering	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
PL	Engineering	Demo	6,300,000	5,040,000	1,260,000

PROJECT BACKGROUND:

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

This amendment is needed to add this project to the TIP. The County was awarded Congressional Directed Spending in 2023 for this project.

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

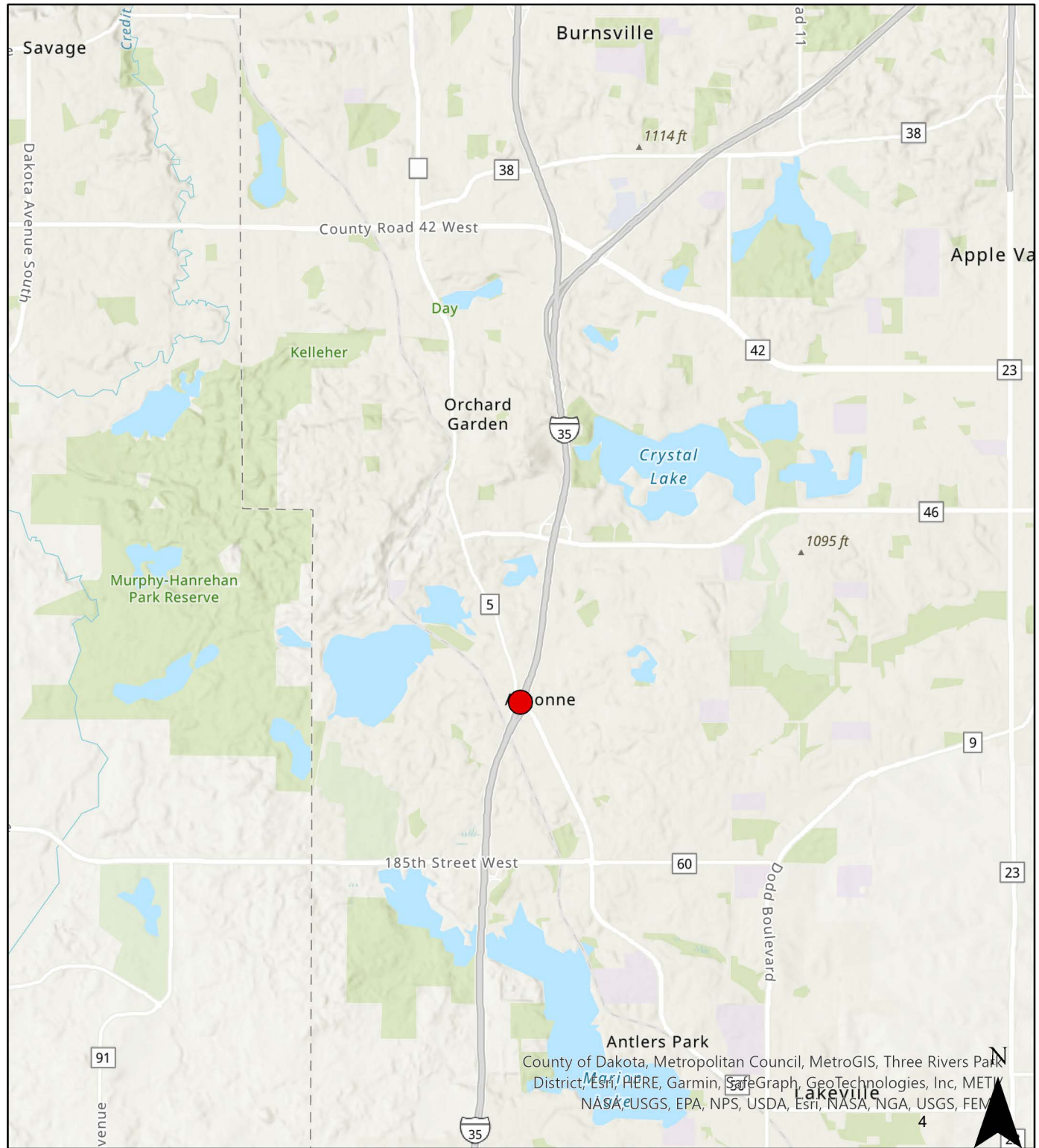
Congressional Directed Spending Funds are in addition to federally funded targets, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

I35/CSAH 50(Kenwood Trail) Interchange Improvement Tip Amendment

 Proposed Amendment



County of Dakota, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METWA, NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA, USGS, FEMA

Please amend the 2023-2026 Transportation Improvement Program (TIP) to add these projects to program year 2024 and 2025. The projects are being submitted with the following information:

PROJECT 1-4 IDENTIFICATION:

Seq #	TBD/New	TBD/New	TBD/New	TBD/New
State Fiscal Year	2024	2025	2024	2025
ATP/District	M	M	M	M
Route System	CSAH 3	CSAH 3	CSAH 3	CSAH 3
Project Number (S.P. #)	027-603-080	027-603-080AC	027-603-080CRP	027-603-080CRPAC
Agency	Hennepin County	Hennepin County	Hennepin County	Hennepin County
Description	**AC**CSAH 3 (Lake St) from MSAS 170 (Dupont Ave) to MSAS 326 (21st Ave S) in Mpls - APS, pedestrian ramps (AC project, payback in FY25) (Associate to 027-603-080CRP, 027-603-081, 027-603-079)	**AC**CSAH 3 (Lake St), CSAH 43 (Lagoon Ave) from Knox Ave to Emerson Ave in Mpls – Curb extensions, ADA, roadway modifications, signal revisions (AC payback 1 of 1)	**AC**CRP**CSAH 3 (Lake St) from Dupont Ave to 21st Ave in Mpls - Pedestrian improvements, APS, pedestrian ramps (AC project, payback in FY25) (Associate to 027-603-080, 027-603-079, 027-603-081)	**AC**CRP**CSAH 3 (Lake St) from Dupont Ave to 21st Ave in Mpls – Pedestrian improvements, APS, pedestrian ramps (AC payback 1 of 1)
Miles	2.5	2.5	2.5	2.5
Prog	RC	RC	BT	BT
Type of Work	Reconstruction	Reconstruction	Bike Trail	Bike Trail
Prop Funds	STP	STP	CRP	CRP
Total \$	1,054,212	NA	3,503,788	NA
FHWA \$	NA	494,540	NA	1,505,460
FHWA AC \$	494,540	NA	1,505,460	NA
Other \$	559,672	NA	1,998,328	NA

PROJECT 4-7 IDENTIFICATION:

Seq #	TBD/New	TBD/New	TBD/New
State Fiscal Year	2024	2024	2025
TP/District	M	M	M
Route System	CSAH 3	CSAH 3	CSAH 3
Project Number (S.P. #)	027-603-079	027-603-081	027-603-081AC
Agency	Hennepin County	Hennepin County	Hennepin County
Description	**RAISE** CSAH 3 (Lake St) from MSAS 453 (France Ave) to 21st Ave in Mpls-Ped improvements, mill and overlay, restripe from 4 to 3 lanes, bus lane, bump outs, bike trail, signal revisions (Associate to 027-603-080, 027-603-080CRP, 027-603-081)	**AC** CSAH 3 (Lake St), CSAH 43 (Lagoon Ave) from Knox Ave to Emerson Ave in Mpls – Curb extensions, ADA, roadway modifications, signal revisions (AC project, payback in FY25) (Associate to 027-603-080, 027-603-080CRP, 027-603-079)	**AC** CSAH 3 (Lake St), CSAH 43 (Lagoon Ave) from Knox Ave to Emerson Ave in Mpls – Curb extensions, ADA, roadway modifications, signal revisions (AC payback 1 of 1)
Miles	4.3	0.5	0.5
Prog	BT	SH	SH
Type of Work	Bike Trail	Safety HSIP	Safety HSIP
Prop Funds	FFM	HSIP	HSIP
Total \$	15,000,000	3,201,200	NA
FHWA \$	12,000,000	910,827	1,089,173
FHWA AC \$	NA	1,089,173	NA
Other \$	3,000,000	1,201,200	NA

PROJECT BACKGROUND:

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

This amendment is needed add (7) new Associated projects into the 23-26 TIP. (SP 027-603-079 is the Prime)

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

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

X

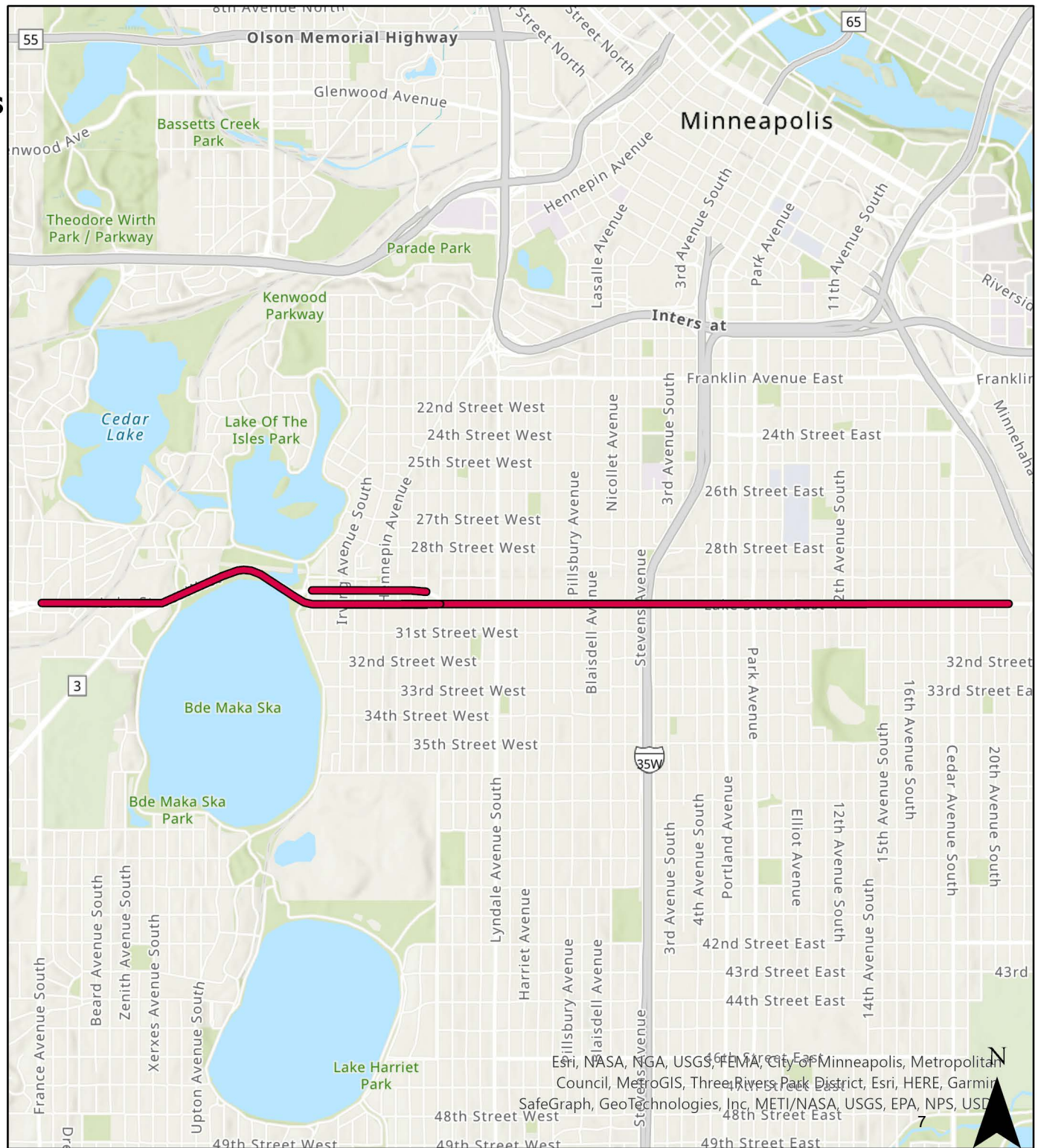
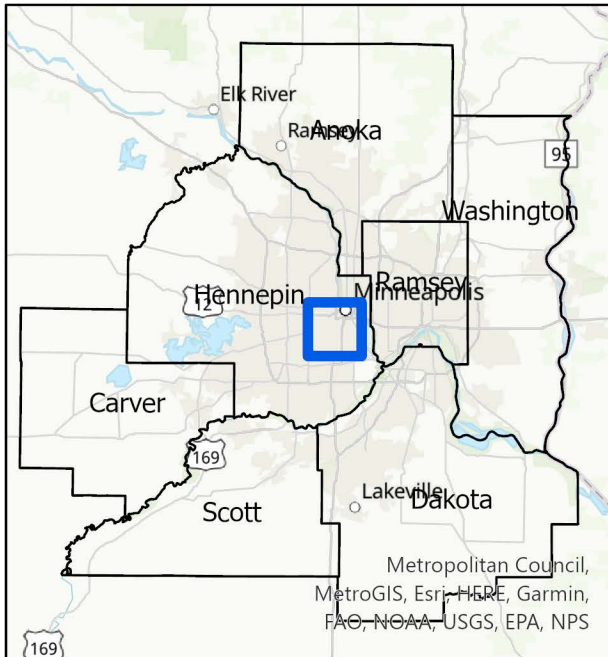
The total project cost is \$22,759,200, Because this is a 2024 project, it is included in draft 2024-2027 TIP and is due to be included in the final TIP and Minnesota STIP it will align its program to meet MnDOT 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

CSAH 3 (Lake St) & CSAH 43 (Lagoon Ave) Roadway & Infrastructure Improvements TIP Amendment

 Proposed Amendment



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

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

PROJECT IDENTIFICATION:

State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
2023	M	TR	TRF-TCMT-23AI	Met Council MT	**PRS**Sect 5309**Blue Line Extension New Start FFGA appropriation

Miles	Prog	Type of Work	Prop Funds	Total \$	FTA \$
0.0	TR	Capital Program Sect. 5309	FTA	500,000	500,000

PROJECT BACKGROUND:

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

This amendment is needed to add a new federally funded project into SFY 2023 of the 23-26 TIP.

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

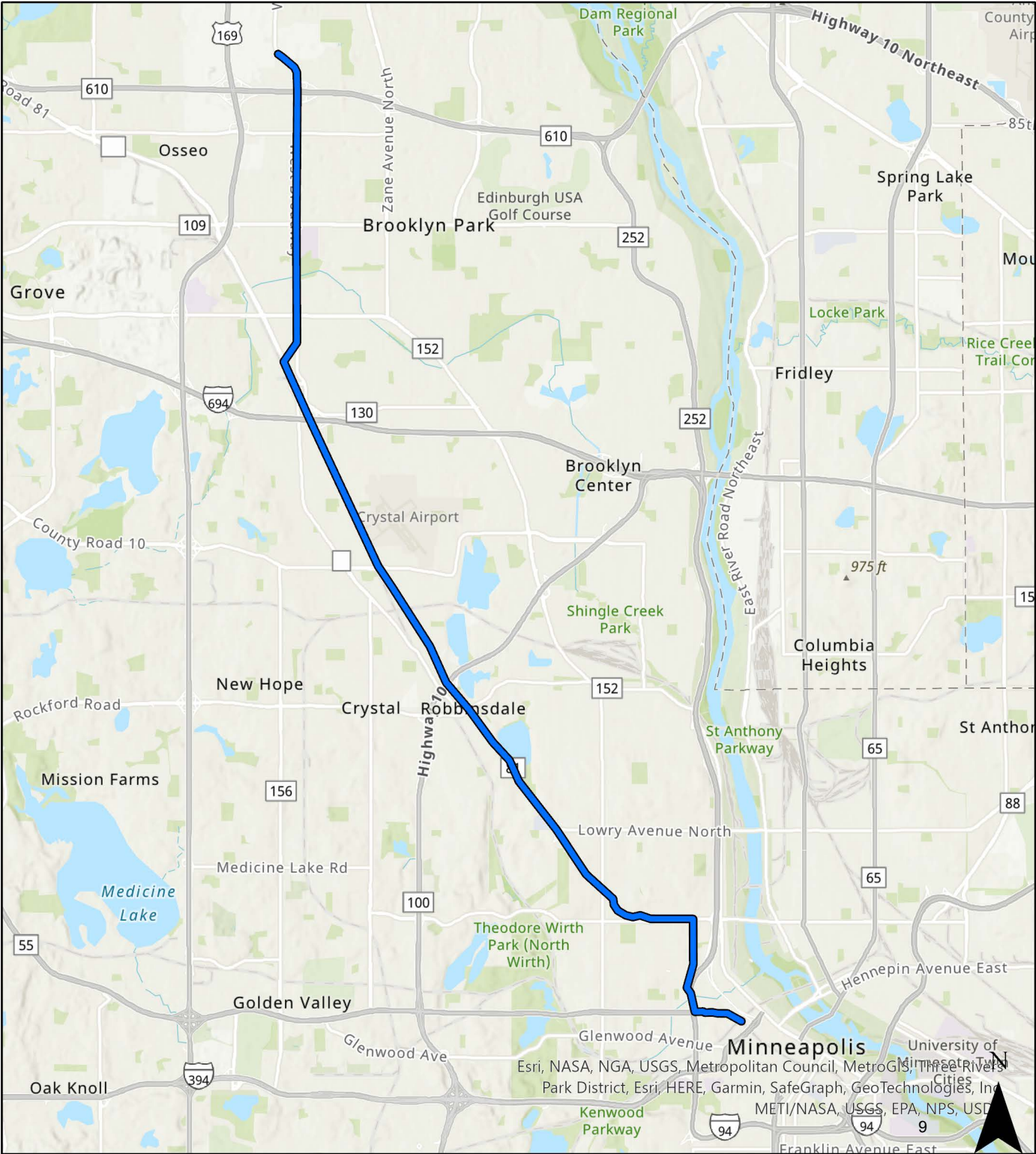
FTA funds from TRF-TCMT-26 were reduced with an administrative modification on 3-21-23. Therefore, fiscal constraint is maintained.

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.

Blue Line Light Rail Extension TIP Amendment

 Proposed Amendment



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



Potential Changes to 2024 Regional Solicitation

TAC



April 2023

2024 Regional Solicitation

Milestones

- Draft Regional Solicitation application action item to TAC: May 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.

Safety Criteria Weighing



Increase points for safety measures?

- Members have expressed interest in increasing value of safety and interest in addition of points for 2024, knowing that a deeper look into safety can occur in the Regional Solicitation Evaluation.
- Attached memo shows plan to increase safety within each application category by 0 (no change), 100, and 300 points.
- TAB members have expressed discomfort with varying point totals across categories, leading staff to suggest increasing the total point value across all categories.
- The attached memo shows results from 2022 Regional Solicitation if safety been worth 100 or 300 additional points.
- Transit Planning Technical Working Group:
 - Prefer not to add points to any measure since there are no direct safety measures or typical project components. If added:
 - Add points to usage to keep ridership weight the same.
 - Expansion: Add to Usage and Multimodal Elements (with safety emphasis added to multimodal)
 - Modernization: Add to Usage and Service/Customer Improvements (with more emphasis on safety elements)

Tied Scores



Breaking Ties

- At its March 16, 2023, meeting, members of the TAC Funding & Programming Committee expressed comfort with allowing ties to be broken. The attached memo shows proposed language on breaking ties. Staff suggestions include:
 - Ties are broken at the staff level using specific guidance.
 - A “tie-breaker” measure is named for each funding category. Measures were selected favoring safety along with measures unlikely to result in ties.
 - In case of the tie-breaker measure ending in a tie, lower-cost applications are favored.

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	\$2,000,000
• Safe Routes to School	\$250,000	\$1,000,000
Unique Projects	\$500,000	\$4,000,000

Increase Federal Maximum Awards?



Balance Between Catching up and Funding more Projects

- Maximum awards have not kept up with inflation. For example, \$7M in 2014 would be \$11.4M (Assuming 5% annually) or \$13.5M (Assuming 5% through 2018 and 8% since)
- Pedestrian and Strategic Capacity maximum award were increased in 2022 and 2020, respectively
- Increasing maximums in 2022 would have reduced the number of projects funded. Based on projects that would have been able to request more funding with higher maximums,* eight to 12 fewer projects would have been selected.
- Transit Planning Technical Working Group: Generally wanted to have transit treated the same as other modes. Inflation has been a concern for both operating and capital costs.

*Note that the samples here assume \$7M to Multiuse Trails, \$3M to Ped, \$2M to Safe Routes to School, \$12M to Strategic Capacity, and \$10M to Roadway Reconstruction/Modernization. Most of these reflect less than a 5% annual inflation would indicate.

Bus Rapid Transit (BRT) Limit



How to update BRT rule to reflect increased funding?

- When the arterial bus rapid transit (ABRT) funding program was established, a new rule was established limiting BRT projects to a total of \$32M (based on \$54M transit midpoint)
 - Arterial BRT maximum \$25,000,000
 - Other BRT maximum \$7,000,000
- Transit Planning Technical Working Group discussed options for changes:
 - Increase total BRT maximum by relative amount of Regional Solicitation funding increase since BRT rule was established (about 40%) \$32M → \$45M (\$75M transit midpoint)
 - Increase total BRT maximum by one additional project to \$39M
 - Switch the to a project-based rule (at least two non-BRT projects) similar to Transit Market Area guarantee
 - No more than one BRT project per applicant and per corridor
 - No change



Thank You

Joe Barbeau

Senior Planner, MTS
joseph.barbeau@metc.state.mn.us

Steve Peterson

Senior Manager of Highway Planning and TAB/TAC
Process
Steven.Peterson@metc.state.mn.us



Information Item

Transportation Advisory Board



Meeting Date: April 5, 2023

Topic

Potential 2024 Regional Solicitation Changes

To: Technical Advisory Committee

From: Metropolitan Transportation Staff

Increasing the Weight of Safety and Safety-Related Criteria and Scoring Measures

This section presents an analysis of the impact of increasing Safety scoring in the Regional Solicitation. The impetus for considering these options is a nearly unanimous opinion from technical and policy committee members that more emphasis should be placed on Safety for the 2024 Regional Solicitation.

Two options for consideration are summarized in Table 1 below and include adding 100 and 300 points respectively to safety-related criteria across all application categories. The 100-point option results in adding 6%-8% to the safety-related criteria and the 300-point option results in adding 15%-20% to the safety-related criteria. It should be noted that some application categories do not have a direct safety criterion. In these cases, 100 and 300 points have been added to criteria that represent safety, for example in the Transit Expansion application category, points have been added to the Multimodal criterion as this represents investment in facilities that increase the safety of pedestrian and bicyclists accessing transit.

In addition, Attachments 1 and 2 show the impact of the 100- and 300-point Safety criteria increases with the proportional decreases to all the other criteria weighting (with crossed-out percentages representing the current criteria weighting and the red underlined percentage indicating the new weighting).

Table 1: Impact of 100- and 300-Point Safety Increases

Category	Criterion	Current Criteria Weight	100-Pt Increase to Safety Criteria Weight	300-Pt Increase to Safety Criteria Weight
Traffic Mgmt Tech	Safety	18%	25%	36%
Spot Mob/Safe	Safety	30%	36%	45%
Strat Cap.	Safety	14%	21%	32%
Roadway Recon/Mod	Safety	16%	23%	34%
Bridge	Multimodal	9%	17%	29%
Transit Expansion	Multimodal	9%	17%	29%
Transit Modernization	Transit Improvements	18%	25%	36%
TDM	Congestion/Air Qual	27%	33%	43%
Multiuse Trail / Bike	Safety/Deficiencies	23%	29%	39%
Pedestrian Facilities	Safety/Deficiencies	27%	33%	43%
Safe Routes to School	Safety/Deficiencies	23%	29%	39%

ATTACHMENT 1: DRAFT CRITERIA WEIGHTING - ADDING 100 POINTS

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	1615 %	10%*	1918 %	109 %	1816 %	98 %	98 %	1817 %	1817 %	1413 %	--
Usage	1110 %	--	1615 %	1615 %	1211 %	3229 %	3027 %	98 %	1817 %	1413 %	2321 %
Safety	1825 %	3036 %	1421 %	1623 %	--	--	--	--	2329 %	2733 %	2329 %
Congestion /Air Quality	1817 %	2523 %	1413 %	7%*	--	1817 %	54 %	2733 %	--	--	--
Infrastructure Age	76 %	--	43 %	1615 %	3633 %	--	--	--	--	--	--
Equity and Housing Performance	98 %	98 %	98 %	98 %	98 %	1817 %	1615 %	1413 %	1110 %	1110 %	1110 %
Multimodal Facilities	54 %	98 %	98 %	109 %	917 %	917 %	98 %	--	98 %	1413 %	--
Risk Assessment	76 %	76 %	76 %	76 %	76 %	54 %	54 %	54 %	1211 %	1211 %	1211 %
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	2321 %
Transit Improvements	--	--	--	--	--	--	1825 %	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	1817 %	--	--	--
Cost Effectiveness	98 %	98 %	98 %	98 %	98 %	98 %	98 %	98 %	98 %	98 %	98 %
Total Points 1,100	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200

***Some criteria show no change due to rounding to the nearest integer.**

ATTACHMENT 1A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	175	115	210	105	195
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
Usage	125		175	175	130
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Housing Performance	100	100	100	100	100
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
Infrastructure Age/Condition	75		40	175	400
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
Congestion Reduction/Air Quality	200	275	150	80	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
Safety	200 300	335 435	150 250	180 280	
Crashes reduced	50 100	235 285	120 170	150 200	
Safety issues in project area	150 200				
Pedestrian Crash Reduction (Proactive)		100 150	30 80	30 80	
Multimodal Elements and Existing Connections	50	100	100	110	100 200
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	100 200
Risk Assessment	75	75	75	75	75
Risk Assessment Form	75	75	75	75	75
Cost Effectiveness	100	100	100	100	100
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	1,100	1,100	1,100	1,100	1,100

ATTACHMENT 1B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	100	100
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
Usage	350	325
Existing Riders		325
New Annual Riders	350	
Equity and Housing Performance	200	175
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
Emissions Reduction	200	50
Total emissions reduced	200	50
Multimodal Elements and Existing Connections	100 200	100
Bicycle and pedestrian elements of the project and connections	100 200	100
Risk Assessment	50	50
Risk Assessment Form	50	50
Service and Customer Improvements		200 300
Project improvement for transit users		200 300
Cost Effectiveness	100	100
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	1,100	1,100

ATTACHMENT 1C: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	200
Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	100
Users	100
3. Equity and Housing Performance	150
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
4. Congestion Reduction/Air Quality	300 400
Congested roadways in project area	150
VMT reduced	150 250
5. Innovation	200
Project innovations and geographic expansion	200
6. Risk Assessment	50
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
7. Cost Effectiveness	100
Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 1D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	200	150	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
Potential Usage	200	150	250
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
Equity and Housing Performance	120	120	120
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
Deficiencies and Safety	250350	300400	250350
Barriers overcome or gaps filled	100 150	120 170	100 150
Deficiencies corrected or safety problem addressed	150 200	180 230	150 200
Multimodal Facilities and Existing Connections	100	150	
Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	130	130	130
Risk Assessment Form	130	130	85
Public Engagement			45
Relationship between Safe Routes to School Program Elements			250
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
Cost Effectiveness	100	100	100
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	1,1001,200	1,1001,200	1,1001,200

ATTACHMENT 2: DRAFT CRITERIA WEIGHTING - ADDING 300 POINTS

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	1613 %	108 %	1915 %	108 %	1814 %	97 %	97 %	1815 %	1814 %	1411 %	--
Usage	119 %	--	1613 %	1613 %	129 %	3225 %	3023 %	97 %	1814 %	1411 %	2318 %
Safety	1836 %	3045 %	1432 %	1634 %	--	--	--	--	2339 %	2743 %	2339 %
Congestion /Air Quality	1814 %	2520 %	1411 %	76 %	--	1814 %	54 %	2743 %	--	--	--
Infrastructure Age	75 %	--	43 %	1613 %	3629 %	--	--	--	--	--	--
Equity and Housing Performance	97 %	97 %	97 %	97 %	97 %	1814 %	1613 %	1411 %	119 %	119 %	119 %
Multimodal Facilities	54 %	97 %	97 %	108 %	929 %	929 %	97 %	--	97 %	1411 %	--
Risk Assessment	76 %	75 %	75 %	75 %	75 %	54 %	54 %	54 %	129 %	129 %	129 %
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	2318 %
Transit Improvements	--	--	--	--	--	--	1836 %	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	1814 %	--	--	--
Cost Effectiveness	97 %	97 %	97 %	97 %	97 %	97 %	97 %	97 %	97 %	97 %	97 %
Total Points 1,100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400

ATTACHMENT 2A: ROADWAY MEASURES

Criteria and Measures	Traffic Mgmt	Spot Mob.	Strat Cap.	Recon/Mod	Bridge
Role in the Regional Transportation System and Economy	175	115	210	105	195
Distance to the nearest parallel bridge					100
Congestion, Adjacent Congestion, or PA Intersection Conversion Study Priorities		70	80		
Functional Classification of project	50				
Connection to Total Jobs, Manu/Dist. Jobs, and Post-Secondary Students			50	65	30
Integration within existing traffic management systems	50				
Highway Truck Corridor Tiers	50	45	80	40	65
Coordination with other agencies	25				
Usage	125		175	175	130
Current daily person throughput	85		110	110	100
Forecast 2040 average daily traffic volume	40		65	65	30
Equity and Housing Performance	100	100	100	100	100
Engagements	30	30	30	30	30
Benefits and Impacts to Disadvantaged Populations	40	40	40	40	40
Affordable Housing Access	30	30	30	30	30
Infrastructure Age/Condition	75		40	175	400
Date of construction			40	50	
Upgrades to obsolete equipment	75				
Geometric, structural, or infrastructure deficiencies				125	
Bridge Sufficiency Rating					300
Load-Posting					100
Congestion Reduction/Air Quality	200	275	150	80	
Vehicle delay reduced		200	100	50	
Congested roadway (V/C Ratio)	150				
Kg of emissions reduced		75	50	30	
Emissions and congestion benefits of project	50				
Safety	200500	335635	150450	180480	
Crashes reduced	50 200	235 335	120 270	150 300	
Safety issues in project area	150 300				
Pedestrian Crash Reduction (Proactive)		100 300	30 180	30 180	
Multimodal Elements and Existing Connections	50	100	100	110	100400
Transit, bicycle, pedestrian, elements and connections	50	100	100	110	100 400
Risk Assessment	75	75	75	75	75
Risk Assessment Form	75	75	75	75	75
Cost Effectiveness	100	100	100	100	100
Cost effectiveness (total points awarded/total project cost)	100	100	100	100	100
Total	1,100	1,100	1,100	1,100	1,100

ATTACHMENT 2B: TRANSIT MEASURES

Criteria and Measures	Transit Expansion	Transit Modernization
Role in the Regional Transportation System and Economy	100	100
Connection to Jobs and Educational Institutions	50	50
Average number of weekday transit trips connected to the project	50	50
Usage	350	325
Existing Riders		325
New Annual Riders	350	
Equity and Housing Performance	200	175
Engagements	60	50
Benefits and Impacts to Disadvantaged Populations	80	75
Affordable Housing Access	60	50
Emissions Reduction	200	50
Total emissions reduced	200	50
Multimodal Elements and Existing Connections	100 200	100
Bicycle and pedestrian elements of the project and connections	100 200	100
Risk Assessment	50	50
Risk Assessment Form	50	50
Service and Customer Improvements		200 500
Project improvement for transit users		200 500
Cost Effectiveness	100	100
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	1,100	1,100

ATTACHMENT 2C: TDM MEASURES

Criteria and Measures	Points
1. Role in the Regional Transportation System and Economy	200
Ability to capitalize on existing regional transportation facilities and resources	200
2. Usage	100
Users	100
3. Equity and Housing Performance	150
Engagements	45
Benefits and Impacts to Disadvantaged Populations	60
Affordable Housing Access	45
4. Congestion Reduction/Air Quality	300 600
Congested roadways in project area	150
VMT reduced	150 450
5. Innovation	200
Project innovations and geographic expansion	200
6. Risk Assessment	50
Technical capacity of applicant's organization	25
Continuation of project after initial federal funds are expended	25
7. Cost Effectiveness	100
Cost effectiveness (total project cost/total points awarded)	100
Total	1,100

ATTACHMENT 2D: BIKE / PEDESTRIAN MEASURES

Criteria and Measures	Multiuse Trails / Bike	Pedestrian	SRTS
Role in the Regional Transportation System and Economy	200	150	
Identify location of project relative to Regional Bicycle Transportation Network	200		
Connection to Jobs and Educational Institutions		150	
Potential Usage	200	150	250
Existing population and employment within 1 mile	200		
Existing population within ½ mile		150	
Average share of student population that bikes, walks, or uses transit			170
Student population within school's walkshed			80
Equity and Housing Performance	120	120	120
Engagements	36	36	36
Benefits and Impacts to Disadvantaged Populations	48	48	48
Affordable Housing Access	36	36	36
Deficiencies and Safety	250550	300600	250550
Barriers overcome or gaps filled	100 250	120 270	100 250
Deficiencies corrected or safety problem addressed	150 300	180 330	150 300
Multimodal Facilities and Existing Connections	100	150	
Transit or pedestrian elements of the project and existing connections	100	150	
Risk Assessment/Public Engagement	130	130	130
Risk Assessment Form	130	130	85
Public Engagement			45
Relationship between Safe Routes to School Program Elements			250
Describe how project addresses 6 Es of SRTS Program			150
Completion of Safe Routes to School Plan			100
Cost Effectiveness	100	100	100
Measure A-Cost effectiveness (Total project cost/total points awarded)	100	100	100
Total	1,1001,200	1,1001,200	1,1001,200

The bullets below describe how the Safety criteria point increases would be distributed across specific scoring measure(s) within each application category.

- **Traffic Management Technologies category:** Points added 50% to Crashes Reduced measure and 50% to Safety Issues in Project Area measure.
- **Roadway Spot Mobility and Safety, Strategic Capacity, and Reconstruction/Modernization categories:** Points added 50% to Crashes Reduced measure and 50% Pedestrian Crash Reduction measure.
- **Multiuse Trails and Bicycle Facilities, Pedestrian Facilities and Safe Routes to School categories:** Points added 50% to Barriers Overcome measure and 50% to Deficiencies Corrected measure.
- **Bridges and Transit Expansion categories:** All points added to the Multimodal Elements and Connections measures.
- **Transit Modernization category:** All points added to the Project Improvements for Transit Users measure.
- **Travel Demand Management category:** All points added to the Vehicle Miles Traveled (VMT) Reduction measure.

The Bridges and Transit Expansion application categories do not have direct safety measures however, adding points to the Multimodal Elements and Connections measure is proposed because safety is considered by the scorers in this measure.

For the Transit Modernization application category, the Transit Planning Technical Work Group suggested adding points to the Project Improvements for Transit Users measure. Overall, the group preferred not to add any points to the Transit application criteria as there is currently no direct safety measure within the Transit application categories. (However, TAB also expressed a desire to have all application categories with the same number of total points.)

For the TDM category, the safety points were added to VMT reduced as this seemed to be the best link to safety as promoting reduced VMT may result in reduced crash risk exposure for all users of the transportation system.

Table 2 below seeks to indicate how these scoring changes might have impacted project selection in the 2022 Solicitation.

Table 2: Impact of 100- and 300-Point Safety Increases on the 2020 Regional Solicitation

Category	Total Apps	# Funded	# Apps that Change Rank added 100 pts	# Apps funded in place of another 100 pts	# Apps that Change Rank added 300 pts	# Apps funded in place of another 300 pts
Traffic Mgmt Tech	4	3	0	0	0	0
Spot Mob/Safe	10	6	0	0	4	1
Strat Cap.	11	4	2	0	7	1
Roadway Recon/Mod	31	18	17	1	21	1
Bridge	5	5	0	N/A*	0	N/A*
Transit Expansion	7	6	0	0	2	0
Transit Modernization	6	5	0	N/A*	0	N/A*
TDM	7	5	2	0	6	1
Multiuse Trail / Bike	49	18	29	1	45	2
Pedestrian Facilities	10	10	0	N/A*	0	N/A*
Safe Routes to School	10	10	3	N/A*	7	N/A*

* Because the Transit Modernization category funded all but the fifth-ranked project out of six, no funding line was considered. Funding lines are also not considered for the Bridges, Pedestrian Facilities, and Safe Routes to School categories because all projects were funded.



Breaking Ties – Staff Recommendation

Historically, TAB has been unwilling to “break” ties (i.e., fund one out of two projects with the same score within a funding category). This can lead to suboptimal outcomes such as under or overfunding an application category. TAB and Technical Committee members have expressed willingness to allow for tie breakers, based on the higher safety score, provided that the process is documented. Staff currently suggests the following language to break ties at the scoring committee level:

Scoring committees should use a tiebreaker to sort the ranking of two or more projects with the same score. Going into the 2026 Regional Solicitation further consideration of tied, or even close, scores will occur. For the 2024 Regional Solicitation, ties will be broken within by favoring the higher-scoring project in a key scoring measure within each category. These are:

- a) Traffic Management Technologies (6A), Spot Mobility and Safety (4B), Strategic Capacity (6A), and Roadway Reconstruction/Modernization (6A): Crashes Reduced*
- b) Bridge Rehabilitation/Replacement: Distance to Nearest Parallel Bridge (Measure 1A)*
- c) Transit Expansion (4) and Transit Modernization (5): Bicycle and Pedestrian Elements of and Connections*
- d) Travel Demand Management: Project Innovations & Geographic Expansion (Measure 5)*
- e) Multiuse Trails and Bicycle Facilities, Pedestrian Facilities and Safe Routes to School: Deficiencies Corrected / Safety Problems Addressed (Measure 4B)*

Any ties that remain after this will favor (step 1) the lower federal amount of funding requested and (step 2 if step 1 results in a tie) the lower total amount of funding for the proposed project.

Federal Maximum Awards – No Staff Recommendation

Since 2014, category maximum awards have not increased with inflation. At its March 16, 2023, meeting, the Funding & Programming Committee discussed increasing funding maximum amounts along with the fact that increased amounts would lead to funding fewer projects.

Table 3 shows inflation on each funding maximum at 5% per year to 2024 (the year to be used for project cost estimations in the 2024 Regional Solicitation).

Staff explored the likely number of projects that would be funded with the following federal funding maximums:

- Strategic Capacity (\$12M; currently \$10M)
- Roadway Reconstruction/Modernization (\$10M; currently \$7M)
- Multiuse Trails and Bike Facilities (\$7M; currently \$5.5M)
- Pedestrian Facilities (\$3M; currently \$2M)
- Safe Routes to School (\$2M; currently \$1M)

This increase in the maximums would have resulted in eight to 12 fewer projects being funded.

Staff is presenting this for informational purposes with no recommendation and seeks feedback.



Table 3: 5% Inflation

	2014 Max	2024 Value	2016 Max	2024 Value	2018 Max	2024 Value	2020 Max	2024 Value	2022 Max	2024 Value
Roadways										
System Management/TMT	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Spot Mobility/Safety	-	-	-	-	-	-	\$3.5M	\$4,254,272	\$3.5M	\$3,858,750
Strategic Capacity	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$10M	\$12,155,063	\$10M	\$11,025,000
Reconstruction/Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Bridge	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Transit										
Transit Expansion	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
Transit Modernization	\$7M	\$11,402,262	\$7M	\$9,849,703	\$7M	\$9,380,669	\$7M	\$8,508,544	\$7M	\$7,717,500
ABRT	-	-	-	-	-	-	\$25M	\$30,387,656	\$25M	\$27,562,500
TDM	-	-	\$0.3M	\$422,130	\$0.5M	\$670,048	\$0.5M	\$607,753	\$0.5M	\$551,250
Bicycle & Pedestrian Facilities										
Bike Trails	\$5.5M	\$8,958,920	\$5.5M	\$7,739,052	\$5.5M	\$7,370,526	\$5.5M	\$6,685,284	\$5.5M	\$6,063,750
Ped	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$2M	\$2,205,000
SRTS	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$1M	\$1,102,500



PROTECT Formula Program

Brian Shekleton | Principal Climate and Resilience Planner
Office of Sustainability and Public Health

PROTECT Formula Program Overview

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

- Purpose: Provides funds to states to help make surface transportation more resilient to current and projected natural hazards
- Federal appropriation:
\$23 million annually for Federal FY 22-26 (State FY 23-27)
- Limitations:
 - Must use 2% of funds for planning activities annually
 - Can use up to 40% of funds to construct new capacity
 - Can use up to 10% of funds for development phase activities

Key Areas/Project Types

1. Resilience Improvements

- Projects to make existing surface transportation assets more resilient by improving drainage, upgrading to meet or exceed design standards, relocating roadways, or elevating bridges

2. Resilience Planning

- Development of Resilience Improvement Plans, resilience planning activities, capacity building, and evacuation planning and preparation

3. At –Risk Coastal Infrastructure

- Protecting, strengthening, or relocating coastal highway and non-rail infrastructure

4. Evacuation Routes for Community Resilience

- Improvements to make evacuation routes more resilient or add capacity and redundant evacuation routes

PROTECT Funds | Investment Approach

- Distribution approach, FY24-27:
 - 70/30 split between Districts and ATPs
 - expand resilience, not meant to backfill funding gaps or supplant other federal funds
- What projects can be funded?
 - Phase 1, FY24-25:
 - Broad FHWA guidance will determine project eligibility
 - Phase 2, FY 26-27:
 - A Resilience Improvement Plan set priorities and inform methods for project identification to respond to Minnesota-specific climate vulnerabilities

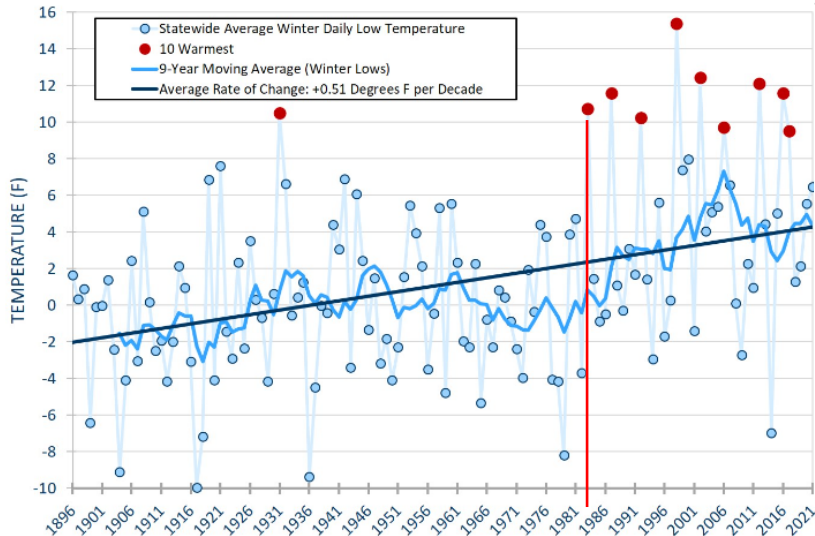
PROTECT ... against what?

Wetter and warmer weather – and greater variations

— Cold weather warming

Most of Minnesota's observed warming has been when it's coolest. Over the entire period of record (back to January of 1895), average daily minimum or low temperatures have risen at more than twice the rate of average daily maximum or high temperatures, and the winter season (December through February) has warmed 2-3 times faster than summer (June through August). Winter warming rates in particular have risen even more sharply in recent decades, and from 1970 through 2021, average daily winter low temperatures rose more than 15 times faster than average daily summer high temperatures. The frequencies of -35°F readings in northern Minnesota and -25°F readings in the south have fallen by up to 90%. We don't get as cold as we once did, and even though Minnesota always will see periodic severe cold spells, the long-term decline in cold extremes is all but guaranteed to continue.

Minnesota Average Winter Daily Minimum Temperatures
(December through February, 1896-2021)



— Minnesota keeps getting warmer and wetter

Minnesota has warmed by 3.0 degrees F between 1895 and 2020, while annual precipitation increased by an average of 3.4 inches. Although Minnesota has gotten warmer and wetter since 1895, the most dramatic changes have come in the past several decades. Compared to 20th century averages, all but two years since 1970 have been warm, wet, or both, and each of the top-10 combined warmest and wettest years on record occurred between 1998 and 2020. Although climate conditions will vary from year to year, these increases are expected to continue



dnr.state.mn.us/climate/climate_change_info/climate-trends.html

— More damaging rains

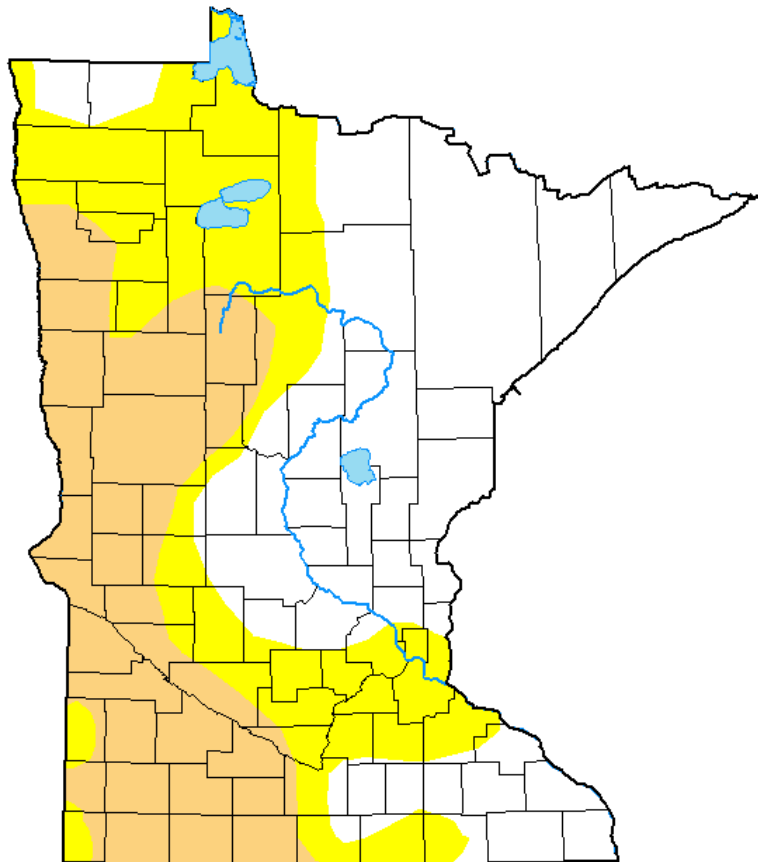
Heavy rains are now more common in Minnesota and more intense than at any time on record. Long-term observation sites have seen dramatic increases in 1-inch rains, 3-inch rains, and the size of the heaviest rainfall of the year. Since 2000, Minnesota has seen a significant uptick in devastating, large-area extreme rainstorms as well. Rains that historically would have been in the 98th percentile annually (the largest 2%) have become more common. Climate projections indicate these big rains will continue increasing into the future.



www.dot.state.mn.us/sustainability/resilience.html

PROTECT ... against what?

U.S. Drought Monitor Minnesota



March 7, 2023
(Released Thursday, Mar. 9, 2023)
Valid 7 a.m. EST

Drought Conditions (Percent Area)

	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	43.61	56.39	27.19	0.00	0.00	0.00
Last Week <small>02-28-2023</small>	43.38	56.62	27.21	0.00	0.00	0.00
3 Months Ago <small>12-06-2022</small>	22.50	77.50	48.11	19.13	4.88	0.00
Start of Calendar Year <small>01-03-2023</small>	29.19	70.81	44.90	15.91	0.00	0.00
Start of Water Year <small>09-27-2022</small>	45.67	54.33	22.48	4.37	0.00	0.00
One Year Ago <small>03-08-2022</small>	45.93	54.07	20.20	5.88	0.00	0.00

Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to <https://droughtmonitor.unl.edu/About.aspx>

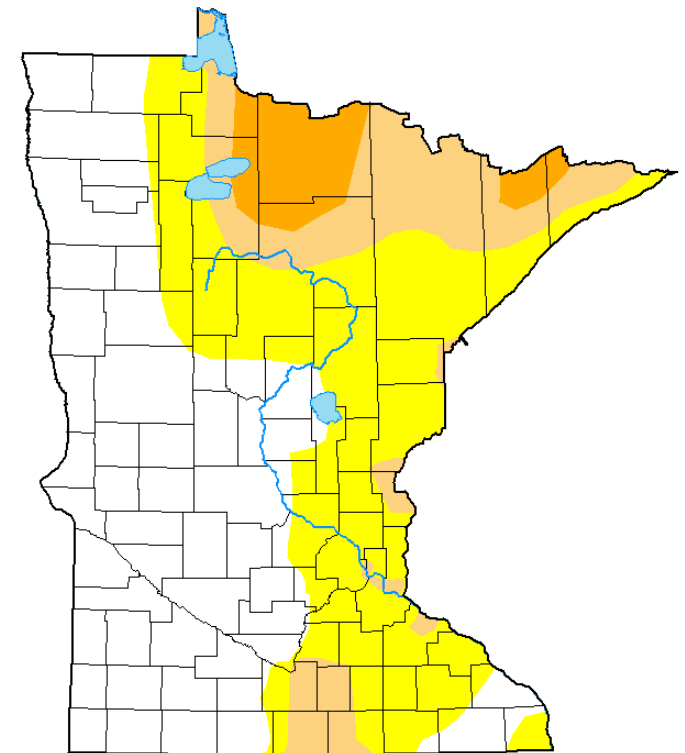
Author:

Deborah Bathke
National Drought Mitigation Center



droughtmonitor.unl.edu

March 8, 2022



Eligible Resilience Improvement Activities

- Incorporation of natural infrastructure
- Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible
- The upgrade of an existing surface transportation facility to meet or exceed design standards
- Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems.
- Strengthening systems that remove rainwater from surface transportation facilities.
- Upgrades to and installation of structural stormwater controls
- A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan
- Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas

- Stabilizing slide areas or slopes
- Installing riprap
- Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
- Increasing the size or number of drainage structures.
- Installing seismic retrofits on bridges
- Adding scour protection at bridges
- Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control.
- Any other protective features, including natural infrastructure, as determined by the Secretary.

PROTECT Funds | Distribution Approach

Distribution Based on Federal and State Share in FY23-26 STIP

MnDOT distributes 70% of funds to the Districts via a modified balancing formula and ATPs receive local share.

Notes:

A 70/30 split between MnDOT and locals is the long-time accepted historic split of funds and the default distribution for new programs that provide federal funds to Minnesota.

The distribution table is only federal funds. Local agencies are required to provide 20% match. MnDOT target does not include 20% match at this time.

Annual Funding Distribution Targets		
	Districts (2024-2025)	ATP (2024-2027)
District 1	1,400,000	
ATP 1		800,000
District 2	900,000	
ATP 2		500,000
District 3	2,000,000	
ATP 3		1,200,000
District 4	1,400,000	
ATP 4		600,000
District 6	1,400,000	
ATP 6		1,000,000
District 7	1,200,000	
ATP 7		700,000
District 8	700,000	
ATP 8		500,000
Mero District	9,000,000	
ATP M		6,400,000

PROTECT Funds | Resilience Improvement Plan

A plan to address surface transportation system resilience to current and future weather events and natural disasters

- Be for immediate and long-range planning activities
- Demonstrate a systemic approach to transportation system resilience and be consistent with and complementary of the State and local mitigation plans required under section 322 of the Stafford Act (42 U.S.C. 5165); and
- Include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters. (23 U.S.C. 176(e)(2)(A-C)).”
- Describe how to respond promptly to the impacts of weather events and natural disasters and to be prepared for changing conditions.
- Describe the codes, standards, and regulatory framework, if any, adopted and enforced to ensure resilience improvements within the impacted area of proposed projects included in the Resilience Improvement Plan;
- Consider the benefits of combining transportation assets and natural infrastructure;
- Assess the resilience of other community assets;
- Use a long-term planning period; and
- Include such other information as the State or MPO considers appropriate. (23 U.S.C. 176(e)(2)(E)(i)-(vi)).

Project Selection Guidance

Consider the following questions in project selection:

- Is the project in a vulnerable area?
- Is the project making a resilience improvement to a vulnerable asset that would not have been fixed in the next three years?
- Are there different tactics that could achieve resilience?
(e.g., culverts that could be lined instead of rebuilt)
- Will the project benefit disadvantaged communities?

Brian Shekleton

Principal Climate and Resilience Planner
Sustainability and Public Health Office
Minnesota Department of Transportation
395 John Ireland Blvd
St. Paul, MN 55155

Brian.Shekleton@state.mn.us

PROTECT Funding



April 2023

Approach to PROTECT Funds

- 2024 – 2027 projects
 - Options Discussed Today
- Incorporate language into the 2024 solicitation application to identify new projects for 2028 and 2029
- Explore additional opportunities during the Regional Solicitation Evaluation Study for the 2026 solicitation cycle and beyond



Eligible Elements



Elements Identified in Current Regional Solicitation Projects

- Storm sewer
- Ponding
- Erosion and landscaping
- Retaining walls

PROTECT Funding by Year

	2024	2025	2026	2027	2028	2029	2030	2031
PROTECT Funding	\$6,278,400	\$6,278,400	\$4,708,800	\$3,531,600	2024 Regional Solicitation Cycle		2026 Regional Solicitation Cycle	

- TAC F&P requested options that could utilize the 2025-2027 PROTECT funds from unfunded projects in the last Regional Solicitation
- TAB's Federal Funding Reallocation Policy suggests bringing options to TAB

2024 PROTECT Funding

- PROTECT funds in 2024 are being put into the draft TIP this spring and will be used on existing Regional Solicitation projects given the TIP timelines/rules.
- No action is needed for 2024 funds.

2025-2027 PROTECT Funding: Input Needed

Federal Funds Reallocation Policy: The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list (i.e., advanced construction/payback). It can also consider other options such as selecting an unfunded project from the most recent solicitation that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities.

[Transportation Advisory Board Federal Reallocation Policy \(metro council.org\)](https://metro council.org)

2025-2027: Option 1

Use on Projects/Reduce Overprogramming

Similar to the approach for 2024 funds, use the PROTECT funding on eligible project elements within recently selected Regional Solicitation projects.

	2025	2026	2027
Starting Balance by Year	\$(17,077,234)	\$(15,233,627)	\$(19,442,095)
PROTECT Funding by Year	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on Eligible 2022 Projects Elements Results in Reduced Overprogramming	\$(10,798,834)	\$(10,524,827)	\$(15,910,495)
Yet to Program Carbon Reduction Funds		\$7,980,000	\$6,480,000

2025-2027: Option 2

Use on a Mix of Existing Projects/Reduce Overprogramming and New Projects

The next unfunded project from 3 of the 12 application categories in the 2022 Regional Solicitation had eligible PROTECT elements as follows:

Application Category	Project	Eligible Elements	Eligible Costs	Total Project Request
Spot Mobility and Safety	Hennepin Co Rockford Rd Project	Storm sewer	\$177,000	\$1,624,000
Strategic Capacity	Carver Co Highway 5 Lake Minnewashta and Arboretum Access and Mobility Project	Raising roadway out of the floodplain & reconnecting aquatic habitats	\$10,000,000	\$10,000,000
Roadway Reconstruction	Washington Co CR 19A/100 th St Realignment	Storm sewer	\$825,000	\$7,000,000

Since there are not other federal funds to combine with the PROTECT funds in 2025-2027, the only viable option is the Highway 5 project as Carver Co's entire project request can be funded with PROTECT.

2025-2027: Option 2 (Continued)

Use on a Mix of Existing Projects/Reduce Overprogramming and New Projects

- 2024: Use on existing projects
- 2025: Use \$5.1M on existing projects; \$1.2M on Highway 5 Lake Minnewashta and Arboretum Project
- 2026 & 2027: Use funds on the Highway 5 Lake Minnewashta and Arboretum Project
- The addition of a new roadway project slightly shifts the modal balance of the 2022 funding cycle for roadways by about 1% from 53% to 54% with a similar percentage decrease for the other modes.

	2024	2025	2026	2027	2028	2029	2030	2031
PROTECT Funding	\$6,278,400	\$6,278,400	\$4,708,800	\$3,531,600	Select in 2024 Reg Sol Cycle	Select in 2026 Reg Sol Cycle		
Option 2	Existing Projects	•\$5.1M on Existing Projects •\$1.2M on Hwy 5	Hwy 5 Project	Hwy 5 Project	New Projects	New Projects		

2025-2027: Option 3

Use funding in 2024 Regional Solicitation

- Staff does not believe that pushing the 2025-2027 funds to the 2024 Regional Solicitation cycle is a viable option. PROTECT can only be used on specific project elements within a larger project. Since the region does not have other federal funds in 2025-2027, we will not have a list of projects to mix and match PROTECT and STP/CMAQ funds. STP/CMAQ funding will be available in 2028 and 2029. PROTECT funds in these years can be used to mix and match funding sources.



Bethany Brandt

Senior Planner, MTS

bethany.brandt-sargent@metc.state.mn.us

Steve Peterson

Senior Manager of Highway Planning and TAB/TAC Process

Steven.Peterson@metc.state.mn.us



20-Year State Highway Investment Plan



MINNESOTA GO

Met Council Technical Advisory Committee

April 5, 2023

What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



MINNESOTA GO



**How much revenue
is estimated?**

\$30-33 Billion
(2023-2042)



1st Public Engagement Period

- Ran from mid-July through early October
- Provided an overview on the available funding for the state highway system and context for investment trade-off discussion
- Two main questions
 - What would be your approach to investing in state highways?
 - Preferred approach – Short survey
 - Set a budget – Online highway budget tool
 - What types of improvements are most important?



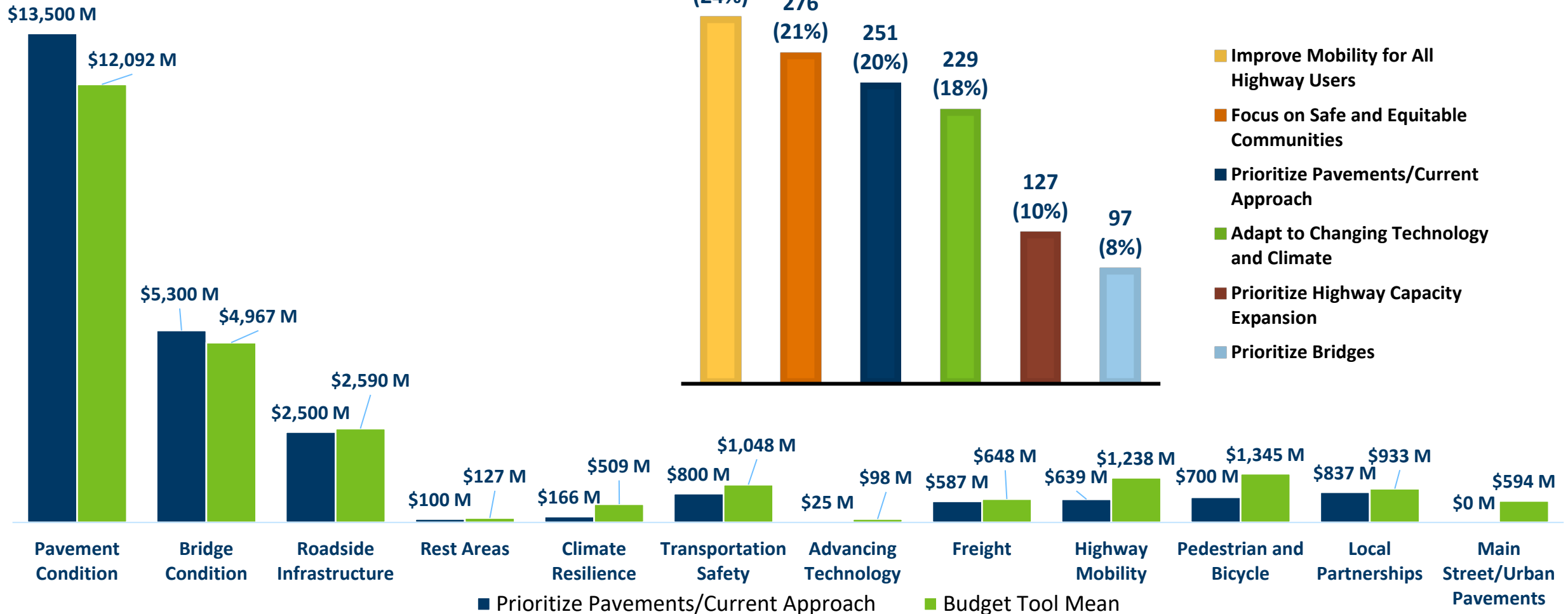
Public and Stakeholder Engagement

OVER 2,600 TOTAL RESPONSES!!!

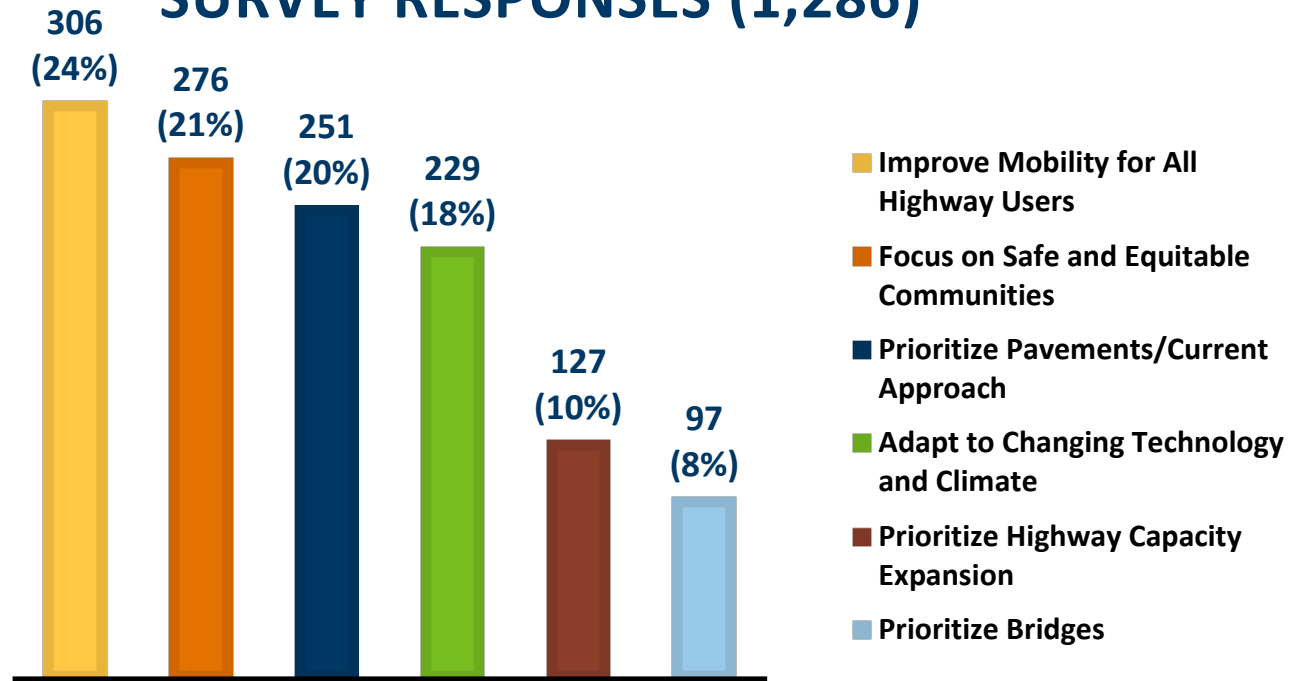
- **Online engagement(1,110 responses)**
 - Highway budget tool (www.minnesotago.org/investment/)
 - Spread the word through presentations/briefings, community-based media ad buys and social media posts/boosts
- **Stakeholder engagement (353 responses)**
 - Email updates and presentations/briefings with MPOs, RDOs, ATPs, AMC, MPCA, and others
 - Collected responses through Menti survey during presentations
- **Community engagement (985 responses)**
 - Attended 17 community events (targeting culturally diverse events) and materials at 2 additional county fairs
 - Partnering with 4 community-based organizations in boosting responses and participation
- **Internal engagement (177 responses)**
 - Distributed short survey to internal MnDOT staff to gather feedback and priorities to compare against public and external stakeholder engagement

Engagement Results

ONLINE TOOL RESPONSES (1,110)



SURVEY RESPONSES (1,286)



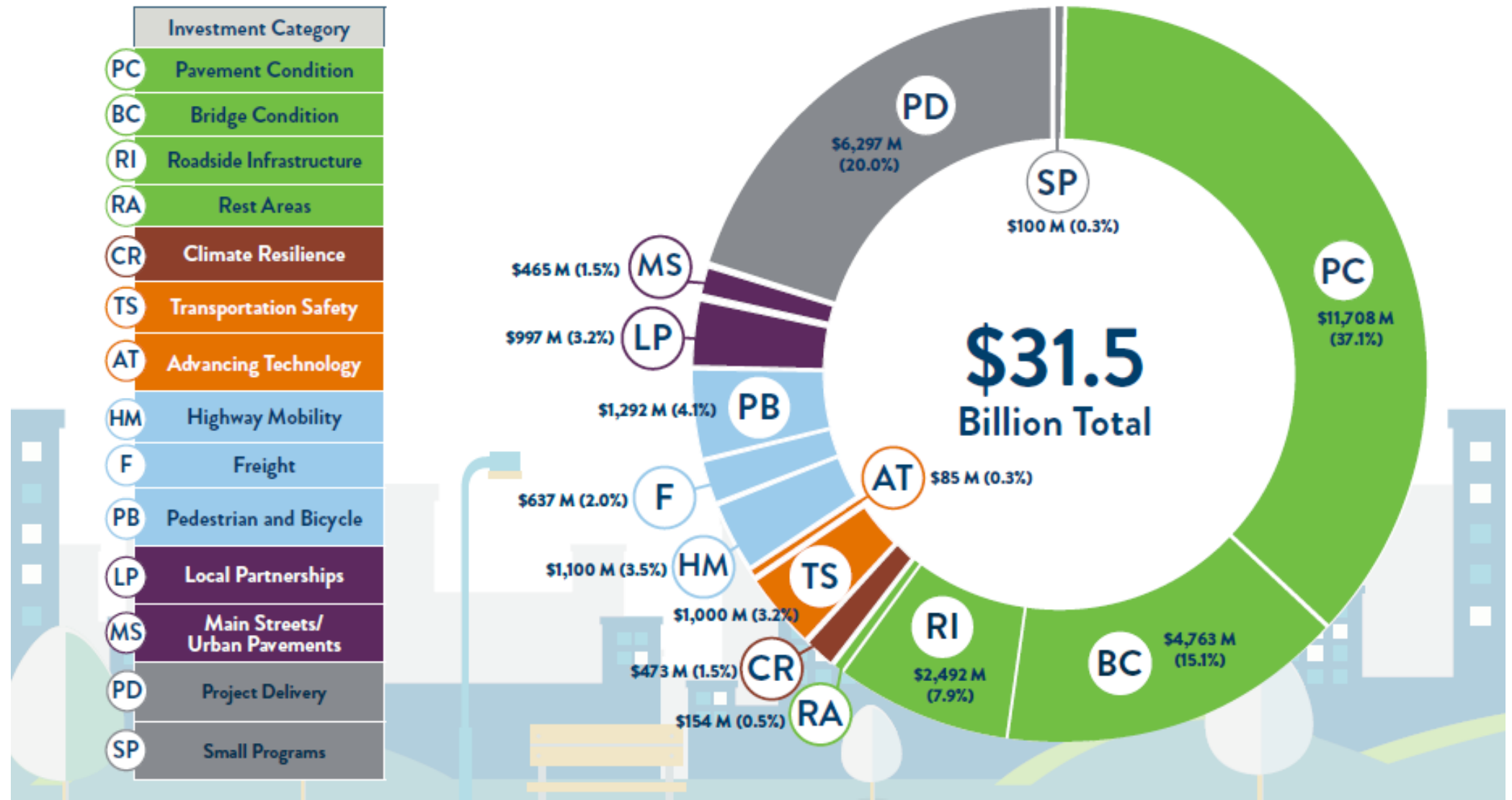
■ Prioritize Pavements/Current Approach

■ Budget Tool Mean

Investment Direction Development

- Based on the average of all responses
 - In-person and stakeholder survey
 - Online budget tool
- Analyzed engagement results by demographic groups (gender identity, race/ethnicity) and geographic location
- Internal MnDOT review and approval

Draft 20-Year Investment Direction - \$31.5 billion



Draft Investment Direction Themes

- Invest to maintain the existing system
- Improve mobility, accessibility, and safety for all
- Begin to adapt to a changing future
- Focus on communities and livability

Invest to Maintain Existing System

~60% of investment towards maintaining the existing system

- Bridge Condition investment increased to manage bridge needs and risks
 - Meeting targets for bridges on National Highway System and nearly meeting targets on non-NHS
- Pavement and other roadside infrastructure outcomes in line with 2017 plan outcomes



Improve Mobility, Accessibility, and Safety for All



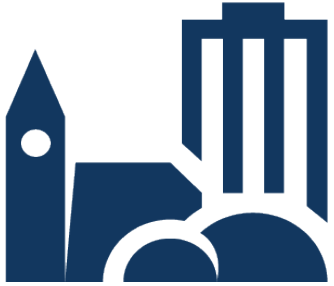
- Increased funding in ADA compliance by 2037
 - Sidewalks, curb ramps, signals
 - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Address pedestrian and bicyclist network gaps and safety improvements (*new non-motorized safety program*)
- Focus on traffic management, localized mobility/safety, and adding E-Z Pass lanes
- Continue investing in freight mobility, safety, first/last mile improvements
- Invest in bus-only shoulders/ramps and improvements around transit stops on state highways

Begin to Adapt to a Changing Future

- Restart flood mitigation program to address 10-12 locations
- Invest in proactive projects to prevent flooding, erosion, and highway weather-related disruptions
- Add or improve green infrastructure along 150-200 miles of state highways like shade trees, rain gardens, native planting and/or natural stormwater filtration systems
- Continue to invest in expanding the fiber network, new traffic cameras, dynamic message signs, and signal connectivity
- Pilot programs to invest in roadway improvements to integrate with changing vehicle technology



Focus on Communities and Livability



- Create program to make up to 100 livability improvements such as:
 - Reuse of under bridge areas for community spaces
 - Better lighting and aesthetics
 - 1-3 smaller cap/stitches to improve connections between communities divided by state highways



- Invest in local priorities and local-led projects on state highways through the Local Partnership Program
- Support economic development opportunities through continued funding of the Transportation Economic Development Program
- Provide funding for urban reconstruction projects to provide more opportunities to address local priorities and concerns



- Set aside \$230 million to leverage funding grants and solicitations outside of MnSHIP funding such as federal RAISE grant program

Give us your feedback!

Go to:

www.minnesotago.org/investment/

Feedback on the draft investment direction

Draft investment direction

Explore the pie chart below to see how we plan to spend our anticipated \$31.5 billion budget on the state highway system over the next 20 years. [Learn more about each investment category.](#)

System Stewardship

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Rest Areas

Climate Action

- Climate Resilience

Transportation Safety

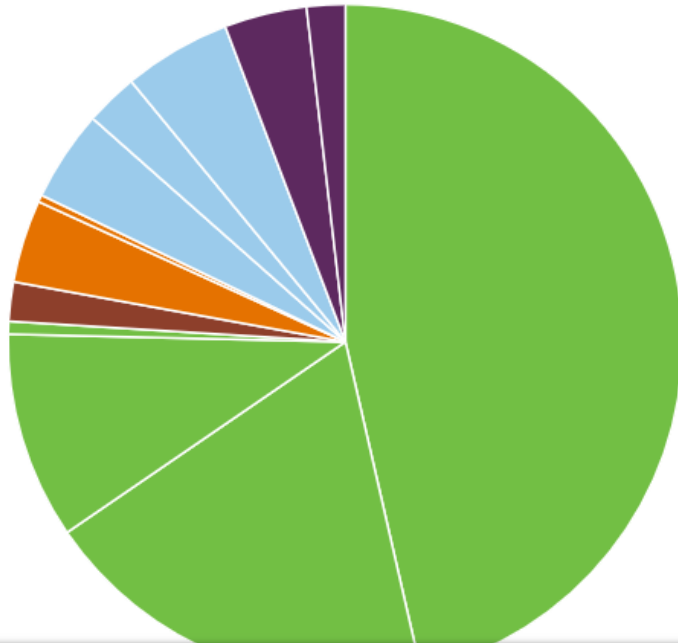
- Transportation Safety
- Advancing Technology

Critical Connections

- Highway Mobility
- Freight
- Pedestrian and Bicycle

Healthy Equitable Communities

- Local Partnerships
- Main Street/Urban Pavements



SHARE YOUR INPUT:

Tell us what you think about the draft investment direction

How do you feel about the draft investment direction?

- I love it
- I like it
- I am lukewarm to it
- I don't like it
- I hate it

Why do you feel this way? What would you adjust?

Anything else you want us to know?

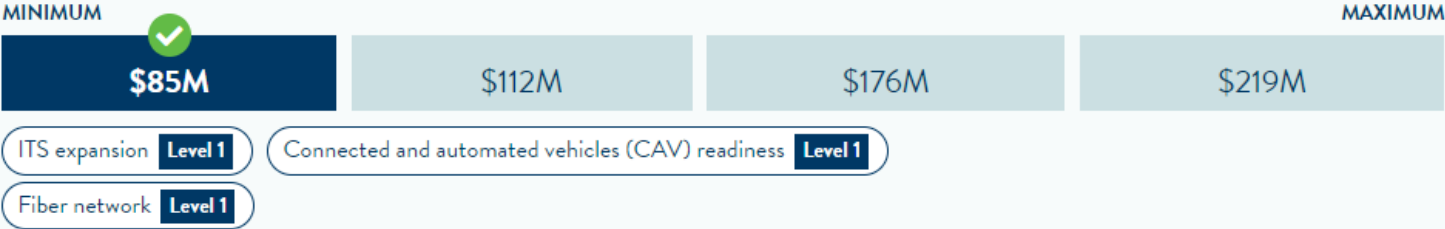
Submit

Tell us your priorities for additional revenue

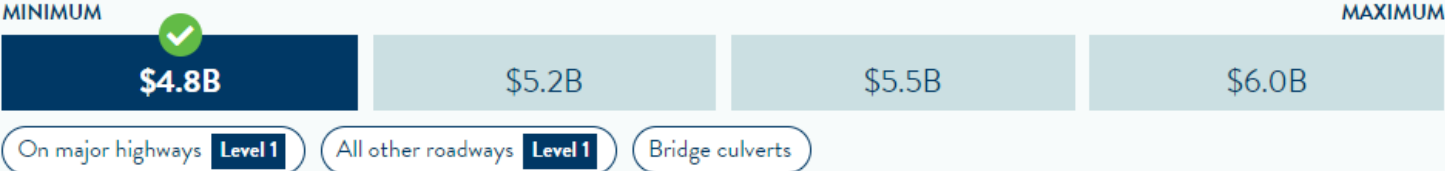
Increased Revenue Scenario Budget Tool

Pick and choose spending levels for different categories below. You can spend up to \$5.5-6.5 billion. This total is MnDOT's increased revenue scenario.

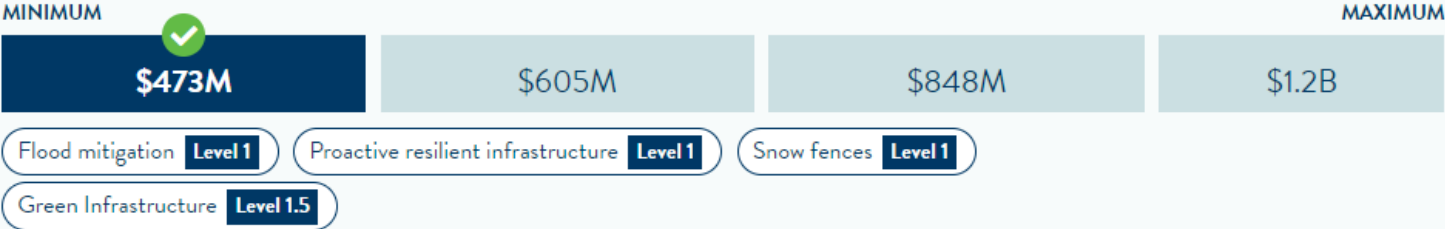

Advancing Technology
[Learn more](#)




Bridge Condition
[Learn more](#)




Climate Resilience
[Learn more](#)



AVAILABLE BUDGET
\$5.5 - 6.5B

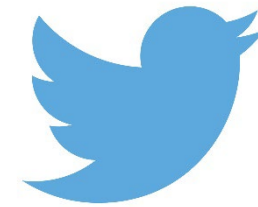
Available Budget

\$0B
ADDITIONAL INVESTMENT

\$0.0B

Help us spread the word!

- Share the link to the online investment budgeting tool www.minnesotago.org/investment/
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization



Timeline

- **Now to early May** – 2nd public engagement period
- **Summer 2023** – Compile draft plan and seek public comment
- **Fall 2023** – Adopt final plan

Questions?

Thank you again!

Brad Utecht

Investment Planning Director

Bradley.Utecht@state.mn.us

651-366-4835

MINNESOTA 