

Minutes

TAB Technical Advisory Committee



Meeting Date: April 5, 2023

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Jack Forslund, Anoka Co
- Lyndon Robjant, Carver Co
- Erin Laberee, Dakota Co
- Scott Mareck, Ramsey Co
- Jason Pieper, 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
- Kelsey Fogt, 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 9:04 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 Keel and seconded by Leitner to approve the minutes of the March 1, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the March 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 information items. She added that the May, 5, 2023 TAC meeting will be held in person and the intent is to have some meetings in person. The rationale for this is that membership turnover has led to members not being familiar with each other.

1. [2023-18: Streamlined 2023-2026 TIP Amendment: Three Project Changes](#)

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

1. MnDOT 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.
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.
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 being delivered by MNDOT Central Office.

Motion by Mareck and seconded by Kosluchar to recommend adoption of an amendment to the 2023-2026 TIP to change three projects. **Motion carried.**

2. [2023-19: Streamlined 2023-2026 TIP Amendment: Three new Projects](#)

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

1. Dakota County requests preliminary engineering for the I-35/CSAH 50 Interchange be added. The county was awarded Congressional Directed Spending in 2023 for this project.
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 funding sources.
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 with FTA section 5309 (capital improvement) funds.

Motion by Eyoh and seconded by Nick Peterson to recommend adoption of an amendment to the 2023-2026 TIP to add three projects. **Motion carried.**

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

Mareck reported that the TAC Planning committee meeting was cancelled in March and that the April meeting will start 30 minutes early to accommodate two information items. He summarized the March TPP Working Group meeting.

Funding & Programming (Vacant, Chair)

Chair Thompson reported that the March 16, 2023, meeting did not include business items. He added that the Committee had discussions about the PROTECT funding and the Regional Solicitation.

Information

1. [Potential Changes for 2024 Regional Solicitation](#) (Joe Barbeau, MTS)

Joe Barbeau provided the [presentation](#).

INCREASING SAFETY POINTS

Staff provided an analysis of adding 100 and 300 points to each Regional Solicitation funding category, primarily in safety criteria. Because the increase is in response to injuries and fatalities



in collisions, the Transit Planning Technical Work Group suggested that no criterion should increase in the transit categories. Harrington asked why serious injuries and deaths have increased and whether there is a connection to specific categories. He added that ridership is the most connected criterion to safety and that other measures are a stretch. Mareck said that speed might be the biggest contributor to severe crashes, though there are other factors, including design, that impact safety. Steve Peterson said that the Regional Safety Action Plan is going to examine systemic analysis. Kosluchar asked if there is a way to incorporate proactive and reactive safety benefits. Steve Peterson said this is more of a long-term consideration and that most of the highway scoring is reactive while there are proactive considerations in some of the other categories. Harrington expressed doubt that increasing points for safety would change the applications. He also suggested that TAB identify the types of projects it would like to target. Koutsoukos said that increased points in safety could impact what projects are applied for. Eyoh asked whether what areas have the biggest safety concerns is known, suggesting targeting these areas with potentially higher points. Leiter stated that the points addition is arbitrary and not a good measure of the actual impact of safety measures. Pieper suggested consideration of not having a relative reduction in the infrastructure condition score for bridges. Robjent suggested that in some of the roadway categories that the crashes reduced and pedestrian safety be proportionately prorated. Kosluchar suggested looking for other ways to improve safety going into the 2024 Regional Solicitation.

Members expressed a preference for a 100-point increase as opposed to 300 points, which would provide a drastic swing. Thompson said that TAB members suggested including an option beyond 100 points because that amount did not seem likely to be impactful. Members also expressed the belief that it is not important for all funding categories to have the same total project costs.

Breaking Ties

Staff proposed a tiebreaker to be addressed by staff following completion of the final scores.

Keel suggested that common measures could be used as tiebreakers within categories and as a source of comparison across categories. Laberee asked whether geographic balance could be used for breaking ties. Barbeau said that using geographic balance comes after scores are finalized and it is not realistic to pre-determine geographic balance when the tiebreakers are assessed. Robjent suggested that ability to absorb PROTECT funds could be used as a tiebreaker. Steve Peterson replied that most transit and bicycle/pedestrian projects do not have any PROTECT eligibility. Fyten suggested that using Multimodal Elements as a tiebreaker would favor urban projects. Hiniker suggested using the highest-value categories for tiebreakers. Barbeau replied that in bridges, the highest-value category is likely to result in a tie.

Increasing Federal Maximums

Maximum federal funding amounts have not kept up with inflation. Increasing federal maximum awards would help sponsors cover costs but would result in funding fewer projects. Harrington suggested raising the maximum award for 2024. Mareck suggested reevaluating maximum awards for 2026 given that the total funding is likely to be \$100M less than it was in 2024 than it was in 2022. Robjent suggested increasing maximums for 2024. Koutsoukos pointed out that the TAC has suggested reducing the maximum for Multiuse Trails and Bicycle Facilities and questioned whether members would want to increase the maximum award in that category. Nick Peterson suggested not reducing that amount. Robjent suggested examining federal share percentage by category. Steve Peterson said that at the March Funding & Programming Committee meeting, specific categories were discussed as opposed to an across-the-board increase.

Bus Rapid Transit Limitations

Robjent said that legislative action could impact transit projects. Fyten agreed and suggested that it is premature to make a change at this time. Hiniker said that if transit award maximums are increased that the limitation would have to be increased.



Other

Koutsoukos posed the question of whether an applicant can apply for a roadway project along with a bike/ped project that is essentially the bike/ped portion of the roadway project. Robjent said that this could work in some cases, though there are challenges to building only the trail.

2. [PROTECT and Regional Solicitation Program Balancing](#) (Brian Shekleton, MnDOT; Bethany Brandt-Sargent, MTS; Steve Peterson, MTS)

Because of time, this presentation was not completed. Hager said that Funding & Programming Committee members were split between using the PROTECT money on options 1 and 2, with a slight leaning towards option 2.

3. [MnSHIP Draft Investment Scenario](#) (Brad Utecht, MnDOT)

Because of time, this presentation was not completed. Staff will send this information to members.

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: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-28

Streamlined 2023-2026 TIP Amendment: New Projects

To: Transportation Advisory Committee

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

Requested Action

Multiple applicants request an amendment to the 2023-2026 TIP to add new projects.

Recommended Motion

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

Background and Purpose

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

1. MnDOT requests addition of post-project traffic study consultant service. This is follow-up to a reconstruction project on MN 316 in Dakota County (MN316, from 625' S of Tuttle Dr to Jct N US61 in Dakota County – Reconstruction, roundabouts, pond construction, ADA updates, lighting, signing and trail installation).
2. Council staff requests the addition of 17 projects selected in the 2022 Regional Solicitation. In most Regional Solicitation cycles, funded projects are at least three years out from their program years. However, many near-term funding was available in the 2022 Regional Solicitation. The attached 17 projects are programmed for fiscal year 2024, which begins on July 1, 2023. Because the 2024-2027 TIP, which is currently in development, will likely not be approved until rough November 1, 2023, staff suggests placing the 2022 Regional Solicitation projects programmed for 2024 into the 2023-2026 Regional Solicitation to prevent the need for individual time-sensitive requests over the next several months. These projects have already been programmed through the TAC/TAB process and these 17 projects will appear in the 2024-2027 TIP.

Relationship to Regional Policy

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

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

Staff Analysis

The TIP amendment requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the 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	May 3, 2023
Transportation Advisory Board	Review & Recommend	May 17, 2023
Metropolitan Council Transportation Committee	Review & Recommend	May 22, 2023
Metropolitan Council	Review & Adopt	May 24, 2023



Please amend the 2023-2026 Transportation Improvement Program (TIP) to change 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	MN 316	1926-25	MnDOT	**SEC164**MN316 Post project traffic study consultant service (1926-22)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	PL	Planning	HSIP	100,000	100,000	NA

PROJECT BACKGROUND:

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

This amendment is needed to add a new federally funded project into SFY 2023

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

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

X

Section 164 HSIP funds are available from the District C setaside 880C-SEC-164ATB-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.

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

PROJECT IDENTIFICATION (all projects 2024):

1. Regional Mobility Hubs (Unique Projects)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	Met Council-MT	0	TR	CMAQ
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24H	Development of Regional Mobility hubs at Brooklyn Center TC, Sun Ray TC, Maplewood Mall TC, and other transit areas	Transit	2,000,000	1,600,000	400,000

2. EV Spot Mobility Network (Unique Projects)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	N/A	Saint Paul	0	TR	CMAQ
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
164-080-020	Electric Vehicle Network Expansion	Transit	1,822,500	1,440,000	382,500

3. Anoka County CSAH 2 Bikeway (Multiuse Trails and Bicycle Facilities)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 2	Anoka County	0.6	BT	CRP
Metro	CSAH 2	Anoka County	0.6	BY	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
002-602-015CRP	**CRP**CSAH 2 (44th Ave NW) from CSAH 1 (East River Rd) to Main St in Fridley – Construct multiuse trail (Associate to 002-602-015)	Bike/Ped	1,690,424	1,300,326	390,098
002-602-015	CSAH 2 (44th Ave NW) from CSAH 1 (East River Rd) to Main St in Fridley – Construct multiuse trail (Associate to 002-602-015CRP)	Bike/Ped	929,337	714,874	214,463

4. Minneapolis Park & Rec East Bank Trail Gap (Multiuse Trails and Bicycle Facilities)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	Local	Mpls Park & Rec	0.2	BT	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
091-090-090	East Bank Trail from Graco Park to Boom Island Park in Mpls – Underpass under Plymouth Ave, bridge, safety improvements	Bike/Ped	3,328,000	2,560,000	768,000

5. Scott County Merriam Junction Trail (Multiuse Trails and Bicycle Facilities)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	Local	Scott County	2.42	BT	CRP
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
070-090-003	**CRP**Merriam Junction Regional Trail from 145th St W in Louisville Township to City of Carver city limits – Construct multiuse trail, BR R0907, R0908, R0909, R0910, wayfinding, riverbank stabilization	Bike/Ped	21,320,000	5,500,000	15,820,000

6. Anoka County 140th St Pedestrian Bridge (Pedestrian Facilities)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	Local	Dakota County	0.1	BT	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
019-090-025	MSAS 104 (140th St W) at CSAH 23 (Cedar Ave) in Apple Valley - Pedestrian/bicycle overpass, multiuse trail	Bike/Ped	2,986,706	2,000,000	986,706

7. Chaska Engler Boulevard Trail Gap (Safe Routes to School)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 10	Carver County	0.3	BT	CRP
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
010-610-058	**CRP**CSAH 10 (Engler Blvd) from Ridge Lane to MSAS 128 (Ravoux Road) in Chaska-Multiuse trail	Bike/Ped	1,073,176	825,520	247,656

8. Dakota County Delaware Avenue Trail Gap (Safe Routes to School)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 63	Dakota County	0.5	BT	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
019-663-008	CSAH 63 (Delaware Ave) from MN62 to MSAS 122 (Marie Ave) in West St Paul and Mendota Heights – Multiuse trail, and ped crossing median, lighting and RRFB	Bike/Ped	1,340,000	600,000	740,000

9. Ramsey County Koehler Rd/ Edgerton St Trail (Safe Routes to School)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 14	Ramsey County	0.48	BT	
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
062-614-004	**CRP**CSAH 14 (Koehler Rd) from MSAS 103 (Edgerton St) to CSAH 59 (Centerville Rd) in Vadnais Heights – Shared use path, ADA ramps, pedestrian crossings	Bike/Ped	724,951	557,654	167,297

10. Shakopee-Brooklyn Center Express (Transit Expansion)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	MVTA	39.8	TR	CMAQ
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24M	Operating funds for new Shakopee-Brooklyn Center St express route	Transit	5,372,390	4,297,912	1,074,078

11. Rice/University Express (Transit Expansion)

ATP	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	MVTA	17.4	TR	CMAQ
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24N	Operating funds for new Rice Street express route	Transit	3,515,975	2,812,780	703,195

12. Fifth Street Transit Center (Transit Modernization)

ATP	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	Minneapolis	0	TR	STBG
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
141-080-053	5th St Transit Center in Mpls – Modernization of Ramp B, transit operations	Transit	2,486,799	1,989,439	497,360

13. 38th Street Station Modernization (Transit Modernization)

ATP	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	Metro Transit	0.5	TR	STBG
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24J	Renovate Metro Blue Line 38th Street station	Transit	6,420,000	5,136,000	1,284,000

14. MVTA Technology and ADA Enhancements (Transit Modernization)

ATP	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	MVTA	0	TR	STBG
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24K	Technology, ADA enhancements, real-time information, wayfinding, bus stop beacons, smart lighting, text-to-speech, and annunciators	Transit	625,000	500,000	125,000

15. Apple Valley Transit Station Modernization Phase II (Transit Modernization)

ATP	Route System	Agency	Miles	Prog	Prop Funds
Metro	Transit	MVTA	0	TR	STBG
(S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRS-TCMT-24L	Apple Valley Transit Station modernization. Operator training lot, connect service designated service area, customer amenities, and technology improvements	Transit	5,000,000	4,000,000	1,000,000

16. Anoka County CSAH 49 Roundabout (Spot Mobility and Safety)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 49	Anoka County	0.8	MC	PROTECT
Metro	CSAH 49	Anoka County	0.8	MC	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
002-649-003PRO	**PROTECT**CSAH 49 (Hodgson Rd) at CSAH 32/CSAH 1 (Ash St) in Lino Lakes and Shoreview – Roundabout, storm sewer, erosion control, reconstruction, turn lanes, shared use path, lighting (Associate to 002-649-003)	Major Construction-BIT	748,800	576,000	172,800
002-649-003	CSAH 49 (Hodgson Rd) at CSAH 32/CSAH 1 (Ash St) in Lino Lakes and Shoreview – Roundabout, reconstruction, turn lanes, shared use path, lighting (Associate to 002-649-003PRO)	Major Construction-BIT	3,462,038	2,663,106	798,932

17. Edina Vernon Ave/ TH 100 Interchange Reconstruction (Roadway Reconstruction/Modernization)

ATP/Dist	Route System	Agency	Miles	Prog	Prop Funds
Metro	CSAH 158	Edina	0.2	MC	PROTECT
Metro	CSAH 158	Edina	0.2	MC	STBG
(S.P. #)	Description	Type of Work	Total \$	FHWA \$	Other \$
120-020-044PRO	**PROTECT**CSAH 158 (Vernon Ave) at MN 100 in Edina-Reconstruct, storm sewer, erosion control, retaining wall, multi-use paths, signals, lighting, ADA (Associate to 027-758-006, 120-020-044 and 2734-56)	Grade and Surface	765,414	368,000	397,414
120-020-044	CSAH 158 (Vernon Ave) at MN 100 in Edina-Reconstruct, multi-use paths, signals, lighting, ADA (Associate to 027-758-006, 120-020-044PRO and 2734-56)	Grade and Surface	4,711,746	3,845,200	866,546

PROJECT BACKGROUND:

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

On December 14, 2022, the Metropolitan Council approved over 90 projects to be funded through its 2022 Regional Solicitation. This request would add the above 2022 Regional Solicitation projects programed for 2024 to the 2023-2026 TIP. Because the 2023-2026 TIP will still be active for roughly the first four months of fiscal year 2024, Metropolitan Council staff requests placement in the TIP now to prevent multiple time-sensitive requests later.

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

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

The federal funds used to fund these projects were programmed by the Metropolitan Council in its 2022 Regional Solicitation process. 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: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-29

Streamlined 2023-2026 TIP Amendment: Metro Transit Fare Collection Equipment and Expansion

To: Transportation Advisory Committee

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

Requested Action

Metro Transit requests an amendment to the 2023-2026 TIP to increase the cost of its bus and rail fare collection capital equipment project.

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2023-2026 TIP to increase the cost of Metro Transit's bus and rail fare collection capital equipment project.

Background and Purpose

This amendment is needed to increase funds for fare collection equipment in state fiscal year 2023 (SP # TRF-TCMT-23L). Metro Transit is implementing a Cubic Fare Collection System Upgrade, which has costs well in excess of the 2023 TIP funds anticipated to be spent at the time the original TIP was drafted (December 2021/early January 2022).

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 TIP amendment requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the 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	May 3, 2023
Transportation Advisory Board	Review & Recommend	May 17, 2023
Metropolitan Council Transportation Committee	Review & Recommend	May 22, 2023
Metropolitan Council	Review & Adopt	May 24, 2023



Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend the costs of these projects for fiscal year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

	Increase	Decrease
Seq#	TBD	TBD
State Fiscal Year	2023	2023
ATP/Dist	M	M
Route System	Transit	Transit
Project Number (S.P. #)	TRF-TCMT-23L	TRF-TCMT-23AE
Agency	Met Council	Met Council
Description	Sect 5307: Twin Cities met Council MT bus and rail fare collection capital equipment, hardware and software replacement and expansion	Sect 5307: Twin Cities Met Council MT bus acquisition
Miles	0.0	0.0
Prog	Transit (TR)	Urbanized area formula (B9)
Type of Work	Transit	Transit
Prog Funds	FTA	FTA
Total \$	1,800,024 29,132,774	89,595,511 62,262,761
FTA \$	1,440,019 23,306,219	71,676,409 49,810,209
Other \$	360,005 5,826,555	17,919,102 12,452,552

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 shift funds from TRF-TCMT-23AE to TRF-TCMT-23L to accommodate these cost changes as bus purchases are much lower than anticipated in FY 2023. This action would increase funds for fare collection equipment in state fiscal year 2023. Metro Transit is implementing a Cubic Fare Collection System Upgrade, which has costs well in excess of the 2023 TIP funds anticipated to be spent at the time the original TIP was drafted (December 2021/early January 2022).

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other *

*The Metropolitan Council has sufficient FTA 2023 5307 and local match funds to pay the full cost of this project. We are shifting funds from another project that needs less 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Action Transmittal

Transportation Advisory Board



Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-20

Scope Change Request for Hennepin County CSAH 153 (Lowry Avenue NE) Reconstruction

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

Requested Action

Hennepin County requests a scope change to remove the MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020).

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) approval of Hennepin County's scope change request to remove the MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020) with no federal funding reduction.

Summary

This requested scope change involves removing improvements at the MN 65 (Central Avenue NE) intersection of Hennepin County's CSAH 153 (Lowry Avenue NE) reconstruction project. These improvements will be completed by Metro Transit when it constructs F Line arterial bus rapid transit (ABRT). The change would enable the intersection improvement to be addressed in one project rather than two. The Funding & Programming Committee recommended approval with no federal funding reduction.

Background and Purpose

Hennepin County was awarded \$7,000,000 in Surface Transportation Block Grant (STBG) Program funds (with a \$10,490,000 total cost) for 2023 in the 2018 Regional Solicitation. The award was to fund improvements along CSAH 153 (Lowry Avenue NE) from Washington Street NE to Johnson Street NE. Improvements were to include new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals.

Construction is scheduled through 2025, which is when development of Metro Transit's F Line arterial bus rapid transit (ABRT) is scheduled to begin. Therefore, Hennepin County requests a scope change that would remove planned improvements at the intersection with MN 65 (Central Avenue) so they can be completed with the F Line project. The rationales for this request are that the long-term vision for the intersection could better be implemented in the F Line project and that this would enable the intersection to be addressed in one project, rather than two. Metro Transit will complete the improvements as a part of its project.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. The project's original score of 594 left it ranked third out of the 15 applications in the Roadway Reconstruction and Modernization category. Seven applications were funded. The highest-scoring unfunded application scored 554 points. Staff it is unlikely that the project as now proposed would have scored fewer than 554 points and therefore supports approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Congestion	65	36	0	No change
1B. Connection to Jobs	40	28	0	No change
1C. Regional Truck Corridors	65	10	0	No change
2A. Person Throughput	110	20	0	No change
2B. 2040 Volume	65	19	0	No change
3A. Equity	30	26	0	Very unlikely to change
3B. Housing	70	70	0	No change
4A. Infrastructure Age	50	38	0	No change
4B. Geo/Structural Deficiencies	100	86	0	No change
5A. Vehicle Delay Reduced	150	6	0	Unlikely to change already low score
5B. Emissions Reduced	50	6	0	Unlikely to change already low score
6. Safety	150	112	0/-	Unlikely to change significantly
7. Multimodal	100	80	0/-	Unlikely to change significantly
8. Risk Assessment	75	30	0	Very unlikely to change
9. Cost Effectiveness	100	27	0	N/A
TOTAL	1,100	594	0/-	Likely minimal scoring change

* 0 = no change

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

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

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

Table 2: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$7,000,000	\$7,000,000
Local Contribution	\$3,490,000	\$7,000,000
Total Cost	\$10,490,000	\$14,000,000
Project Element Removal	\$800,000	\$800,000
80% Federal	\$640,000	\$640,000
Revised Project Cost	\$9,690,000	\$13,200,000

Recent history shows that retention of the full federal award is typical when removed elements are being completed by other another project. Metro Transit will complete the elements being removed.



Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the scope change request with no reduction in federal funding.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	May 3, 2023
Transportation Advisory Board	Review and Adopt	May 17, 2023



HENNEPIN COUNTY

MINNESOTA

April 7, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: Scope Change request to S.P. 027-753-020 - CSAH 153 (Lowry Avenue NE) Reconstruction Project

Dear Mr. Thompson,

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2018, Hennepin County was awarded federal funding as part of the Regional Solicitation to reconstruct Lowry Avenue NE (CSAH 153) between Washington and Johnson streets in Northeast Minneapolis. Such improvements include: grading, aggregate base, bituminous base and surface, stormwater, sidewalk, Americans with Disabilities Act (ADA) pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter.

Project development has been ongoing since late 2020; and it has become known that Metro Transit is planning an improvement project along a roadway that intersects CSAH 153 within the limits of the subject line project, at the following location:

- CSAH 153 (Lowry Avenue NE) / TH 65 (Central Avenue NE) – Metro Transit F Line Rapid Bus Project

The Hennepin County led CSAH 153 reconstruction project, is planned for construction in 2024 through 2025, and the Metro Transit led F Line Bus Rapid Transit (BRT) project is anticipated to begin construction in 2025. Therefore, it's in the public's best interest for agencies to coordinate planned activities to minimize impacts to the public.

The current 2023-2026 State Transportation Improvement Program (STIP) identifies \$7,000,000 in federal funding and \$7,000,000 in local match funding for the project, for a STIP total of \$14,000,000. The program year for this project is 2023.

At this time, Hennepin County requests a scope change that would remove the planned improvements at the CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection from the subject line project; and as a result, include such work in the larger Metro Transit F Line Bus Rapid Transit (BRT) project. Approval of this scope change request will allow for additional coordination and enhanced improvements at this intersection as it became evident during final design for the county's CSAH 153 (Lowry Avenue NE) that implementation of the long-term vision of the intersection would not likely be feasible due to the existing design of TH 65 (Central Avenue NE). The change would also result in only one

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us



HENNEPIN COUNTY

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project (rather than two) at this intersection which will further minimize impacts to the local community and traveling public.

With your approval, the improvements at CSAH 153 (Lowry Avenue NE) and TH 65 (Central Avenue NE) intersection will be delivered with the Metro Transit F Line BRT project, in which Hennepin County intends to cost participate with local funds for improvements located in intersections where no BRT platforms are proposed. Therefore, we kindly request to retain the full original federal funding amount of \$7,000,000.

With your approval, we respectfully request the above-mentioned revision be made to the 2023-2026 STIP. Please advise of any additional information you may need and contact me with any questions.

Sincerely,



Kelly Agosto, PE

Cc: Colleen Brown, MnDOT Metro State Aid
Carla Stueve, PE
Jessa Trbojevich, PE
Chad Ellos, PE
Jason Pieper, PE



FUNDING DATA FOR SCOPE CHANGE REQUEST

1. Original Application

Regional Solicitation Year	2018
Application Funding Category	Roadway modernization
HSIP Solicitation	N/A
Application Total Project Cost	\$10,490,000
Federal Award	\$7,000,000
Application Federal Percentage of Total Project Cost	67%

Project Elements Being Removed:	Original Application Cost
Work at CSAH 153/TH 65 intersection	\$800,000.00

2. Current Funding

Table 1 | Current Construction Cost Breakdown

Location	Construction Costs	Percentage of Total Project
CSAH 153 (Without TH 65 intersection)	\$11,300,000.00	92%
CSAH 153/TH 65 intersection	\$986,489.00	8%
Total	\$12,286,489.00	100%

3. Attachments

Attachment 1

Project map identifying location of work to be removed.

Attachment 2

Letter of support and commitment from Metro Transit.

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MINNESOTA

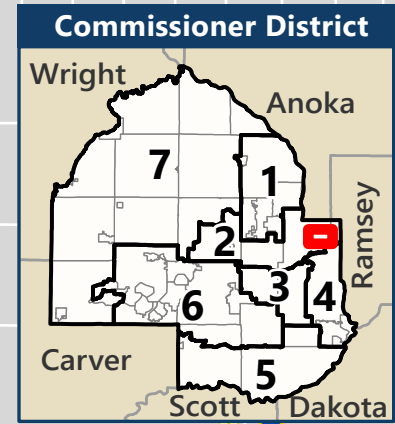
ATTACHMENT 1

PROJECT MAP



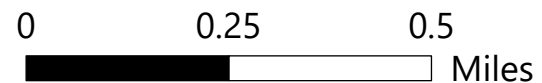
Lowry Ave NE (CSAH 153) Reconstruction | CP 2140900

From Washington St NE to Johnson St NE in the City of Minneapolis | Hennepin County Public Works



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ATTACHMENT 2

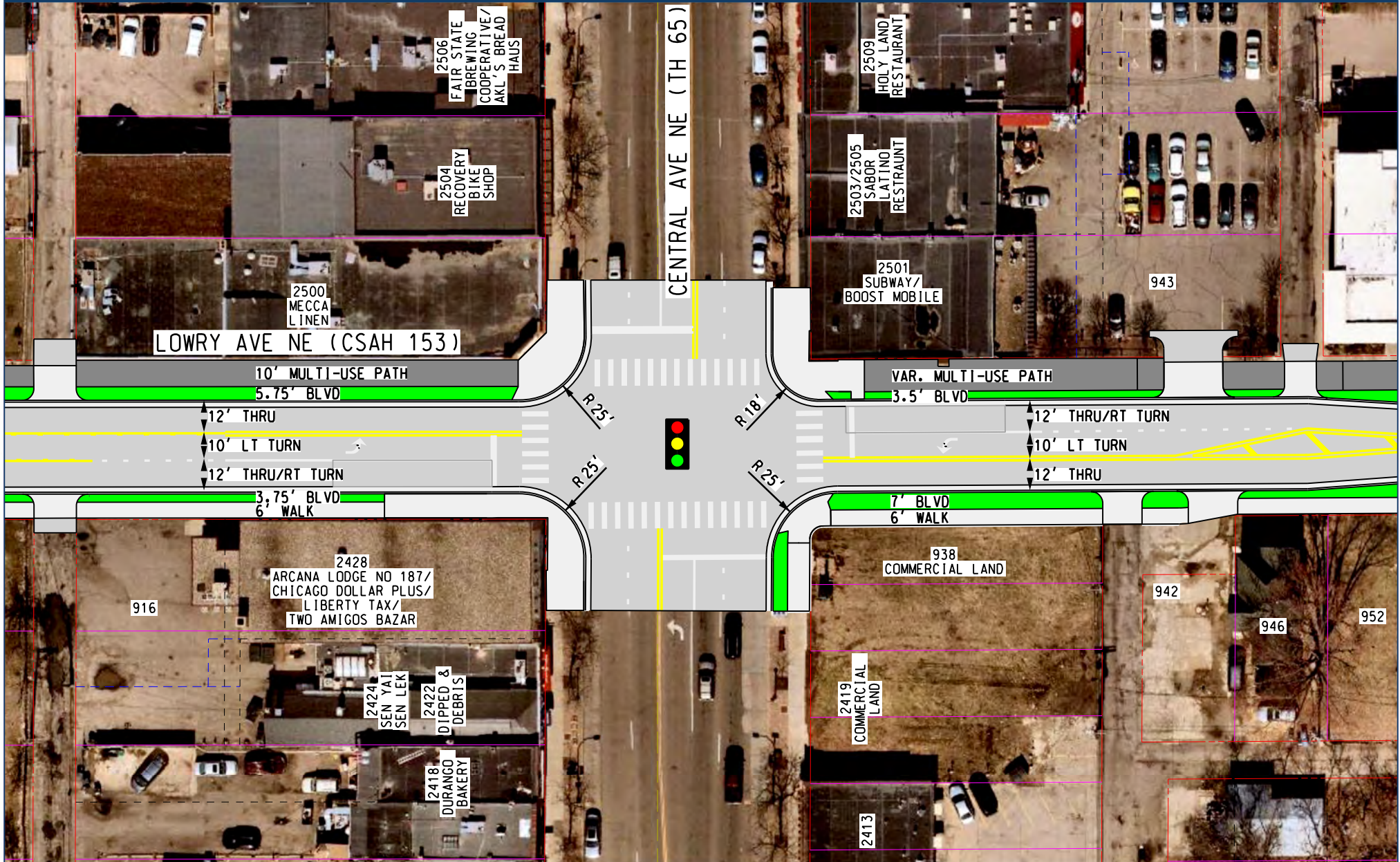
AGENCY LETTER OF SUPPORT AND COMMITMENT



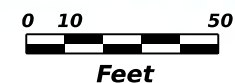
CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

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CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

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HENNEPIN COUNTY

MINNESOTA

April 7, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

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Dear Mr. Thompson,

Hennepin County respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

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Sincerely,



Kelly Agosto, PE

Cc: Colleen Brown, MnDOT Metro State Aid
Carla Stueve, PE
Jessa Trbojevich, PE
Chad Ellos, PE
Jason Pieper, PE



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Application Funding Category	Roadway modernization
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Letter of support and commitment from Metro Transit.

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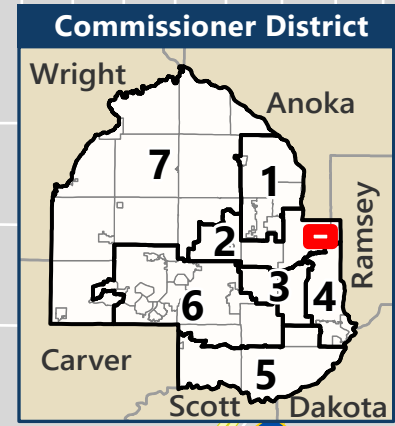
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PROJECT MAP



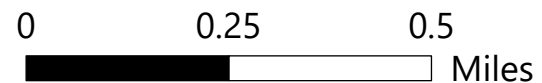
Lowry Ave NE (CSAH 153) Reconstruction | CP 2140900

From Washington St NE to Johnson St NE in the City of Minneapolis | Hennepin County Public Works



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ATTACHMENT 2

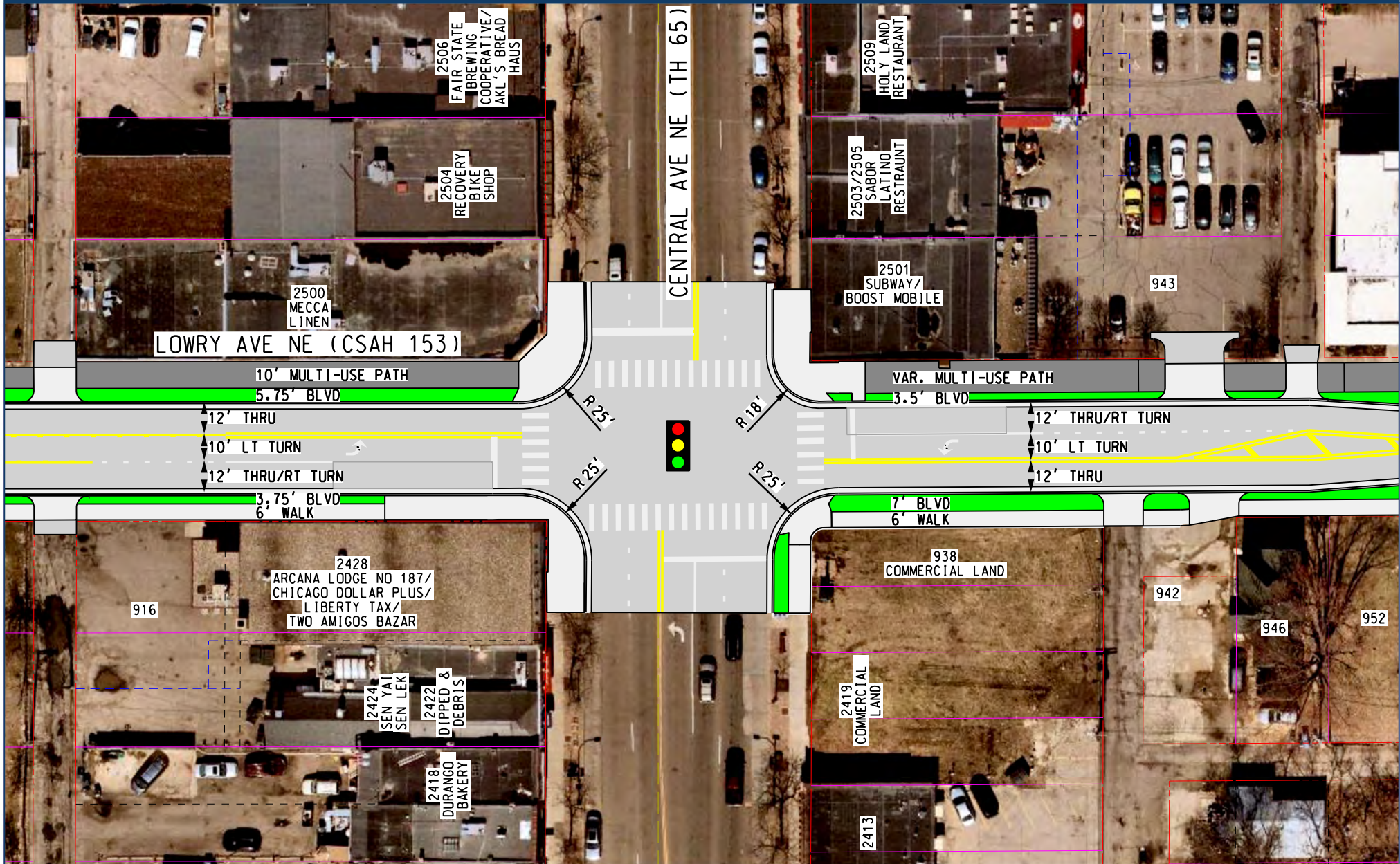
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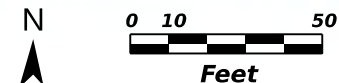
CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

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CSAH 153 (Lowry Avenue) S.P. 027-753-020

Central Avenue | Hennepin County Public Works

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Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-21

2024 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)

Requested Action

Approve the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

Background and Purpose

Staff asks that TAB release the draft 2024 Highway Safety Improvement Program (HSIP) application for review and public comment. The HSIP application will be released for a 30-day comment period, tentatively scheduled for May 19 to June 23. After the public comment period, a revised draft package will be prepared for TAB's July meeting. HSIP applications will be due on February 1, 2024. MnDOT has made some changes for the 2024 HSIP solicitation application, including:

- Cover page – Updated cover
- Page 2 – Need to finalize the amount of funding for the 2024 Metro solicitation for 2028 and 2029. Also need to determine if there will be additional funds available in FY 2026 and 2027.
- Page 3 – Updated the 5-year period of available data, crash statistics, and a statement on signal operations related to safety.
- Page 4 – Added two example project types for the proactive project funding category.
- Page 5 – Included a new note requiring a B/C ratio of 1.0 or greater for the reactive project funding category.
- Page 6 – Updated the 10-year time frame for correctable fatal and serious injury crashes.
- Page 8 – Added a requirement to explain why the project was selected and prioritized that is evidence based.
- Page 9 – Added requirement for an ADA transition plan for public agencies that employ 50 or more people. (This is consistent with the Regional Solicitation qualifying criteria.)

- Page 10 – Provided a deadline of December 15, 2023, for crash data requests to MnDOT.
- Page 11 – The application now requires electronic submission and “recognize text” selected in the PDF.
- Appendix C – Added a discussion on traffic signal retiming.

Relationship to Regional Policy

TAB develops and issues a Highway Safety Improvement Program (HSIP) solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

Routing

To	Action Requested	Date <i>Scheduled / Completed</i>
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-22

2024 Regional Solicitation: Weighting of Criteria and Measures

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approve the weighting of criteria and measures for the 2024 Regional Solicitation as attached.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) approval of the weighting of the criteria and measures for the 2024 Regional Solicitation with the following adjustments from 2022:

- Adding 100 points to safety-related criteria for all application categories except Transit Expansion and Transit Modernization.
- Distribution of the additional 100 safety points based on current measure weighting within the safety criterion in the Roadway Categories.

Background and Purpose

Each criterion contains measures, the scores for which are determined by TAB following TAC recommendation. The specific draft criteria weighting and measures for Roadway including Multimodal Elements, Transit and Travel Demand Management, Bicycle and Pedestrian Facilities funding categories are attached to this document. For 2024, technical and policy committee members requested additional emphasis be placed on safety.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Staff Analysis

Council staff previously evaluated the impact of adding 100 or 300 points to the safety-related criteria across all application categories. The 100-point option results in adding six to eight percentage points to the safety-related criteria and the 300-point option results in adding 15 to 20 percentage points to the safety-related criteria. Some application categories do not have a direct safety criterion. In these cases, the 100 or 300 points would have been added to criteria that represent safety. For example, in the Bridges application category, points have been added to the

Multimodal criterion as this represents investment in facilities that increase the safety of pedestrians and bicyclists accessing transit.

The bullets below describe how the recommendation for adding 100 points to safety-related criteria is distributed across specific scoring measure(s) within each application category.

- Traffic Management Technologies application category: Points added 75% to Crashes Reduced measure and 25% to Safety Issues in Project Area measure.
- Roadway Spot Mobility and Safety, Strategic Capacity, and Reconstruction/Modernization application categories: Proportionate to previous weighting of measures within the Safety Criterion:
 - Roadway Spot Mobility and Safety: 70% to Crashes Reduced and 30% to Pedestrian Safety
 - Strategic Capacity: 80% to Crashes Reduced and 20% to Pedestrian Safety
 - Reconstruction/Modernization: 83% to Crashes Reduced and 17% to Pedestrian Safety
- Multiuse Trails and Bicycle Facilities, Pedestrian Facilities and Safe Routes to School application categories: Points added 50% to Barriers Overcome measure and 50% to Deficiencies Corrected measure.
- Bridges application category: All points added to the Multimodal Elements and Connections measures.
- Transit Expansion and Transit Modernization application categories: No points added.
 - NOTE: If points were to be added, it is suggested to add 75 points to Usage and 25 points to Multimodal Elements in Transit Expansion and 100 points to Service and Customer Improvements in Transit Modernization.
- Travel Demand Management application category: All points added to the Vehicle Miles Traveled (VMT) Reduction measure.

Committee Comments and Actions

In previous information item discussions, the Transit Planning Technical Working Group preferred not to add points to any Transit application categories and TAC expressed agreement, along with comfort with having differing point totals across the application categories.

The Bridges and Travel Demand Management (TDM) application categories do not have direct safety measures, but TAC members expressed comfort with including the above measures in the increase.

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the weighting of the criteria and measures for the 2024 Regional Solicitation with the following adjustments:

- Adding 100 points to safety-related criteria for all application categories except Transit Expansion and Transit Modernization.
- Distribution of the additional 100 safety points based on current measure weighting within the safety criterion in the Roadway Categories, aside from Bridges.

Members preferred a proportionate addition to the Roadways including Multimodal Elements funding category because it awards more points to the quantitative measure. They also preferred to defer to the Transit Planning Technical Working Group's preference to not change any scoring values. If safety-related points are added to Transit Expansion application category, the Working Group recommended a split of 75 points to the Usage criterion and 25 points to the Multimodal criterion.



Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



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	200300	335435	150250	180280	
Crashes reduced	50 75	235 305	120 200	150 233	
Safety issues in project area	150 225				
Pedestrian Crash Reduction (Proactive)		100 130	30 50	30 47	
Multimodal Elements and Existing Connections	50	100	100	110	100200
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	1,1001,200	1,2001,400	1,2001,400	1,2001,400	1,2001,400

ATTACHMENT 1B: TRANSIT MEASURES (NOTE: No changes are Proposed)

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	350425	325
Existing Riders		325
New Annual Riders	350 425	
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	100125	100
Bicycle and pedestrian elements of the project and connections	100 125	100
Risk Assessment	50	50
Risk Assessment Form	50	50
Service and Customer Improvements		200300
Project improvement for transit users		200 300
Cost Effectiveness	100	100
Cost effectiveness (total points awarded/total annual project cost)	100	100
Total	<u>1,2001,100</u>	<u>1,2001,100</u>

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	1,200 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

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-23

2024 Regional Solicitation: Funding Category Minimum and Maximum Federal Awards

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process (Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Adopt minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) no change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation.

Background and Purpose

Shown in Table 1 are the minimum and maximum federal funding amounts used for the 2022 Regional Solicitation. The maximum awards, many of which were established in 2014, have not been changed to reflect inflation. This is in large part because increasing the federal award size would have the impact of reducing the number of projects funded.

Table 1: Application Federal Minimum and Maximum Awards

Modal Application Categories	Min Federal Award	Max Federal Award
Unique Projects		
Unique Projects	\$500,000	\$4,000,000
Roadways		
Traffic Management Technologies	\$500,000	\$3,500,000
Spot Mobility and Safety	\$1,000,000	\$3,500,000
Strategic Capacity	\$1,000,000	\$10,000,000
Roadway Recon/ Modernization	\$1,000,000	\$7,000,000
Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit		
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	\$500,000	\$5,500,000
Pedestrian Facilities	\$500,000	\$2,000,000
Safe Routes to School	\$250,000	\$1,000,000

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Staff Analysis

To this point, no committee has made any specific recommendations, but TAC has requested that TAC Funding & Programming further explore the topic. The focus of discussion has been around the balance between awards helping fund larger parts of projects (i.e., increasing maximum federal awards) and funding a larger number of projects (i.e., not increasing maximum federal awards). Table 2 provides additional notes related to the history of the maximum awards. Minimum awards have not been discussed at any committee meeting.

Table 2: History of Federal Maximum Awards by Category

Modal Application Categories	Established	Notes
Unique Projects		
Unique Projects	2022	Maximum based on total available.
Roadways		
Traffic Management Technologies	2020	Reduced from \$7M because applications are low cost. No applications requested the max in 2022.
Spot Mobility and Safety	2020	New category in 2020. No applications requested the max in 2022.
Strategic Capacity	2020	Increased from \$7M to \$10M because projects tend to be high cost. 8/11 requested the max in 2020 with 7 significantly over 20% match.
Roadway Recon/ Modernization	2014	In 2014, inflation adjustments were added.* 14/31 requested the max in 2022 (11 had significantly over 20% match).
Bridge Rehabilitation/Replacement	2014	1/5 requested the max in 2022.
Transit and TDM		
Arterial Bus Rapid Transit Project	2020	New category in 2020.
Transit Expansion	2014	2/7 requested the max in 2022 and 4 requested more than \$5M.
Transit Modernization	2014	1/7 requested the max in 2022 and 2 requested more than \$5M.
Travel Demand Management (TDM)	2018	Increased from \$300,000 due to low number of applications. 2/7 requested the max in 2022 but 6/7 applied requested more than previous max.
Bicycle and Pedestrian Facilities		
Multiuse Trails and Bicycle Facilities	2014	8/49 requested the max in 2022. 18 requested more than \$3.5M.
Pedestrian Facilities	2022	Increased from \$1M to \$2M in 2022. 5/10 requested the max in 2022.
Safe Routes to School	2014	4/10 requested the max in 2022.

*a 2% per year inflation adjustment was added in 2014. This tended to result in federal awards of 6% to 12% above the applied-for federal amount (i.e., \$7,420,000 to \$7,840,000). This was discontinued in 2016, effectively reducing the federal award in favor of funding a higher number of projects.



Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended no change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation and to revisit the issue going into the 2026 Regional Solicitation. Members made several suggestions such as increasing the maximum for some of the categories that have not changed since 2014, increasing all categories, or waiting until the Regional Solicitation Evaluation to make any changes.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Table 3: 5% Inflation (First Year at Current Maximum Highlighted in Yellow)

	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										
Multiuse Trails / Bicycle	\$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
Pedestrian Facilities	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$2M	\$2,205,000
Safe Routes to School	\$1M	\$1,628,895	\$1M	\$1,407,100	\$1M	\$1,340,096	\$1M	\$1,215,506	\$1M	\$1,102,500



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-24

2024 Regional Solicitation: Funding Ranges by Mode

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approve the funding ranges by mode for the 2024 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) no changes to the modal funding ranges for the 2024 Regional Solicitation.

Background and Purpose

Shown in the table below are funding ranges by mode established for 2022. In 2020, the proportionate range was altered from the ranges used in 2014, 2016, 2018, and 2020 to increase transit funds by \$5 million after establishing the Arterial Bus Rapid Transit (ABRT) category and Transit New Market Guarantee. As a result, funding ranges were decreased for both roadways (\$4 million decrease) and bicycle/pedestrian (\$1million decrease).

As noted in the Regional Solicitation Introduction, these ranges are guides and can be changed by TAB due to the quality and quantity of applications received.

Roadways	Transit and TDM	Bicycle and Pedestrian	Total
Range of 46%-65% Midpoint 55.5%	Range of 25%-35% Midpoint 30%	Range of 9%-20% Midpoint 14.5%	100%

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended no change to the modal funding ranges for the 2024 Regional Solicitation. Members discussed the impact of newer funding sources (On-System Bridges, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), and Carbon Reduction Program) on the ranges. Staff reported that the MnDOT is assuming that the funding going into On-System Bridges will not continue beyond this federal transportation bill. However, it is assumed that PROTECT and the Carbon Reduction Program will continue and will be discussed as part of the Regional Solicitation Evaluation. The PROTECT funds can be assumed to be part of the above

modal funding ranges. Currently, the Carbon Reduction Program funding is not part of the modal funding ranges pending further input/direction from TAB and the Metropolitan Council on whether this funding source will be invested inside or outside of the Regional Solicitation process. Carbon Reduction funding may be included in the modal funding ranges at a later date.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-25

2024 Regional Solicitation: Policies, Qualifying Criteria, and Eligibility

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approve policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) adoption of the attached policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation including use of Tie Breaker Option 2 with the provision that an applicant with two tied projects in the same application category can break the tie themselves and increasing the bus rapid transit (BRT) federal funding maximum to \$39 million.

Background and Purpose

TAB must approve qualifying requirements, project eligibility, and other policy concerns as part of the overall application. Attached are three sections of the Regional Solicitation: Introduction, Qualifying Requirements, and Forms. Few changes are being shown in the attachments. Along with small housekeeping changes, key changes tracked below include:

- Introduction
 - Breaking ties (See below)
 - Rule limiting BRT projects to \$39M federal.
- Qualifying Criteria
 - Requiring letters from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use for any bicycle or pedestrian facility, including in roadway projects. This rule had previously only applied to the Multiuse Trails and Bicycle Facilities category.
- Forms
 - Request for applicants to describe which specific project elements of your project and associated are eligible to receive PROTECT funds.

Breaking Ties

Historically, TAB has been unwilling to “break” ties (i.e., fund one out of two projects with the same total score within a funding category). This can lead to underfunding or overfunding an application category or not addressing geographic balance. TAB and Technical Committee members have expressed willingness to allow tie breakers. Two suggested options are shown below:

Option 1:

Scoring committees should use a tiebreaker to sort the ranking of two or more projects with the same score. For the 2024 Regional Solicitation, ties will be broken within funding categories by favoring the higher-scoring project in the safety-related measure shown below.

- 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 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 cost for the proposed project.

Option 2:

Scoring committees should use a tiebreaker to sort the ranking of two or more projects with the same score. For the 2024 Regional Solicitation, ties will be broken within funding categories by favoring the higher-scoring project in the highest-weighted¹ (in most application categories, this is safety) criterion. If that score is tied, the tiebreaker will move down to the next-highest-weighted criterion until there is no tie. In any instance in which a tied score is between two projects with the same sponsor, that sponsor can select which project is ranked higher.

Other changes could be reflected in these attachments depending on other decisions, such as the proposed addition of points for safety and other scoring measures.

Application Rules

Can separate project elements be allowed to apply in more than one category? For example, can a roadway application include a trail and a separate trail application be submitted for the trail alone? This question was asked at TAB and technical feedback is shown below.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended adoption of the attached policies, qualifying criteria, and project eligibility for the 2024 Regional Solicitation including use of Tie Breaker Option 2 with the provision that an applicant with two tied projects in the same application category can break the tie themselves and increasing the bus rapid transit (BRT) federal funding maximum to \$39 million.

Members were hesitant to make any changes related to not allowing for project elements to be applied for in multiple categories. Tiebreaking Option 2 was favored because it favors safety in the categories with collision-based scores while picking the most important criteria in other categories.

¹ In most application categories, this is safety.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-26

2024 Regional Solicitation: Measures and Scoring Guidance

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approval of the attached measures and scoring guidance for each application category for the 2024 Regional Solicitation

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) approval of the measures and scoring guidance for the 2024 Regional Solicitation.

Background and Purpose

The Regional Solicitation for Federal Transportation Project Funding is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. TAB selects projects for funding from four federal programs: the Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality Improvement (CMAQ) program, Carbon Reduction program (pending further TAB and Council input), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The attached materials include the application categories, criteria for each category, proposed measures within the criteria, and proposed scoring guidance for the 2024 Regional Solicitation.

The measures and guidance are attached for all 12 funding categories with changes shown. Very few changes are proposed. They include:

- Transit ridership and route coverage: Shift from 2019 to 2022. In the 2022 Regional Solicitation, 2019 data was used because of uncertainty early in the COVID-19 pandemic. The Transit Technical Working Group recommends using 2022 data. This applies to the transit categories as well as person throughput measures in roadways categories.
- Clarification that a Safe Routes to School Plan does not have to be MnDOT sponsored.
- Allowing Bridge Rehabilitation/Replacement projects on collectors (minor collector and above in the urban areas or a major collector and above in the rural areas) to apply for funding to ensure that the bridges with the worst condition on the transportation system are being funded regardless of functional classification.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the measures and scoring guidance for the 2024 Regional Solicitation.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 3, 2023

Date: April 26, 2023

Action Transmittal: 2023-27

2024 Regional Solicitation: Release for Public Comment

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)
Joe Barbeau, Senior Planner (Joseph.Barbeau@metc.state.mn.us)

Requested Action

Approve the draft 2024 Regional Solicitation for release for public comment.

Recommended Motion

That the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

Background and Purpose

Staff requests that TAB release the draft 2024 Regional Solicitation package for review and public comment. This package will solicit funding through the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation and Air Quality Improvement (CMAQ) program, Carbon Reduction program (pending further TAB and Council input), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The Regional Solicitation will be released for a 30-day comment period, tentatively scheduled for May 19 to June 23. After the public comment period, a revised draft solicitation package will be prepared for TAB's July meeting.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for federal funding.

Committee Comments and Actions

At its April 20, 2023, meeting, the TAC Funding & Programming Committee recommended approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	April 20, 2023
Technical Advisory Committee	Review & Recommend	<i>May 3, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>May 17, 2023</i>

