

Agenda

TAB Technical Advisory Committee



Meeting Date: August 2, 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 June 7, 2023, TAB Technical Advisory Committee Minutes

Public Comment on Committee Business

TAB Report

Committee Reports

- 1) Executive Committee (Jeni Hager, Chair)
- 2) Planning Committee/TPP Technical Working Group (Scott Mareck, Chair)
 - a) 2023-38: Urban Area Boundary (David Vessel, MTS)
 - b) 2023-39: Regional Bicycle Transportation Network (RBTN) Adjustments for the Regional Solicitation (Steve Elmer, MTS)
 - c) 2023-40: 2040 Transportation Policy Plan Amendment #2 (David Burns, MTS)
- 3) Funding & Programming Committee (Karl Keel, Vice Chair)
 - a) 2023-41: Scope Change Request for Minneapolis E Line Route Signal and Pedestrian Safety Project (Joe Barbeau, MTS)
 - b) 2023-42: Program Year Shift Request for Brooklyn Park and Hennepin County CSAH 103 and CSAH 50 Projects (Joe Barbeau, MTS)
 - c) 2023-43: Regional Solicitation Application Release (Steve Peterson, MTS)

Information

- 1) Active Transportation Sales Tax Funding; Discussion of Next Steps

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: June 7, 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
- John Hagen, Maple Grove
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul

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

= present

Call to Order

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

Approval of Agenda

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

Approval of Minutes

It was moved by Isaacson and seconded by Ellos to approve the minutes of the May 3, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the May 17, 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. She thanked those that responded to the survey on in-person versus virtual meetings and said that results will be shared in the future. She said that the July meeting is likely to be cancelled. She added that the

active transportation funding was discussed and that while the June Funding & Programming meeting was noticed to be cancelled it might be reinstated with TAC members invited.

1. [2023-35: Streamlined 2023-2026 TIP Amendment – Two New Projects](#)

Barbeau said that the requested action involves two actions adding projects to the 2023-2026 TIP:

1. Sherburne County requests the addition of a project to reconstruct a 2.7-mile portion of CSAH 33 in Elk River. This is funded with Surface Transportation Block Grant Program (STBGP) funds not from the Regional Solicitation.
2. Minnesota Valley Transit Authority (MVTA) requests the addition of its Burnsville Bus Garage Expansion Phase III (SP # TRF-TCMT-22AI). This project is funded with Federal Transit Administration (FTA) Section 5339 funds.

Motion by MacPherson and seconded by Witter to recommend adoption of an amendment to the 2023-2026 TIP to add two new projects. **Motion carried.**

2. [2023-36: Streamlined 2023-2026 TIP Amendment – Two Project Cost Increases](#)

Barbeau said that the requested action involves two actions changing projects in the 2023-2026 TIP:

1. MnDOT requests a cost increase to its Stone Arch Bridge repair project. This change will also be reflected in the 2024-2027 TIP. This project is funded by Surface Transportation Block Grant Program (STBGP) funds.
2. MnDOT requests a cost increase and the replacement of an additional bridge for its MN 65 bridge replacement project in Spring Lake Park and East Bethel. This project is funded by National Highway Performance Program (NHPP).

Motion by Oehme and seconded by Nick Peterson to recommend adoption of an amendment to the 2023-2026 TIP to increase the cost of two projects. **Motion carried.**

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

Mareck said that the TAC Planning Committee last met on May 11 and had a presentation on the MSP long range airport plan.

Funding & Programming (Karl Keel, Vice Chair)

1. [2023-30: Program Year Shift Request: Highway 252 Projects](#)

Keel said that Brooklyn Center, Brooklyn Park, Hennepin County and MnDOT are requesting a program year extension to 2029 for four smaller projects to coincide with a larger project. He noted that each of these projects has received a program year extension in the past and that the program year policy allows for one one-time program year extension and that this request would be an exemption to the policy.

MacPherson asked whether it would be preferable to ask that the project re-apply, whether an update can be provided, and whether more time will be needed beyond 2029. Keel replied that the larger project has a 2029 deadline. Carla Stueve, Hennepin County, said that there has been consideration for reapplying but since the projects have been through environmental review, they are now considered one project, rendering them unable to be applied for. Koutsoukos agreed that at least three of the four projects are likely one project. Mark Lindeberg, MnDOT, said that the project is not fully funded yet. He said that the project includes Corridors of Commerce funding, which is required to be spent by 2029.

Howley asked whether the six-year delay will lead to the project being short of funding. Lindeberg said that that the hope is to have the project delivered on time.

Steve Peterson said that the Program Year Policy needs to be examined given the trend of project extension requests being tied to larger projects. Hager suggested adding note to a motion

that this request is outside of the policy.

Motion by Keel and seconded by Leitner to recommend approving a request for exemption to the Program Year Policy and approving the request to move the following four Highway 252 related Regional Solicitation grants from 2026 to 2029:

- Brooklyn Center's MN Highway 252 at 66th Avenue grade separation.
- Brooklyn Center's MN Highway 252 at 70th Avenue pedestrian improvements.
- Brooklyn Park's MN Highway 252 at Brookdale Drive grade separation.
- Hennepin County's MN Highway 252 at 85th Avenue grade separation.

Motion carried.

2. [2023-31: Program Year Shift Request: Brooklyn Park's CSAH 103 Reconstruction](#)

Keel said that due to delays associated with the Blue Line light rail transit (LRT) extension, the City of Brooklyn Park is requesting an extension of its program year for its CSAH 103 roadway project. He said that the project has received a program year extension from 2022 to 2025 and is the city is now seeking extension to 2026 to coincide with the LRT extension.

Mayell asked that the change to 2026 be addressed in relation to risk in the blue Line extension. Keel said that there is a risk but the request to move the project to 2026 is based on the best information available. Jesse Struve, Brooklyn Park, reiterated that this is the best timeline that sponsors have right now.

Motion by Keel and seconded by Eyoh to recommend approving a request for exemption for the Program Year Policy to recommend approval of the request to move the City of Brooklyn Park's CSAH 103 Regional Solicitation grant from 2025 to 2026, acknowledging that this is a request for exemption from the program year policy. **Motion carried.**

3. [2023-32: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) funding allocation options for FY 2025-2027](#)

Keel introduced the topic, stating that the action would spend \$14.5M of early year PROTECT funds. Steve Peterson said that the 2021 Infrastructure Investment and Jobs Act (IIJA) established the PROTECT funding program to help make surface transportation more resilient to natural hazards, including climate change, flooding, and extreme weather events through support of resilience improvements. MnDOT provided 30 percent of formula PROTECT funds for regional distribution, including funds to the Met Council and TAB. MnDOT anticipates that this funding program will continue beyond the end of IIJA with funding levels for 2028 and beyond being similar to 2027 levels (approximately \$3.5M per year). Unlike the other federal funding programs that are used in the Regional Solicitation, PROTECT typically funds specific elements within a larger project instead of the entire project. PROTECT has strict and narrow eligibility that includes, but is not limited to, storm sewer, ponding, erosion control, retaining walls, and lifting/realigning transportation infrastructure out of floodplains.

Due to short-term deadlines and narrow eligibility, the 2024 allocation was applied to eligible elements within existing projects selected in past Regional Solicitation cycles. This action focuses on the \$14,518,800 of PROTECT funds available for 2025-2027.

For 2028 and 2029 PROTECT funds, additional language has been added to the draft 2024 Regional Solicitation application materials for project sponsors to identify PROTECT-eligible items. The 2028 and 2029 PROTECT funding years will line up with the years for the other federal programs making PROTECT funds easier to utilize.

As part of the Regional Solicitation Evaluation, the selected consultant will identify the best and most appropriate way to use the PROTECT funds, including changes to the 2026 Regional Solicitation cycle (program years 2030 and 2031). Potential changes may include the creation of a separate application category for projects that address resiliency, for example. The Regional Solicitation Evaluation, which begins in August, will be the best opportunity to focus on what the region wants to do with the new funding source.



Leitner suggested separating conversations about the Funding & Programming Committee recommendation from the Surface Transportation Program (STP) funds. Ellos agreed and expressed support for inclusion of the Shingle Creek Regional Trail. Keel said that if the \$1.18M excess of STP funds is not addressed by the committee it will be addressed in the Federal Funds Reallocation Policy. Steve Peterson said that the action transmittal shared with TAB will express TAC's preference to follow existing policy for the excess funding.

Ellos asked about the timing of the funding. Steve Peterson replied that the reason staff is asking what to do with the funds is because it is 2026 funding, which could be challenging for projects selected in the 2024 Regional Solicitation to use.

Brian Shekleton said that other places have used PROTECT funding to award funding to specific project types, such as failing stormwater systems, as opposed to pulling from lists of existing projects.

Hager suggested having separate motions for PROTECT funding and STP funding, adding that given the immediacy of the PROTECT funds, there is not time for a solicitation like Shekleton referred to.

Motion by Keel and seconded by Robjent to recommend distribution of \$14,518,800 of PROTECT funding for fiscal years 2025 through 2027 along with \$2,481,200 in 2026 STP funding to fully fund the federal requests for the Highway 5 Carver County Lake Minnewashta & Arboretum and Washington County CR 19A/100th Street projects from the 2022 Regional Solicitation cycle.

Motion carried.

Hager asked whether members wanted to discuss the remaining \$1.18M of STP funding. Leitner asked whether that needs to be decided immediately, as the issue lacks clarity and sponsors may need time to prepare for it. She added that the Funding & Programming Committee should weigh in. Hager suggested that with no action, TAB will act based on existing policy. Ellos said that TAC could provide TAB with guidance on the options. Hager suggested that TAC could recommend that the item come back through the technical committees. Steve Peterson agreed with this suggestion. Keel questioned why there is consideration for multiple options at this time, as that does not seem to match historical practice. Ellos said that the difference is that future projects have been paid off. Hager expressed agreement but mentioned that there are projects that can take more funding to get closer to the 80% federal, adding that there are more projects going through the development process than usual. Ellos expressed interest in accelerating the decision on distribution of federal funds to projects able to absorb more. Steve Peterson said that following the policy would likely result in the funding being placed into the 2024 Regional Solicitation, adding that a transit project could probably use the funding.

4. [2023-33: Adoption of the Draft 2024-2027 Transportation Improvement Program \(TIP\), pending public comment](#)

Motion by Keel and seconded by Ellos to recommend that TAB recommend the draft 2024-2027 Transportation Improvement Program (TIP). **Motion carried.**

Information

1. [Transportation System Performance Evaluation](#) (Liz Roten, MTS)

Liz Roten, MTS, presented on the topic.

Mareck said that a lot of the roadway data highlighted the MnDOT system as opposed to the Council's minor arterial system. Roten said that what was shown was based on the data that is available.

Eyoh said that MPCA is responding to EPA changes, including tightening the standard for PM_{2.5} and possibly ozone, along with improving fuel efficiency. Johnathan Ehrlich, MTS, stated

that a lot of detail was removed for simplicity. He added that each criteria pollutant has several measures that have been collapsed into one graph. He said that PM_{2.5} and ozone standards will change, which will impact whether the region meets National Ambient Air Quality standards.

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

TAC Planning Committee



Committee Meeting Date: August 2, 2023

Date: July 27, 2023

Action Transmittal: 2023-38

Smoothed Urban Area Boundary

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: David Burns, Planning Analyst, 651-602-1887
Jonathan Ehrlich, Senior Manager, Transportation Research 651-602-1408

Requested Action

The Metropolitan Council staff requests adoption of the proposed smoothed urban area boundary as shown on the attached map.

Recommended Motion

That the Technical Advisory Committee recommend adoption of the proposed smoothed urban area boundary as shown on the attached map.

Background and Purpose

Upon completion of each decennial census, the U.S. Census Bureau delineates and provides maps depicting the contiguous urban area boundary for metropolitan areas. These boundaries represent urban areas that meet certain population and distance thresholds to the core urban area. The urban area boundary must include all areas identified by the U.S. Census Bureau as urban but should also undergo a "smoothing" process to include identifiable features such as roadways and rivers, and to follow municipal boundaries. For urban areas with a Metropolitan Planning Organization (MPO), the MPO is charged with leading this process.

For the 2020 Census, the U.S. Census Bureau altered the methodology used to determine urban area boundaries. This resulted in some cities within the Council's 7-county metropolitan planning area, most notably Stillwater, becoming separate urban areas but remaining within the planning area. Stillwater and all other urbanized communities within the 7-county region remain part of the Council's planning area boundary defined under State statute and are still eligible for Regional Solicitation funding and other Council services.

Similarly, due to the fact that under adopted local practices all A-Minor Arterials within the MPO planning area are eligible for the Regional Solicitation, urban and rural distinctions have little effect on communities and roadways within the 7-county metro area. MnDOT and FHWA, however, do track and use total urban and rural system mileage and are therefore more concerned with the urban and rural classifications.

Among the more significant changes to the urban area boundary is the removal of Houlton, Wisconsin, from the urban area and thus from the planning area. There were also some minor boundary changes within the urbanized areas of Wright and Sherburne counties, which became part of the Council's urbanized area after the 2010 census. Council staff met with staff representing

the counties and cities affected by these changes on June 12, and the area representatives have not indicated any concerns with the new boundaries. Since the proposed boundary was presented to the TAC Planning Committee, Council staff has received feedback from MnDOT and other local partners and have slightly revised the map.

The updated draft urban area boundary map is included. Due to some continuing and minor feedback received from partners, the draft map may be slightly altered as it goes through the TAC/TAB process.

Relationship to Regional Policy

As the Metropolitan Planning Organization for the Twin Cities, the Council is required to perform the urban area smoothing process and adopt a smoothed urban boundary to comply with federal law.

Staff Analysis

The adjusted urban area boundary follows guidelines and best practices set forth by both MnDOT and FHWA. It includes all the urban areas as well as logical contiguous areas within the region. It has been reviewed and vetted by stakeholders, including MnDOT and representatives of Wright and Sherburne counties.

Committee Comments and Action

At its July 13, 2023, meeting, the TAC Planning Committee voted to recommend adoption of the proposed smoothed urban area boundary as shown on the attached map.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	July 13, 2023
Technical Advisory Committee	Review & Recommend	August 2, 2023
Transportation Advisory Board	Review & Recommend	August 16, 2023
Metropolitan Council Transportation Committee	Review & Recommend	August 28, 2023
Metropolitan Council	Review & Adopt	September 13, 2023

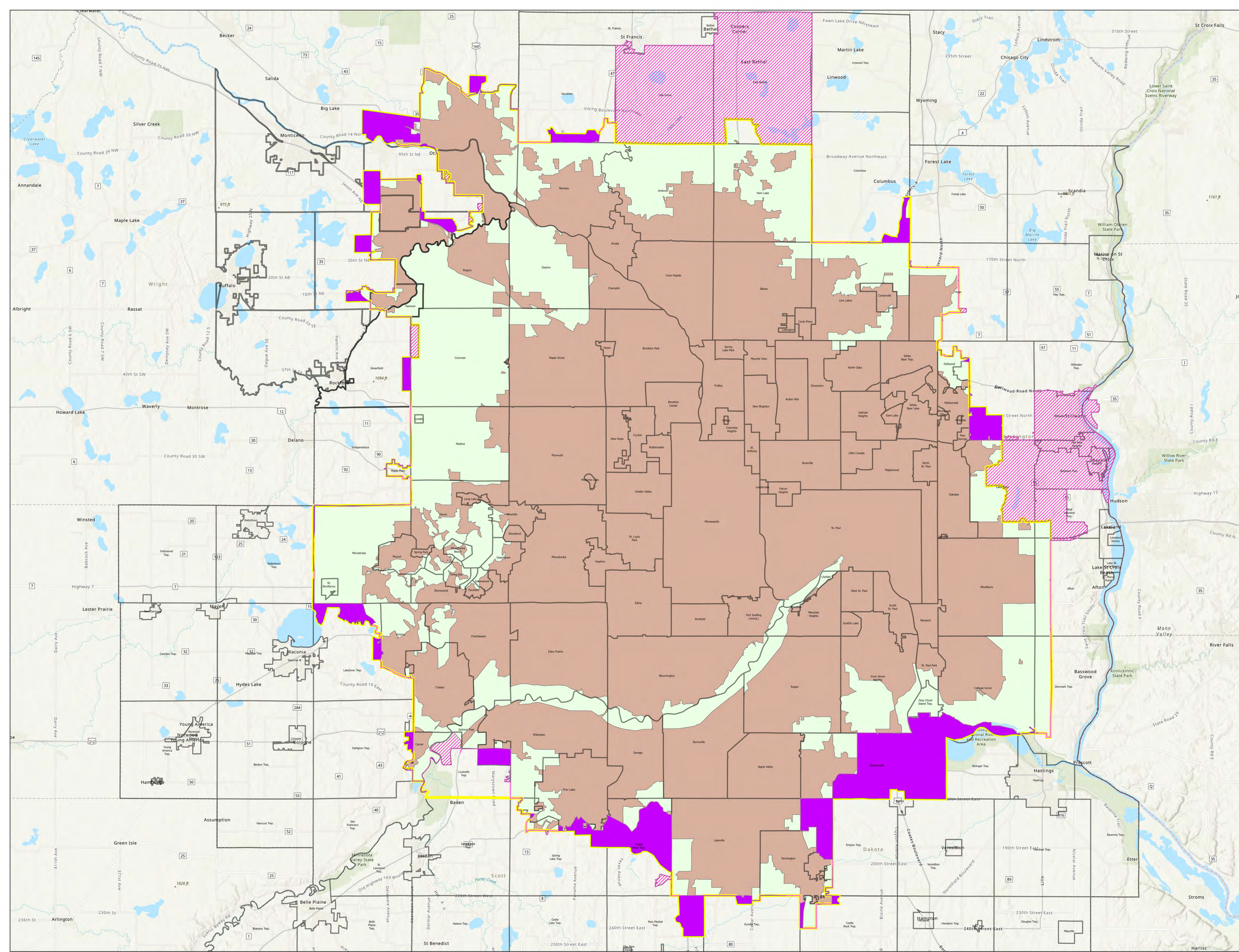


2020 UZA
7W View
Urbanized Area Change

UZA Change 2010 to 2020

- Added UZA in 2020
- Removed UZA in 2020

- City and Townships
- 2020 Census Defined UZA
- 2020 DRAFT Smooth UZA Metro
- Area Removed from Draft 2020 UZA
- 2020 DRAFT Smooth UZA Boundary
- 2013 Smooth UZA Boundary



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 2, 2023

Date: July 27, 2023

Action Transmittal: 2023-39

RBTN Adjustments for 2024 Regional Solicitation

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Cole Hiniker, Multimodal Planning Senior Manager, 651-602-1748
Steve Elmer, Planning Analyst, 651-602-1756

Requested Action

Recommend approval of the updated Regional Bicycle Transportation Network (RBTN) with administrative adjustments for use in the 2024 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee recommend approval of the updated RBTN with administrative adjustments for use in the 2024 Regional Solicitation as shown on the attached map.

Background and Purpose

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan in 2015 as the region's official bicycle network plan for transportation, setting the region's vision for bicycle network planning and investment. The goal of the RBTN is to develop an integrated, seamless network of on-street bikeways and off-street trails to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of the RBTN by local and state agencies. A public notice was distributed in April of the opportunity for agencies to request RBTN administrative adjustments for consideration. Administrative adjustments were defined to include the following categories:

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

The purpose of this action is to accept the updated RBTN with the administrative adjustments (see [RBTN Online Map](#)) for use in the 2024 Regional Solicitation.

Relationship to Regional Policy

The RBTN was established in the 2040 Transportation Policy Plan in January 2015. The RBTN sets regional priorities for bicycle transportation planning and investment. RBTN prioritized Tier 1 and Tier 2 corridors and alignments are used in the Regional Solicitation project selection criteria.

Staff Analysis

Staff received RBTN administrative adjustment requests or suggestions from three agencies. These potential changes were reviewed for consistency with the administrative adjustment categories that were announced for consideration. Most of the requests that fit the administrative adjustment categories were accepted and incorporated into the RBTN. There were two requests that were not accepted because the change would either reduce access to designated regional destinations or would require planning coordination and approval from other local agencies. These requested changes could be considered in a future update of the RBTN when more time allows for coordination with affected governments.

Committee Comments and Action

At its July 13, 2023 meeting, the TAC Planning Committee voted to accept and recommend approval of the updated RBTN with adjustments for the 2024 Solicitation. In response to one question from a committee member, staff indicated that alignment priority tiers could be reviewed in a future RBTN update.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning Committee	Accept & Recommend	July 13, 2023
Technical Advisory Committee	Accept & Recommend	August 2, 2023
Transportation Advisory Board	Adopt for use in 2024 Regional Solicitation	August 16, 2023



Updated RBTN with Adjustments

Alignments

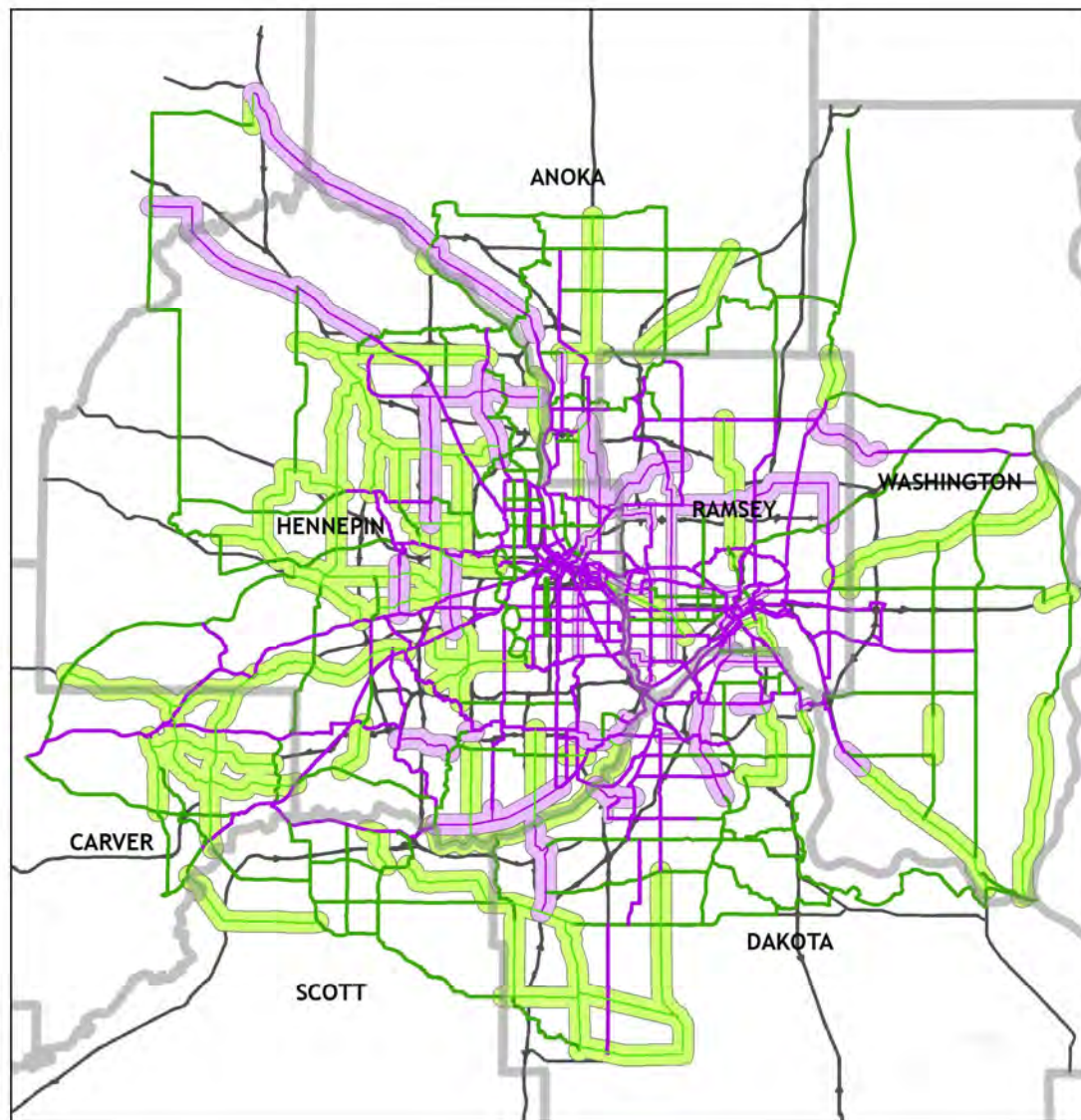
- Tier 1
- Tier 2

Corridor Centerlines

- Tier 1
- Tier 2

Corridors

- Tier 1
- Tier 2
- Counties
- Principal Arterials



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 2, 2023

Date: July 27, 2023

Action Transmittal: 2023-40

Draft Amendment to the 2040 Transportation Policy Plan (Amendment #2) to add Five Highway Projects

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Steve Peterson, Senior Manager of Highway Planning, 651-602-1805
David Burns, Planning Analyst, 651-602-1887

Requested Action

MnDOT District 3, MnDOT Metro District, Anoka County, Scott County, Dakota County, Wright County, and the Cities of Andover, Coon Rapids, Blaine, Savage, Burnsville, Otsego, Dayton, St. Michael, Monticello, and Albertville request that the attached draft amendment to the 2040 Transportation Policy Plan to add five regionally significant highway projects be released for public review and comment.

Recommended Motion

That the Technical Advisory Committee recommend the release of the attached draft 2040 Transportation Policy Plan Amendment #2, which adds five regionally significant projects, for public review and comment.

Background and Purpose

The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. Projects that add new lanes to a Principal Arterial Highway or construct an interchange are considered regionally significant projects. These projects must be identified as funded in the 2040 Transportation Policy Plan in order to be included in the Transportation Improvement Program (TIP) and begin construction.

Highway projects are added to the fiscally constrained TPP when the following criteria are met:

- Documentation is submitted showing how the project can be built with revenue in the fiscally constrained plan (or reasonable proposed additional revenues);
- The proposal is consistent with the goals, objectives, and strategies of the 2040 TPP; and
- Public involvement is conducted.

This amendment adds five regionally significant projects to the 2040 TPP, as described below:

- The US 10 Highway Congestion Mitigation Project expands US Highway 10 (US 10) in Anoka County from two to three mainline travel lanes in Coon Rapids between County State Aid Highway (CSAH) 78 (Hanson Boulevard) and CSAH 9 (Round Lake Boulevard).
- The US 169/CSAH 59 Interchange Project converts an at-grade intersection on US Highway 169 in Scott County to a grade-separated interchange with CSAH 59 (Delaware

Avenue), roughly 2.5 miles southwest of the City of Jordan.

- The I-94 Albertville to Monticello Lane Expansion Project in Wright County expands approximately 8 miles of I-94 from two to three travel lanes in each direction between the cities of Albertville and Monticello.
- The MN Highway 65 Access Improvement Project converts an intersection on Highway 65 in the City of Blaine to a grade-separated interchange. The project is at 117th Avenue and will be combined with a larger project that is already in the Current Revenue Scenario.
- The MN Highway 13 Grade Separations in Dakota and Scott counties will convert at-grade intersections to grade separations between Quentin Avenue in Savage and Nicollet Avenue in Burnsville. The project at eastern project termini, MN 13 and Nicollet, is already in the Current Revenue Scenario as it was funded with the Regional Solicitation.

Funding

All projects are fully funded through a variety of funding programs and sources. The US 10, I-94, MN 65, and MN 13 projects were awarded Corridors of Commerce funds that will fully fund the projects when combined with their existing funds. The Corridors of Commerce program was created by the Minnesota Legislature in 2013 and is administered by MnDOT. The project awards were announced by Governor Waltz on July 11, 2023. The press release reads: “We’re making historic investments in our state’s transportation system to improve the safety and connectivity of communities across the state,” said Governor Walz. “We depend on our roads and highways to safely get us to our jobs, education, child care, and businesses. These projects help grow our economy and support our goal of making Minnesota the best state to live, work, and grow up in – no matter where you live.” The Metropolitan Council wrote letters of support for the four Corridors of Commerce projects within the MPO planning area as part of the application process.

Many of the projects also received direct appropriations during the last state legislative session, won other federal discretionary funding, or were provided funding through Congressional directed Community Project Funding (formerly called earmarks). For instance, in 2023, the US 10 project received a \$30 million appropriation as part of the State’s Transportation Omnibus Bill for the project.

The US 169 project will be funded entirely with local funds from Scott County, primarily through the county’s transportation sales tax.

Consistency with the 2040 TPP

All projects were analyzed to determine if they are consistent with the goals and strategies of the 2040 TPP. The projects were determined to be consistent with the Plan and assist the region in reaching its 2040 TPP goals in Safety and Security, Access to Destinations, and Competitive Economy, as outlined in the amendment text. Additionally, the interchange projects were also vetted by the Interchange Review Committee (Appendix F of the 2040 TPP) and met all criteria.

Staff Analysis

The projects assist in helping the region reach the outcomes articulated in the 2040 TPP while simultaneously not affecting the fiscal constraint of the plan. The TPP amendment will include a public comment period.

Committee Comments and Action

At its July 13, 2023, meeting the TAC Planning Committee voted to recommend that an amendment to the Transportation Policy Plan to add two regionally significant highway projects (the US 10 and US 169/CSAH 59 Projects) be released for public review and comment. Around the time of the TAC Planning meeting, Governor Waltz released the list of Corridors of Commerce awards. This list included the US 10 project, and an additional three projects within the MPO Planning Area. Given the construction timelines for the projects, especially the I-94 project that is

starting in 2024, it is recommended that the additional three Corridors of Commerce projects also be included in this TPP Amendment.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	July 13, 2023
Technical Advisory Committee	Review & Recommend	August 2, 2023
Transportation Advisory Board	Review & Recommend	August 16, 2023
Metropolitan Council Transportation Committee	Review & Recommend	August 28, 2023
Metropolitan Council	Review & Release for Public Comment	September 13, 2023
Transportation Advisory Board	Information Only	November 15, 2023
Metropolitan Council Transportation Committee	Accept Public Comments & Recommend	November 27, 2023
Metropolitan Council	Accept Public Comments & Approve	December 13, 2023



Action Transmittal

Transportation Advisory Board



Meeting Date: August 2, 2023

Date: July 26, 2023

Action Transmittal: 2023-41

Scope Change Request for Minneapolis E Line Route Signal and Pedestrian Safety Project

To: TAC Funding & Programming Committee

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

Requested Action

The City of Minneapolis requests a scope change to remove the Upton Avenue S/Sheridan Avenue S and 43rd Street intersection from its E Line route signal and pedestrian safety project (SP# 141-030-058).

Recommended Motion

That the Technical Advisory Committee recommend approval of Minneapolis's scope change request to remove the Upton Avenue S/Sheridan Avenue S and 43rd Street intersection from Minneapolis's E Line route signal and pedestrian safety project (SP# 141-030-058) with no federal funding reduction.

Summary

This requested scope change involves removing one of four intersections from the City of Minneapolis's E Line route signal and pedestrian safety project. The TAC Funding & Programming Committee recommended approval with no reduction in federal funding.

Background and Purpose

Minneapolis was awarded \$1,980,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP solicitation, in the Proactive application category. The award was to fund traffic signal replacement, signal visibility, APS, pedestrian improvements, ADA ramp upgrades, and curb extension at four intersections on the E Line arterial bus rapid transit (ABRT) route. The four intersections are:

- Upton Avenue S/Sheridan Avenue S and 43rd Street
- Xerxes Avenue S and 44th Street
- Vincent Avenue S and 44th Street
- Richfield Road and 36th Street

The Upton Avenue S/Sheridan Avenue S and 43rd Street intersection is also a planned E Line ABRT platform location. Therefore, Metro Transit proposes to include curb extensions and ADA pedestrian ramps at two quadrants of the intersections. Minneapolis would prefer that the all improvements at the intersection be delivered with the E Line project, removing the intersection from this HSIP-funded project. The City of Minneapolis would locally fund safety improvements at the intersection.

The city is requesting a scope change to remove the intersection from the project. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost \$2,250,000, which is roughly the same as the original estimate of the full project (\$2,200,000).

If the request is approved, a Transportation Improvement Program (TIP) amendment would be applied for at a later date, as the draft 2024-2027 TIP is being processed at this time.

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. This was scored through a MnDOT process. While the project is reduced by 25% (i.e., one of four intersections removed), the impact on the scoring measures is not likely to be large. The application’s score of 480 is 95 points above the 385 points the highest-scoring unfunded project in the category scored. Given this and the assertion that the entire project will be built, staff recommends approval of the request.

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to MN Strategic Highway Safety Plan	100	55	0	No change
2. Cost Per Exposure	300	74	0	Potential for some change
3. Correctable Fatal/Serious Injury Crashes	100	0	0	N/A
4. Crash Modification Factor	200	154	0	Potential for some change
5. Part of a Plan	200	100	0	No change
6. Ped/Bike Safety	100	97	0	Potential for some change
TOTAL	1,000	480	0/-	Likely minimal change

* 0 = no change

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

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

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

Table 2: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$1,980,000	
Local Contribution	\$220,000	
Total Cost	\$2,200,000	\$3,000,000
Intersection Removal (federal; 90%)	\$550,000 (\$495,000)	\$750,000
Revised Project Cost (federal)	\$1,650,000 (\$1,485,000)	\$2,250,000

History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by other another project. Minneapolis will complete the removed intersection as applied for in the HSIP application. This would be the second largest sum of money retained since the policy was revised.

Committee Comments and Action

At its July 20, 2023, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the City of Minneapolis’s scope change request to remove the Upton Avenue S/Sheridan Avenue S and 43rd Street intersection from its E Line route signal and pedestrian safety project with no federal funding reduction.



Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	July 20, 2023
Technical Advisory Committee	Review & Recommend	<i>August 2, 2023</i>
Transportation Advisory Board	Review and Adopt	<i>August 16, 2023</i>



June 27, 2023

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

Subject: Scope Change request for S.P. 141-030-058; E Line Route Signal and Pedestrian Safety Improvements HSIP Project

Dear Mr. Thompson,

The City of Minneapolis is submitting the attached Scope Change request for the E Line Signals HSIP project S.P. 141-030-058.

As part of the 2022 HSIP solicitation, the City of Minneapolis was awarded federal funding for traffic signal and pedestrian safety improvements at four intersections along the planned Metro E Line route. Proposed improvements include reconstructed traffic signals with improved signal visibility, Americans with Disabilities Act (ADA) pedestrian ramps, Accessible Pedestrian Signals (APS), and curb extensions. These improvements are proposed at:

- Upton Avenue S/Sheridan Avenue S and 43rd Street intersection
- Xerxes Avenue S and 44th Street intersection
- Vincent Avenue S and 44th Street intersection
- Richfield Road and 36th Street intersection

While these four intersections are all along the planned Metro E Line Route, the intersection of Upton Avenue/Sheridan Avenue/43rd Street is also a planned E Line BRT platform location. Therefore, the Metro E Line project is proposing to include curb extensions and ADA pedestrian ramps at two quadrants of the intersection.

At the time of the federal application, the City and Metro Transit were in the planning phase of coordinating delivery of multiple projects including the Metro E Line Bus Rapid Transit (BRT) project and this proposed application. Subsequent coordination has identified that the preferred project delivery method is to implement all improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection with the Metro E Line project, thus removing the work from the City's HSIP project S.P. 141-030-058. The City intends to locally fund these safety improvements to be constructed with Metro Transit's E Line project, consistent with other locally requested project scope.

The 2024-2027 State Transportation Improvement Program (STIP) identifies \$1,980,000 in federal funding and \$352,000 in local match funding for the E Line Route HSIP Project S.P. 141-030-058. The program year for the project is 2025.

The City of Minneapolis is requesting a scope change to remove the proposed improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection from S.P. 141-030-058, and include these improvements

as locally funded scope within Metro Transit's E Line project. This scope change would result in streamlined design, engagement, and construction of improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection, while maintaining a separate project for signal and pedestrian improvements at the three non-platform intersections within the HSIP project.

If approved, the proposed traffic signal and pedestrian safety improvements at the Upton Avenue/Sheridan Avenue/43rd Street intersection will be delivered with the Metro E Line project. The City of Minneapolis intends to cost participate with local funds at this intersection consistent with other BRT platform locations with locally requested project scope. Due to inflation and high bid prices on similar projects, the construction cost estimate at the remaining three intersections is \$2,250,000. As such, we respectfully request to retain the full federal funding amount of \$1,980,000 for the remaining intersections within S.P. 141-030-058.

Thank you for your consideration of this scope change request. We will be happy to provide further information if needed to consider this request.

Sincerely,

A handwritten signature in black ink that reads "Ryan M Anderson". The signature is written in a cursive, flowing style.

Ryan Anderson, P.E.
Senior Professional Engineer
City of Minneapolis Public Works – Traffic and Parking Services

SCOPE CHANGE REQUEST

S.P. 141-030-058

E Line Route Signal and Pedestrian Safety Improvements Project

Original Application:

Application Category	HSIP
Solicitation Year	2022
Application Total Project Cost	\$2,200,000
Federal Award	\$1,980,000
Locations for Improvements	Upton Avenue S/Sheridan Avenue S and 43rd Street Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street

Project Elements Being Removed	Original Application Cost
Work at Upton Avenue S/Sheridan Avenue S and 43 rd Street	\$550,000

Current Construction Cost Breakdown	Construction Cost
Work at Upton Avenue S/Sheridan Avenue S and 43 rd Street	\$750,000
Work at other three intersections	\$2,250,000
Total	\$3,000,000

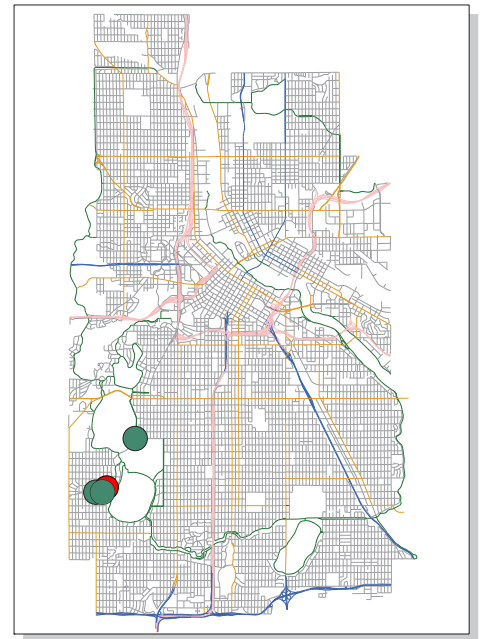
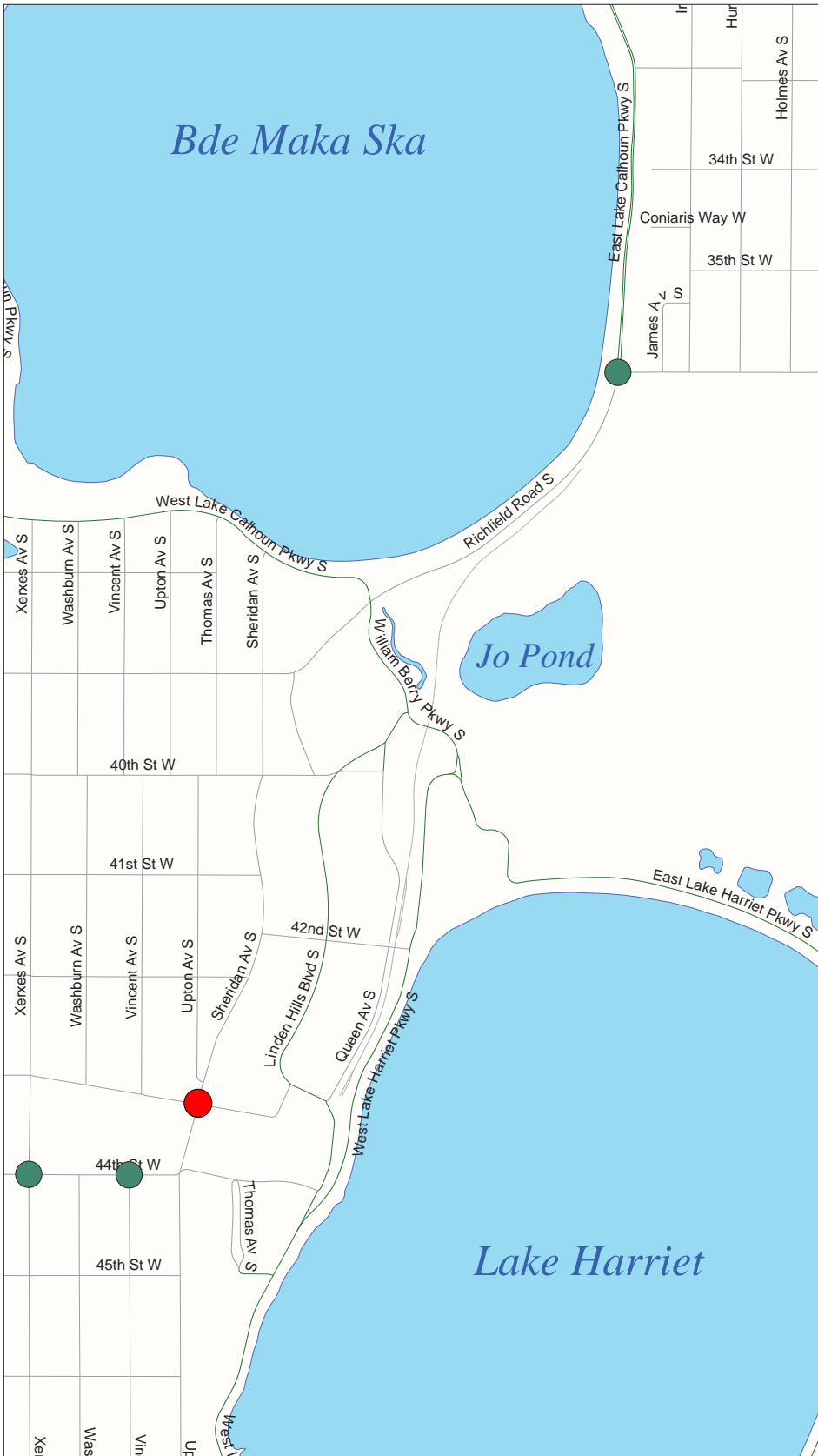
Requested Scope Change:

Locations for Improvements	Upton Avenue S/Sheridan Avenue S and 43rd Street Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street
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Please See Attached:

1. Project Location Map
2. Metro Transit Letter of Understanding

Proposed Project Locations



- Original Project Locations
- Location proposed for removal from scope



E Line BRT Route Signal and Pedestrian Safety Improvements



June 20, 2023

Ryan Anderson, P.E.
City of Minneapolis, Department of Public Works
Traffic and Parking Services Division
300 Border Avenue North
Minneapolis, MN 55405

RE: 2022 Highway Safety Improvement Project – Letter of Understanding

Dear Ryan:

Metro Transit presents this letter of understanding to the City of Minneapolis (the City) regarding the City's 2022 Highway Safety Improvement Project (E Line BRT Route Signal and Pedestrian Safety Improvement Project No. 141-030-058) which includes ADA work and signal updates at the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection.

As the City is aware, Metro Transit is developing the METRO E Line bus rapid transit (BRT) project with planned station construction primarily along University Avenue and 4th Street, Hennepin Avenue, Sheridan Avenue, 44th Street, and France Avenue, including a station with platforms on two corners of the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection. The project is currently fully funded with construction planned for 2024-2025. We appreciate the City's ongoing partnership with the E Line project and broader improvements being studied along the E Line corridor.

It is understood that the City has received federal funding to support intersection improvements at four intersections:

- Upton Avenue South/Sheridan Avenue S and 43rd Street
- Xerxes Avenue South and 44th Street
- Vincent Avenue South and 44th Street
- Richfield Road and 36th Street

Such work at these intersections includes the addition of curb extensions, pedestrian ramp upgrades, the addition of accessible pedestrian signals (APS) and push buttons, and signal upgrades. It is further understood that the City is seeking to remove the intersection at Upton Avenue South/Sheridan Avenue South and 43rd Street from the overall 2022 Highway Safety Improvement Project, and deliver the work with Metro Transit's E Line project. This will allow the agencies to best coordinate the planned improvements.

A service of the Metropolitan Council

Metro Transit understands that the City commits to participating in the full cost of those scoped improvements, and intends to enter into agreements with Metro Transit to formalize that commitment for design and construction.

Pending future formal funding participation commitment, Metro Transit supports consolidating City's work at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection into E Line project delivery. In conjunction with the planned E Line project, Metro Transit commits to partnering with the City to include those improvements at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection that would have otherwise been delivered as part of the City's Project No. 141-030-058. Such consolidation will minimize construction impacts to the local community and roadway users and also allow for the construction of superior ADA accommodations.

We look forward to continued coordination with the City of Minneapolis on the E Line project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Roth', with a horizontal line extending to the right. Below the signature, the name 'KATIE ROTH' is printed in a small, sans-serif font.

Katie Roth

Director, Arterial Bus Rapid Transit

cc: Nick Thompson, Deputy General Manager
Evan Owens-Ambrogio, Principal Engineer
Adam Smith, Manager, BRT Projects

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 2, 2023

Date: July 26, 2023

Action Transmittal: 2023-42

Program Year Shift Request for Brooklyn Park Projects Impacted by Blue Line Extension

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

Requested Action

The City of Brooklyn Park requests a program year (PY) shift to 2028 for its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043).

Recommended Motion

That the Technical Advisory Committee recommend (approval/disapproval) of Brooklyn Park's request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028.

Background and Purpose

Due to delays associated with the Blue Line LRT extension, the City of Brooklyn Park is requesting an exception to TAB's Program Year Policy (attached). The city would like to move three projects associated with the Blue Line LRT construction to 2028 to align construction of the projects in the same years.

In recent Regional Solicitations, Brooklyn Park was awarded projects in the vicinity of the Blue Line extension project (Table 1). The Blue Line extension was originally scheduled to begin construction in 2019 but that has been delayed until 2028 due to the need to realign part of the route.

Table 1: Brooklyn Park's Regional Solicitation Projects related to Blue Line LRT Extension

Funding Cycle	SP#	Project	Award Amount	Original PY	Current PY	Requested PY
2018	110-020-041	CSAH 103 Project from CSAH 109 to CSAH 30	\$7,000,000	2022	2025	2028
2018	110-020-042	CSAH 103 Streetscape & Transit Improvements from 74 th St. to CSAH 30	\$1,000,000	2023	2026	2028
2022	110-020-043	CSAH 30 Reconstruction from Xylon Ave to CSAH 103	\$2,521,600	2026	2026	2028

In May 2023, Brooklyn Park requested a program year extension to 2026 for the CSAH 103 project (110-020-041) (see Action Transmittal: 2023-31). TAB denied the request, due in part to uncertainty on the correct program year and the desire to include the CSAH 103 streetscape/trail and CSAH 30 reconstruction projects as well. TAB tabled the request for further discussion in July. Brooklyn Park officially withdrew their initial request and resubmitted a request with Hennepin County with the two additional projects and now request extending the program year to 2028.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB’s Program Year Policy which states that a project can request only one program year extension one time. However, TAB can consider the extenuating circumstances and approve this request which will align the projects with Blue Line Light Rail Transit (LRT) Extension construction and allow the projects to be completed together.

Staff Analysis

The CSAH 103 project was originally programmed for 2022 while the CSAH 103 streetscape and transit project was originally programmed for 2023. In 2021, these projects received extensions to 2025. This delay occurred due to LRT-related BNSF railroad negotiations and project partners needing additional time to evaluate other options to advance the project without using the railroad property.

The CSAH 30 Reconstruction was awarded funding for 2026 in the 2022 Regional Solicitation and has not received any program year extensions.

The Blue Line LRT extension is currently working through a Supplemental Environmental Impact Statement process, with a draft expected in the fall of 2023 and a final document anticipated in 2024. The Blue Line LRT construction is expected to start in 2028. While the program year policy only allows for one-time, one-year program year extension, this remains a complex, regionally significant project where a coordinated approach to construction is valuable to minimize impacts to the public. For example, the roadway project will provide final grading for the Blue Line extension so coordinating timing is important.

Table 2 provides a starting point of pros and cons for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
The Blue Line LRT extension alignment is no longer on the BNSF right-of-way, lowering risk for change, provided the project moves forward.	There is risk that the Blue Line LRT extension is further delayed due to findings in the Supplemental Environmental Impact Statement currently in progress.
Limited financial impact to the overall Regional Solicitation program.	The approach is not consistent with the program year extension policy, although several exceptions have been made in recent years. The policy will be updated this fall to better account for these types of exceptions.
Would enable the successful completion of one of the largest transit expansion projects planned in the region in the next decade.	
Coordinating projects is better for the traveling public due to minimization of construction impacts.	

Committee Comments and Actions

Action Transmittal 2023-31 was brought to the TAB on June 21, 2023, and after extensive



discussion the item was tabled. TAB’s tabling of the item was related to the likelihood that the original request would be one of at least three requests related to projects associated with the Blue Line which would need to have program year extensions approved. TAB requested that all projects be considered at once and that the project applicants review and determine the appropriate extension year for the projects. This Action Transmittal now includes all three of the projects and the program year extension request have moved to 2028.

At its July 20, 2023, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the City of Brooklyn Park’s request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	July 20, 2023
Technical Advisory Committee	Review & Recommend	August 2, 2023
Transportation Advisory Board	Review & Adopt	August 16, 2023



Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and
Maintenance
8300 Noble Ave N.
Brooklyn Park, MN 55443
763-493-8007
www.brooklynpark.org

July 5, 2023

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

RE: Program Year Change Request for:

- 1) SP 110-020-041 – Brooklyn Park: Hennepin CSAH 103 Recon. & Expansion from CSAH 109 to CSAH 30
- 2) SP 110-020-042 – Brooklyn Park: Hennepin CSAH 103 Streetscape and Transit Improvements from 74th Ave to CSAH 30
- 3) SP 110-020-043 – Brooklyn Park: Hennepin CSAH 30 Reconstruction from Xylon Ave to CSAH 103

Mr. Hovland,

The City of Brooklyn Park respectfully requests support from the TAB Executive Committee for a program year change to the year 2028 for the above referenced projects located along Hennepin CSAH 103 and CSAH 30 and both tied to the Blue Line Extension Light Rail Transit Project (BLRT), that were previously awarded federal funds through various cycles of the Regional Solicitation.

Following is a brief history of these projects:

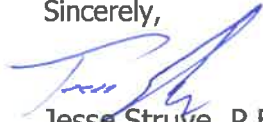
- Brooklyn Park was awarded funding for the first two projects in program years 2022 and 2023, respectively, as part of the 2018 Regional Solicitation.
- The BLRT Project was initially scheduled to begin construction in 2019 and be completed by 2023. The BLRT Project was delayed to an estimated 2024/2025 start and 2028 opening because of negotiations with the BNSF Railroad and then subsequent need to determine an alternative route through North Minneapolis, Robbinsdale and Crystal.
- The City of Brooklyn Park requested extensions of the first two projects in 2021 to Program Years 2025 and 2026.
- Extensions were granted later in 2021.

- The City of Brooklyn Park was awarded funding for the CSAH 30 Project in Program Year 2026 as part of the 2022 Regional Solicitation.
- The project schedule was further delayed by the complexity associated with determining a new alignment through North Minneapolis, Robbinsdale and Crystal, additional engagement efforts and preparation and approval of an amended EIS.
- It is now estimated the BLRT Project may not start construction until 2028.

The City of Brooklyn Park understands that Metropolitan Council's policy is to only grant one program year extension. However, due to the complex, intertwined nature of these projects, their regional significance, sensitivity in completing an extensive environmental amendment and the benefits of tying the projects together, the project team is requesting an exception to the program year policy. Some of the reasons these projects have pushed back from 2025/2026 to 2028 is due to the complex nature of the BLRT Project, review and coordination with partner agencies and additional engagement, including those underrepresented and overburdened by the project.

We recognize this is outside the typical process for a program year extension. However, while this regionally significant project has progressed, all partners have continued to support the project. Based on this, the City of Brooklyn Park and Hennepin County request support to change all of the above identified projects to program year 2028. Please contact us if additional information is needed.

Sincerely,



Jesse Struve, P.E.
Brooklyn Park City Engineer

Daniel Soler

Dan Soler, P.E.
Hennepin County Director of Transit and Mobility

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 2, 2023

Date: July 27, 2023

Action Transmittal: 2023-43

Release of 2024 Regional Solicitation and Highway Safety Improvement Program (HSIP) Solicitations

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Elaine Koutsoukos, TAB Coordinator, 651-602-1717
Steve Peterson, Senior Manager, 651-602-1819
Joe Barbeau, Senior Planner, 651-302-1705

Requested Action

Release of the 2024 Regional Solicitation and Highway Safety Improvement (HSIP) Solicitation.

Recommended Motion

That the TAC recommend approval of the release of the 2024 Regional Solicitation and Highway Safety Improvement (HSIP) Solicitation with the following changes to the draft Regional Solicitation based on public comments:

- Clarification in the Multiuse Trails and Bicycle Facilities application scoring guidance for Measure 1 specifying that projects not connected to the Regional Bicycle Transportation Network (RBTN) “will be awarded 50 points if they are a part of a local system and identified within an adopted county, city, or regional parks implementing agency plan.”
- Rewording of the Unique Projects application to define scalability and adjust the criteria weights to 100% total.
- Rewording of the Bridge application qualifications to reflect changing state-aid bridge eligibility to require a Local Planning Index (LPI) of less than 60 or a National Bridge Inventory (NBI) Appraisal Rating of three or less in one of three categories (deck geometry, approach roadway, and waterway adequacy).
- Replace the phrase “equity population” with “disadvantaged communities” in the Equity and Housing Criterion within each application category.
- Other minor and grammatical edits as shown in the revised document.

Background and Purpose

The Regional Solicitation for Federal Transportation Projects is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. Historically, the Twin Cities Metropolitan Area has selected projects for funding from two federal programs: the Surface Transportation Block Grant (STBG) Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. However, more funding sources have been created in recent years, including the federal Carbon Reduction Program and the federal PROTECT program. Following completion of the 2022 Regional Solicitation, staff worked with the TAC Funding & Programming Committee, TAC, and TAB on updates to the Regional Solicitation. A draft Solicitation with approved changes was subsequently

released for public review. The attached materials include applications, introduction, forms, and qualifying criteria for the 2024 Regional Solicitation. Approximately \$250 million is expected to be available in this solicitation. Most of the funding is for fiscal years 2028 and 2029. The exceptions are for the travel demand management application, which will solicit about \$1.2 million for 2027 and 2028 and the unique projects application, which will solicit about \$4.0 million for 2027 and 2028.

Simultaneous to the release of the Regional Solicitation is release of the Highway Safety Improvement Program (HSIP) solicitation. HSIP is a core federal program defined in FAST Act. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. MnDOT conducts the HSIP solicitation, and the proposed projects are evaluated by a selection committee comprised of transportation professionals that includes members of the TAC. With guidance from its technical committees and a recommendation from this selection committee, the TAB's role is to approve the Solicitation criteria and selection of projects to be awarded HSIP funds. The draft Metro District program criteria are attached.

Relationship to Regional Policy

TAB develops and issues a Regional Solicitation for transportation funding. The region's Transportation Policy Plan includes transportation safety policies and strategies, and the HSIP solicitation is consistent with that plan.

Staff Analysis

The suggested clarifications and updates to the draft solicitation released for public comment by TAB at its May 18, 2023, meeting are listed below. Note that no clarifications and updates to the HSIP Solicitation are suggested. Yellow-highlighted changes shown in the attachments were made following the public comment period.

- In the Multiuse Trails and Bicycle Facilities application, clarify within the scoring guidance for the RBTN scoring Measure 1 that projects not connected to the Regional Bicycle Transportation Network (RBTN) “will be awarded 50 points if they are a part of a local system and identified within an adopted county, city, or regional parks implementing agency plan” (See page 185).
- Unique Projects (See pages 224 – 235):
 - Reword evaluation criterion 1 (Significance) to eliminate reference to “scalability” in favor of focusing on “regional impact.” in Measure A, along with clarification of Measures B and C as rating expandability and newness of approach, respectively.
 - Adjust the five criteria weights to total 100% (they had totaled 101%). This includes a one-point reduction to Significance, a one-point increase to Environmental impacts, and a one-point decrease to Partnerships.
- Bridge Qualification: To keep up with MnDOT State-Aids' updated federal bridge funding eligibility requirements, change the bridge eligibility to require a Local Planning Index (LPI) of less than 60 or a National Bridge Inventory (NBI) Appraisal Rating of three or less in one of three categories (deck geometry, approach roadway, and waterway adequacy). The draft released for public comment retained the previous requirement of NBI Appraisal Rating of 6 or less for rehabilitation and 4 or less for replacement, with no reference to LPI. (See pages 14 and 33).
- Scoring Guidance Document: Prior to release of the application (roughly September 1), staff will produce a reference document focused only on scoring guidance as requested in one public comment.
- In the Equity and Affordable Housing criterion, replace the phrase “equity population” with “disadvantaged communities” (See pages 46 and 51 for an example).

The Transportation Advisory Board (TAB) was provided the public comments to the draft Regional Solicitation at its July 19, 2023, meeting. After a lengthy discussion, TAB provided direction to forgo

putting the new Active Transportation sales tax funds into the 2024 Regional Solicitation application materials.

Committee Comments and Action

At its July 20, 2023, meeting, the TAC Funding & Programming Committee voted to recommend release of the 2024 Regional Solicitation and Highway Safety Improvement (HSIP) Solicitation with the changes listed above. Note that no changes are being made to the HSIP Solicitation.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	July 20, 2023
Technical Advisory Committee	Review & Recommend	<i>August 2, 2023</i>
Transportation Advisory Board	Review & Recommend (or Adopt)	<i>August 16, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend (or Adopt)	<i>August 28, 2023</i>
Metropolitan Council	Review & Recommend (or Adopt)	<i>September 13, 2023</i>

