

Agenda

TAB Technical Advisory Committee



Meeting date: October 2, 2024

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of September 4, 2024, TAB Technical Advisory Committee Minutes

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. 2024-43: 2025-2028 Streamlined TIP Amendment: Three Region 7W Projects (Robbie King, MTS) – Roll Call
2. 2024-44: 2025-2028 Streamlined TIP Amendment: Seven Metro District Projects (Robbie King, MTS) – Roll Call

Planning Committee (Gina Mitteco, Chair)

No items.

Funding & Programming Committee (Michael Thompson, Chair)

No items.

Information

1. Target Setting: Minnesota Greenhouse Gas Reduction Legislation (Chris Berrens and Anna Pierce, MnDOT)
2. Regional Solicitation and/or Active Transportation Update (Molly Stewart, SRF and Steve Peterson, MTS)

Other Business

Adjournment

Council Contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us 651-602-1705

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: October 2, 2024

Date: September 19, 2024

Action Transmittal: 2024-43

Streamlined TIP Amendments – Three MnDOT District 3 Projects

To: Technical Advisory Committee
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add three projects in District 3.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend approval of the following 2025-2028 Transportation Improvement Program (TIP) amendments:

- Add new project to construct storm sewer improvements along North Fork Crow River (SP# 227-080-001).
- Add new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137 (SP# 8680-200).
- Add new project to replace an old bridge with a new bridge over Wright County Road 19 (SP# 8680-199).

Background and Purpose

The following MnDOT District 3 projects are proposed for amendment into the 2025-2028 TIP:

- MnDOT requests addition of a new project to construct storm sewer improvements along the North Fork Crow River. This project is funded with \$575,104 of Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) funding. The remainder of the funding (\$143,776) is from local sources.
- MnDOT requests addition of a new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137. This project is funded with \$1,000,000 in State funds and \$4,750,000 in local funds. This project has no federal funding.
- MnDOT requests to addition of a new project to replace an old bridge with a new bridge over Wright County Road 19. This project is funded with \$2,195,897 of Bridge Formula Program (BFP) funds, \$628,350 of state funds, and \$3,904,753 of local funds.

None of these projects were funded through the Regional Solicitation.

Relationship to Regional Policy

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

Staff Analysis

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

Routing

| To | Action Requested | Date Completed (Date Scheduled) |
|--|--------------------|------------------------------------|
| Technical Advisory Committee | Review & Recommend | October 2, 2024 |
| Transportation Advisory Board | Review & Recommend | October 16, 2024 |
| Metropolitan Council Transportation Committee | Review & Recommend | October 28, 2024* |
| Metropolitan Council | Review & Adopt | November 13, 2024* |

*These actions could be delayed if FHWA and FTA do not approve the 2025-2028 TIP and STIP prior to this date.



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|---|
| Fiscal Year (State) | 2026 |
| ATP and District | 3 |
| Route System | N/A |
| Project Number (S.P. #) | 227-080-001 |
| Agency | Saint Michael |
| Description | **PROTECT**CONSTRUCT STORM SEWER IMPROVEMENTS ALONG NORTH FORK CROW RIVER |
| Miles | 0.0 |
| Program | Miscellaneous Agreements |
| Type of work | Drainage |
| Proposed Funds | PROTECT |
| Total \$ | 718,880 |
| FHWA \$ | 575,104 |
| State \$ | 0 |
| Other \$ | 143,776 |

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project, sponsored by Saint Michael, will construct storm sewer improvements along the north fork of Crow River.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) funding, matched with local funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|---|
| Fiscal Year (State) | 2025 |
| ATP and District | 3 |
| Route System | I-94 |
| Project Number (S.P. #) | 8680-200 |
| Agency | Wright County |
| Description | I-94/WRIGHT CR 137 RAMP ON/OFF RAMP HEADS, CONSTRUCT ROUND-A-BOUNTS |
| Miles | 0.0 |
| Program | Local Partnership Program |
| Type of work | Traffic Control Devices/Safety |
| Proposed Funds | State TH Non-Par |
| Total \$ | 5,750,000 |
| FHWA \$ | N/A |
| State TH \$ | 1,000,000 |
| Other \$ | 4,750,000 |

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project is construction of ramp heads and roundabouts in Wright County.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project does not use federal funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|---|
| Fiscal Year (State) | 2025 |
| ATP and District | 3 |
| Route System | I-94 |
| Project Number (S.P. #) | 8680-199 |
| Agency | MnDOT |
| Description | **BFP** I-94 Replace old Bridge 86817 with new Bridge 86825 over Wright CR 19 |
| Miles | 0.1 |
| Program | BR – Bridge Replacement |
| Type of work | BRPC – Bridge Replacement or construction |
| Proposed Funds | BFP |
| Total \$ | 6,729,000 |
| FHWA \$ | 2,195,897 |
| State \$ | 628,350 |
| Other \$ | 3,904,753 |

Background and TIP Amendment Need

This formal amendment is to add a new 2025 project into the 2025-2028 TIP. The project is replacement of the I-94 bridge over County Road 19 in Albertville (Wright County)

Fiscal Constraint (as Required by 23 CFR 450.216)

This project was awarded Bridge Formula Program (BFP) funding, matched with state funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

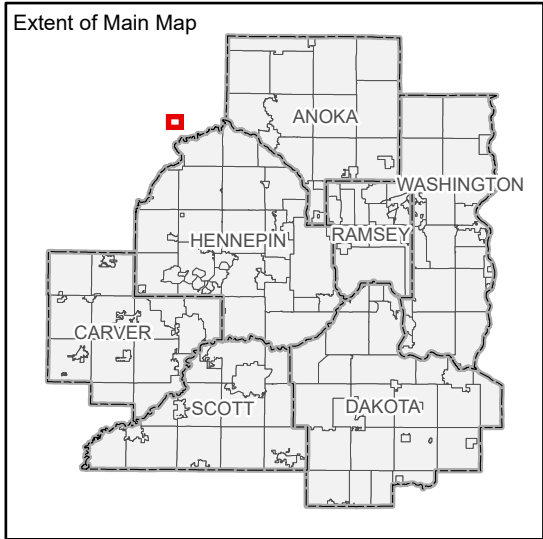
2024-43 Three MnDOT District 3 Projects

State Project Numbers 8680-200 & 8680-199



Esri Community Maps Contributors, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USF

9/20/2024



Legend
○ Bridge Locations

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: October 2, 2024

Date: September 19, 2024

Action Transmittal: 2024-44

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

To: Technical Advisory Committee

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Anoka County and MnDOT request an amendment to the 2025-2028 Transportation Improvement Program (TIP) for seven projects.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend approval of the following 2025-2028 Transportation Improvement Program (TIP) amendments:

- Add local funding and change scope of Anoka County's project to construct a mini roundabout at CSAH 6 from 0.05 miles west of 5th St to 0.05 miles east of 7th St in Fridley (SP# 002-606-014).
- Cost decrease for a mill and overlay on MN 20 from River Road in Cannon Falls to 280th St E at Goodhue and Dakota County Line in Cannon Falls Township (SP# 2504-18).
- Scope change to add pavement reconstruction on two bridges to a project repairing, painting, and reconstructing superstructures on 13 total bridges along Interstate 94 and Interstate 35E in Saint Paul (SP# 6282-216).
- Cost decrease for a mill and overlay on MN 316 from US 61 in Welch Township to Tuttle in Hastings (SP# 1926-23), and construction of turn lanes on MN 316 at various locations in Ravenna Township (SP# 1926-216S).
- Cost increase for a bridge repair project on Interstate 94 Hudson bridge over the St. Croix River in Lakeland and Hudson (SP# 8281-06).
- Add a new project to replace a rail bridge over Interstate 494 in Bloomington 0.8 miles east of the junction of Interstates 494 and 35W (SP# 2785-455).
- Add a streamlining study of the Grand Round park and parkway system in Saint Paul (SP# 8825-1327).

Background and Purpose

The following projects are proposed for amendment in the 2025-2028 TIP:

- Anoka County requests a scope change adding reconstruction and a cost increase from \$1,272,000 to \$2,255,610 (all additional funds local) for its mini roundabout construction project on CSAH 6 (Mississippi St) from approximately 5th St to 7th St. This project is funded by Highway Safety Improvement Program funds (HSIP) and local funds. The cost increase is locally funded (\$1,175,610 total local funding) and includes no increase in HSIP funds.

- On the Dakota County/Goodhue County border and into Cannon Falls, MnDOT requests a reduction in the project cost for its mill and overlay on MN 20 (Cannon Falls Blvd) from River Road to 280th St E. This project is funded with National Highway Performance Program (NHPP) funds. The total project cost is being reduced from \$3,420,000 to \$1,420,000 (from \$2,784,564 to \$1,156,164 federal).
- In Saint Paul, MnDOT requests a scope change to its bridge improvement project to add pavement reconstruction for two bridges. This project includes bridge repair, bridge painting, or superstructure replacement on thirteen bridges along Interstates 94 and 35E. This project is funded by National Highway Performance Program (NHPP) and Bridge Formula Program (BFP).
- MnDOT requests a reduction in the project cost for its mill and overlay on MN 316 (Red Wing Blvd) to Tuttle in Hastings. This project also includes constructing turn lanes on MN 316 in various locations in Ravenna Township. This project is funded with National Highway Performance Program (NHPP) and Highway Safety Improvement Program (HSIP) funds. The total federal funding is being reduced by \$1,874,801 from \$9,692,159 to \$7,817,358.
- In Lakeland and Hudson (WI), MnDOT requests a cost increase for its bridge repair project on Interstate 94 over the St. Croix River. The total project cost is increasing from \$2,850,000 to \$4,500,000 with an increase of federal funds \$1,485,000. The remainder of the cost increase is covered by local funds. The project is funded by National Highway Performance Program funds.
- In Bloomington, MnDOT requests addition of a new project to replace a rail bridge over Interstate 494 0.8 miles east of the junction of Interstates 494 and 35W. The total project cost is \$17,000,000 with \$13,600,000 funded by National Highway Performance Program (NHPP) funds and the remainder covered with local funds.
- In Saint Paul, MnDOT requests adding a streamlining study of the Grand Round park and parkway system in Saint Paul. This is a consultant agreement with a total project cost of \$135,000. This project cost is funded with \$108,000 in Transportation Alternatives Program (TAP) funds.

None of these projects are funded through the Regional Solicitation. The Safety Highway Safety Improvement Program (HSIP) projects above are funded through the MnDOT's HSIP program, not the regional competitive HSIP solicitation.

Relationship to Regional Policy

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

Staff Analysis

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



Routing

| To | Action Requested | Date Completed (Date Scheduled) |
|--|--------------------|------------------------------------|
| Technical Advisory Committee | Review & Recommend | <i>October 2, 2024</i> |
| Transportation Advisory Board | Review & Recommend | <i>October 16, 2024</i> |
| Metropolitan Council Transportation Committee | Review & Recommend | <i>October 28, 2024*</i> |
| Metropolitan Council | Review & Adopt | <i>November 13, 2024*</i> |

*These actions could be delayed if FHWA and FTA do not approve the 2025-2028 TIP and STIP prior to this date.



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

| | |
|-------------------------|---|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | METRO |
| Route System | CSAH 6 |
| Project Number (S.P. #) | 002-606-014 |
| Agency | ANOKA COUNTY |
| Description | CSAH 6 (MISSISSIPPI ST) AT 7TH ST FROM 0.05 MI W OF 5 TH ST TO 0.05 MI E OF 7 TH ST IN FRIDLEY - MINI-ROUNDBOUT; RECONSTRUCTION |
| Miles | .211 |
| Program | SAFETY HSIP |
| Type of work | ROUNDBABOUT |
| Proposed Funds | HSIP |
| Total \$ | \$1,272,000 <u>\$2,255,610</u> |
| FHWA \$ | \$1,080,000 |
| State \$ | N/A |
| Other \$ | \$192,000 <u>\$1,175,610</u> |

Background and TIP Amendment Need

This Amendment is needed to update project description and total cost to reflect local funded work added by an approved Administrative Scope Change (attached).

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds remain the same. 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.

ADMINISTRATIVE SCOPE CHANGE REQUEST FORM

adding local funded work

| |
|---|
| SP # 002-606-014 |
| Current Fiscal Year: 2025 |
| Current STIP Description: CSAH 6 (MISSISSIPPI ST) AT 7TH ST IN FRIDLEY - MINI-ROUNDAABOUT |
| STIP Federal Funding: \$1,080,000 |
| STIP Total Cost: \$1,272,000 |
| Proposed New STIP Description: CSAH 6 (MISSISSIPPI ST) FROM 0.05 MI W OF 5TH ST TO 0.05 MI E. OF 7TH ST IN FRIDLEY - MINI-ROUNDAABOUT; RECONSTRUCTION |
| Federal Funding: \$1,080,000 |
| New Total Cost: \$2,255,610 |
| Short write up with reason for scope change (i.e.; contractor coordination, better bids, etc.): <i>A recent corridor study recommended a 4 to 3-lane road diet for this section of Mississippi St. We are planning to construct this 3-lane section in the next few years. However, there is a short section between the roundabout project and 5th St that makes sense to construct with this project to reduce construction impacts.</i> The additional work will be funded with local funds. |

ATTACHMENTS:

Colored Map

STIP Amendment required? Y

Formal Amendment X **STIP Modification**

SP 002-606-014
 CSAH 6 (MISSISSIPPI ST) AND 7TH ST NE
 MINI-ROUNDBABOUT

PRELIMINARY

SUBJECT TO CHANGE

8/22/2024



DISCLAIMER:
 THIS DRAWING REPRESENTS A POTENTIAL DESIGN CONCEPT ONLY. THIS DOCUMENT IS A DRAFT, SUBJECT TO CHANGE, AND IS PROVIDED FOR INFORMATION ONLY. THIS DRAFT DOCUMENT DOES NOT COMMIT ANOKA COUNTY TO CONSTRUCT THE PROJECT AS SHOWN IN PART OR IN WHOLE. THE ACTUAL PROJECT PLAN MAY DIFFER FROM THIS DRAFT PLAN. CONTACT THE ANOKA COUNTY HIGHWAY DEPARTMENT WITH ANY QUESTIONS! 763-324-3100

LAYOUT HISTORY

CSAH 6 (MISSISSIPPI STREET NE) IS A MINOR ARTERIAL ROADWAY RUNNING EAST-WEST THROUGH THE CITY OF FRIDLEY WHILE 7TH ST NE IS A COLLECTOR RUNNING NORTH-SOUTH THROUGH THE CITY.

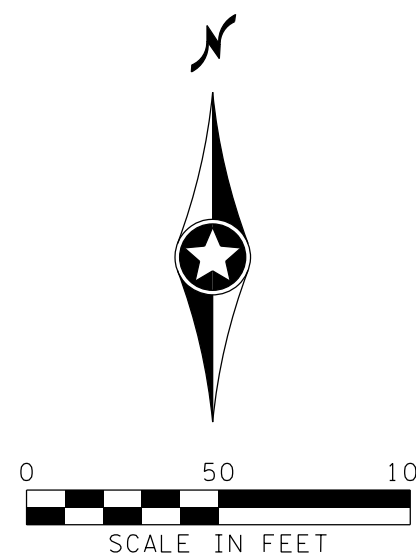
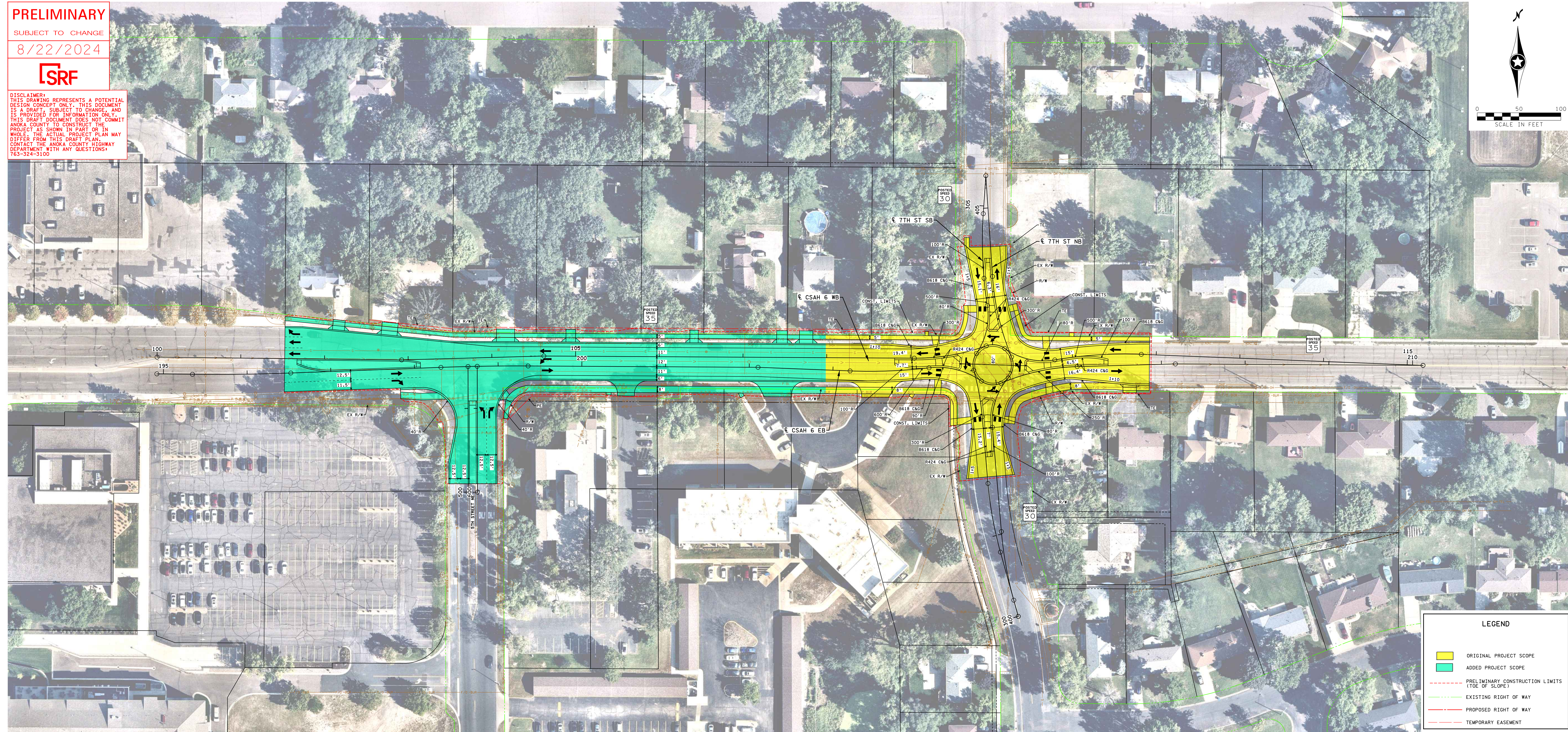
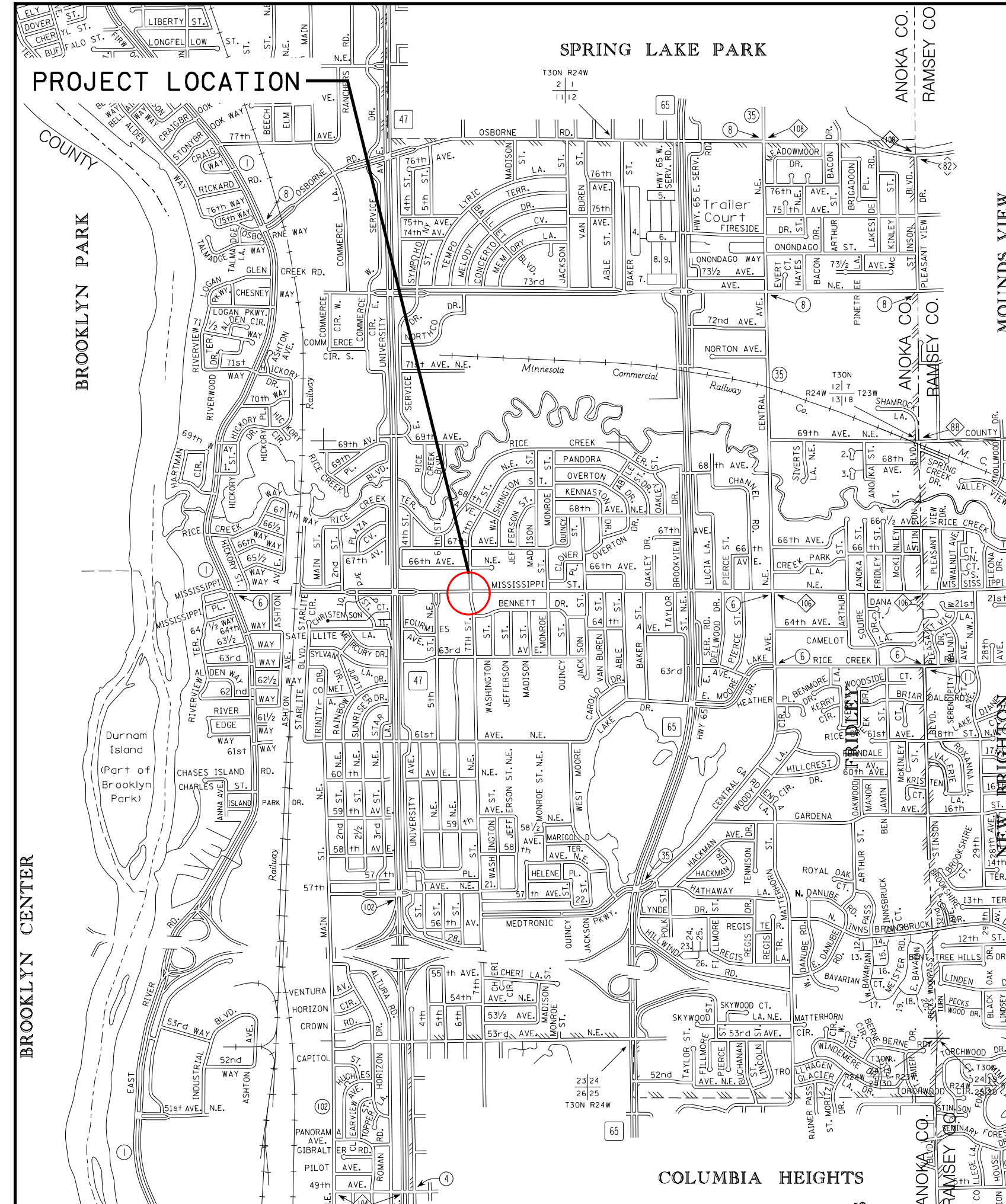
CSAH 6 IS A FOUR-LANE UNDIVIDED URBAN ROADWAY WITH AN AVERAGE ANNUAL DAILY TRAFFIC (AADT) VOLUME OF 4,750 VEHICLES PER DAY AND 7TH ST NE IS A TWO-LANE UNDIVIDED URBAN ROADWAY WITH AN AADT OF X,XXX VEHICLES PER DAY.

TRAFFIC VOLUMES ARE NOT ANTICIPATED TO INCREASE SIGNIFICANTLY IN THE FUTURE. THE POSTED SPEED LIMIT FOR CSAH 6 IS 35 MILES PER HOUR THROUGHOUT THE PROJECT AREA, WHILE 7TH ST NE IS POSTED AT 30 MPH. SPEEDING IS A MAJOR CONCERN FOR BOTH ROADWAYS. THE ROUNDABOUT WOULD BE ANTICIPATED TO SLOW TRAFFIC AND ALLOW FOR IMPROVED PEDESTRIAN ACCESS ACROSS BOTH CSAH 6 AND 7TH ST NE.

DURING RECENT YEARS THIS INTERSECTION HAS EXPERIENCED INCREASING SAFETY AND MOBILITY CONCERNS. TO ADDRESS THESE CONCERNS, ANOKA COUNTY SUBMITTED AN HSP APPLICATION AND WAS AWARDED FUNDING TO CONSTRUCT A ROUNDABOUT PROJECT IN 2024. SPECIFICALLY, THE PROJECT INCLUDES CONSTRUCTING A MINI-ROUNDBABOUT AT THE INTERSECTION OF CSAH 6 AND 7TH ST NE ALONG WITH AMERICANS WITH DISABILITY ACT (ADA) COMPLIANT SIDEWALK AND PEDESTRIAN IMPROVEMENTS.

THE GOALS OF THE PROPOSED PROJECT ARE TO IMPROVE THE SAFETY AT THE INTERSECTION FOR ALL USERS, AND PROVIDE FOR BETTER MOBILITY FOR ROAD USERS AND PEDESTRIANS TRAVELING THROUGH THE INTERSECTION, WHILE MINIMIZING IMPACTS TO ADJACENT PROPERTIES.

LOCATION MAP



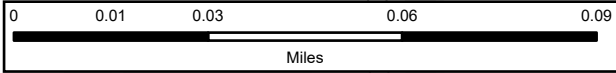
LEGEND

| | |
|--|--|
| | ORIGINAL PROJECT SCOPE |
| | ADDED PROJECT SCOPE |
| | PRELIMINARY CONSTRUCTION LIMITS (TOE OF SLOPE) |
| | EXISTING RIGHT OF WAY |
| | PROPOSED RIGHT OF WAY |
| | TEMPORARY EASEMENT |

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments
CSAH 6 (Mississippi St) Mini-Roundabout

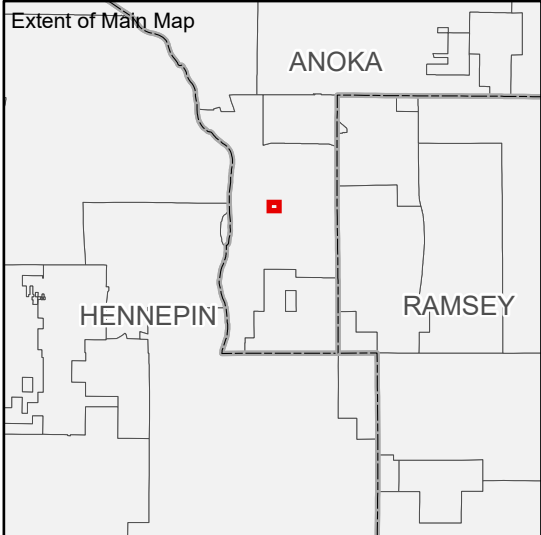


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9/19/2024

Concept layout imagery provided by Anoka County. Imagery provided for reference. Please refer to Anoka County materials for the most current layout information.



Reference Layers

- County Boundaries
- City and Township Boundaries

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|---|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | Metro |
| Route System | MN20 |
| Project Number (S.P. #) | 2504-18 |
| Agency | MNDOT |
| Description | MN20 (CANNON FALLS BLVD), MILL AND OVERLAY FROM RIVER ROAD IN CANNON FALLS TO 280TH ST E AT GOODHUE AND DAKOTA COUNTY LINE IN CANNON FALLS TOWNSHIP |
| Miles | 2.595 |
| Program | PREVENTATIVE MAINTENANCE |
| Type of work | BITUMINOUS OVERLAY |
| Proposed Funds | NHPP |
| Total \$ | 3,420,000 1,420,000 |
| FHWA \$ | 2,784,564 1,156,164 |
| State \$ | 635,436 263,836 |
| Other \$ | NA |

Background and TIP Amendment Need

This formal amendment is for a project cost decrease. The scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost decreased from \$3,420,000 to \$1,420,000 (50/50 share with D6). No additional federal funds are needed. Therefore, fiscal restraint is maintained.

Consistency with MPO Long-Range Plan

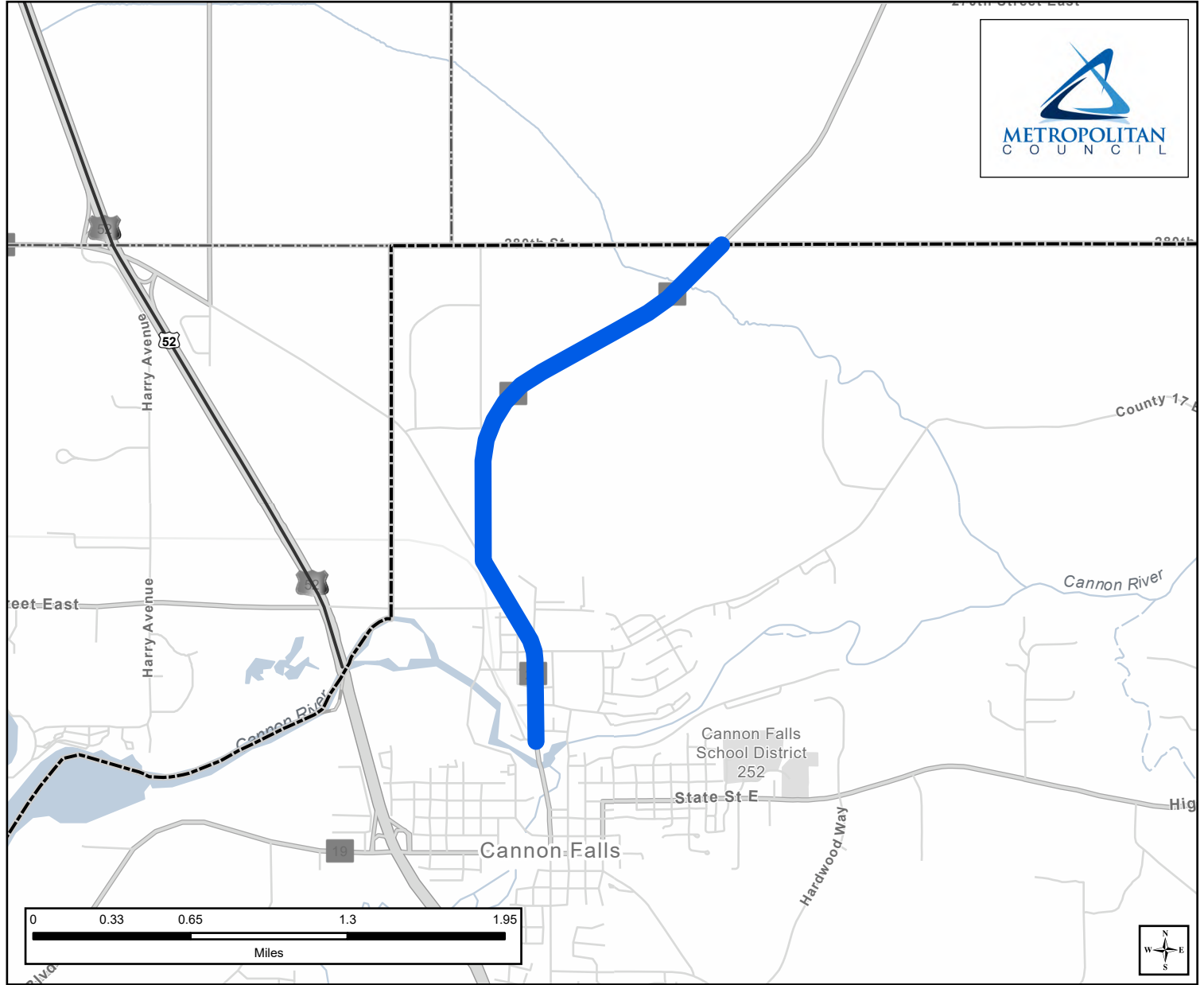
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-44

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

State Project Number: 2504-18

MN 20 Mill and Overlay



Reference Layers

- Project Location
- City and Township Boundaries
- County Boundaries

Source: County of Dakota, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project description/total cost.

Project Identification

| | |
|--------------------------------|--|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | METRO |
| Route System | HIGHWAY |
| Project Number (S.P. #) | 6282-216 |
| Agency | MNDOT |
| Description | **BFP** : I94, FROM WESTERN AVE TO MOUNDS BLVD AND I35E FROM 10TH ST TO JACKSON ST IN ST PAUL- REPAIR BRIDGES 62703, 62706, 62889, 62877, 62898, 62888, 62891, 62894, 62893, PAINT BRIDGES 62878, 62879; REPLACE SUPERSTRUCTURE ON BRIDGES 9631 AND 9632 AND <u>RECONSTRUCT PAVEMENT FROM .024 MILES SOUTHWEST OF BRIDGES 9631 AND 9632</u> (TIE TO 6282-224) |
| Miles | 3.1 |
| Program | BRIDGE IMPROVEMENT AND REPAIR |
| Type of work | BRIDGE IMPROVEMENT |
| Proposed Funds | BFP/NHPP |
| Total \$ | \$25,365,000 |
| FHWA \$ | \$22,828,500 |
| State \$ | \$2,536,500 |
| Other \$ | N/A |

Background and TIP Amendment Need

This TIP Amendment is needed for a scope change only.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds remain the same; therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

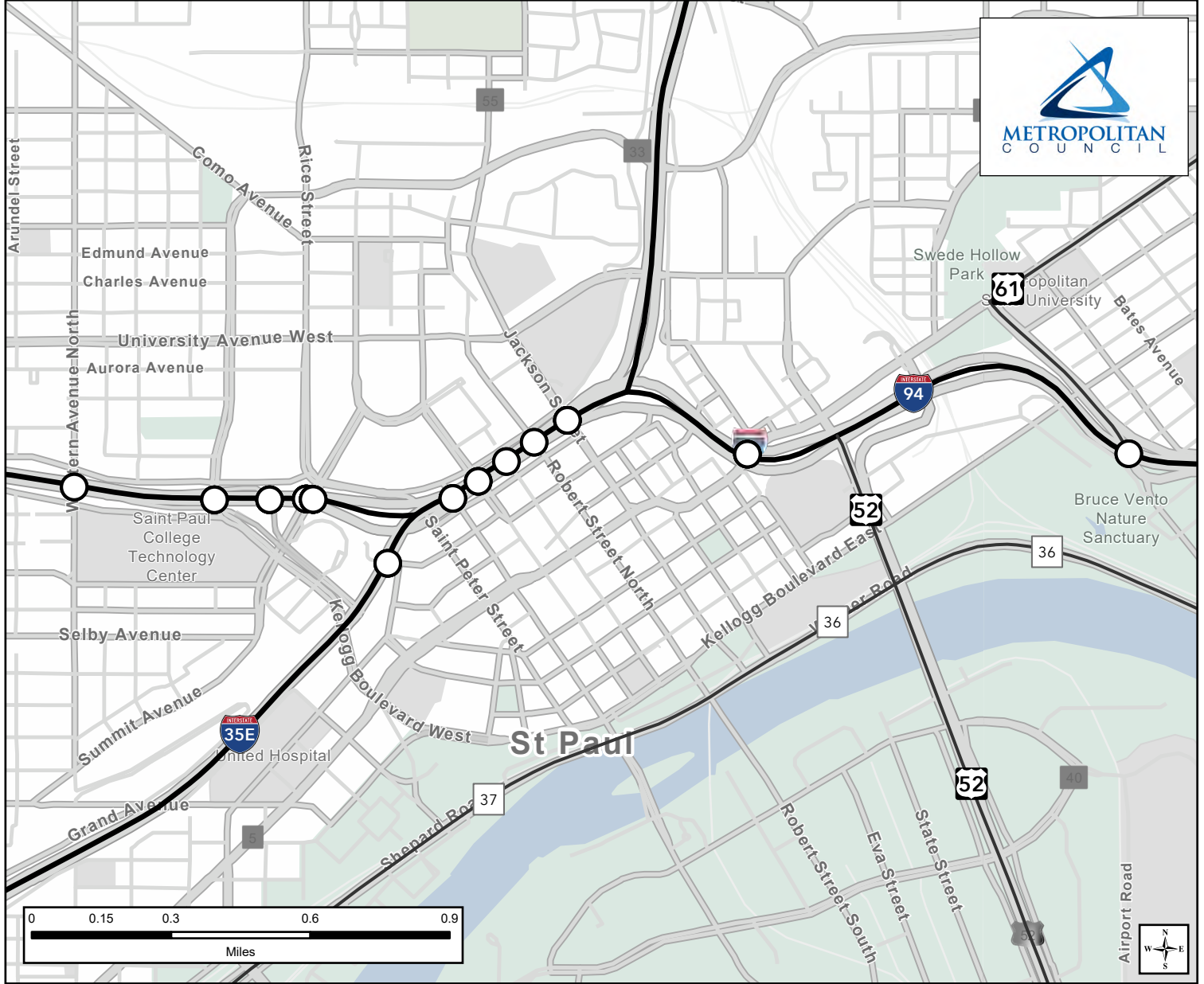
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-44

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

State Project Number 6282-216

Repair thirteen bridges over I-94 and I-35E



Reference Layers

- Bridge Locations
- ▭ City and Township Boundaries
- ▭ County Boundaries

9/19/2024

Source: Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to (add/adjust) the below (project/projects) (more info, if needed).

Project identification

| | 1926-23 | 1926-23S |
|----------------------------------|---|--|
| Seq # | TBD | TBD |
| State Fiscal Year (State) | 2025 | 2025 |
| ATP and District | METRO | METRO |
| Route System | MN 316 | MN 316 |
| Project Number (S.P. #) | 1926-23 | 1926-23S |
| Agency | MNDOT | MNDOT |
| Description | MN316 (RED WING BLVD), FROM S JCT US61 IN WELCH TWP TO TUTTLE IN HASTINGS-BITUMINOUS MILL AND OVERLAY (ASSOCIATE TO 1926-23S) AND | MN316 (RED WING BLVD) AND VARIOUS LOCATIONS IN RAVENNA TWP - CONSTRUCT TURN LANES (ASSOCIATE TO 1926-23) |
| Miles | 8.64 | 8.64 |
| Program | RESURFACING | SH – SAFETY HSIP |
| Type of Work | MILL AND BIT OVERLAY | TURN LANES |
| Proposed Funds | NHPP | HSIP |
| Total \$ | 10,814,000 <u>7,983,000</u> | 986,000 <u>1,464,000</u> |
| FHWA \$ | 8,804,759 <u>6,499,758</u> | 887,400 <u>1,317,600</u> |
| State \$ | 2,009,241 <u>1,483,242</u> | 98,600 <u>146,400</u> |
| Other \$ | NA | NA |

Background and TIP Amendment Need

This amendment is needed to decrease total project cost. There is not any change in project scope.

Fiscal Constraint (as required by 23 CFR 450.216)

The total federal project cost decreased by \$1,874,801 from \$9,692,159 to \$7,817,358 even with the District HSIP funds increasing. However, overall no additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

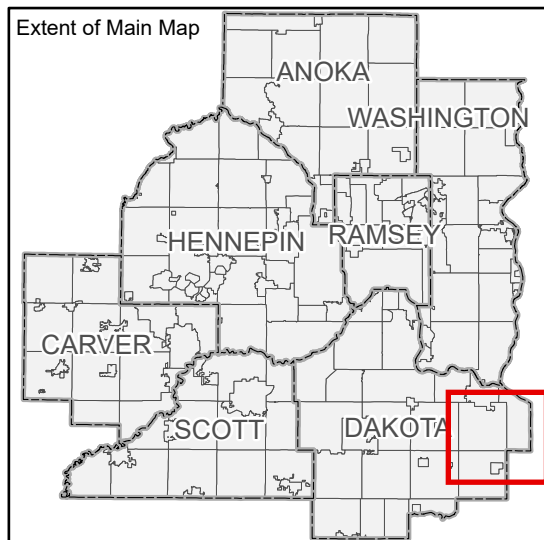
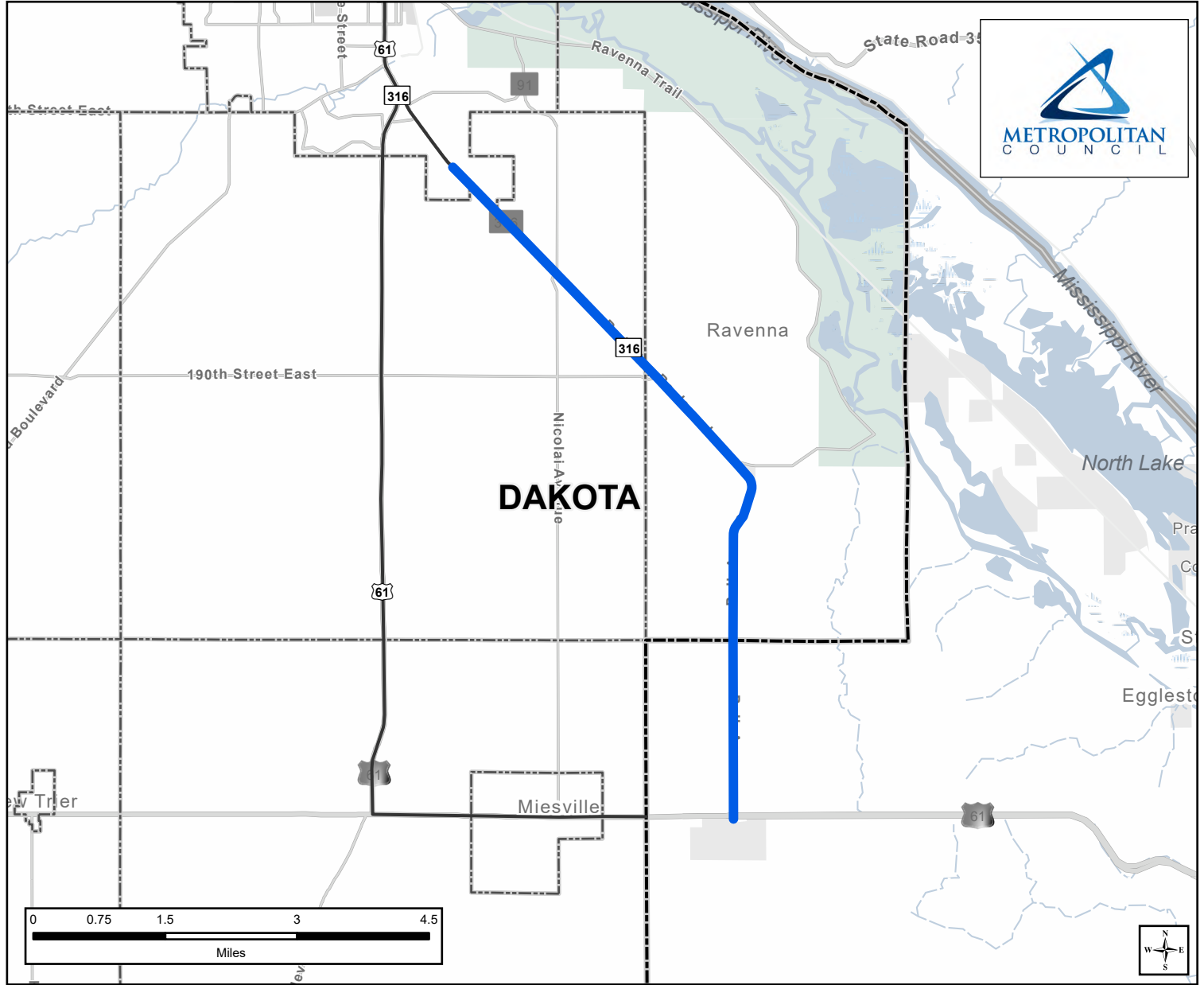
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-44




Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

State Project Number: 1926-23, 1926-23S

MN 316 Mill and Overlay, and Turn Lanes



Reference Layers

-  Project Location
-  City and Township Boundaries
-  County Boundaries

Source: County of Dakota, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|--|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | Metro |
| Route System | I94 |
| Project Number (S.P. #) | 8281-06 |
| Agency | MNDOT |
| Description | I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET) |
| Miles | .007 |
| Program | AM |
| Type of work | BRIDGE REPAIR |
| Proposed Funds | NHPP |
| Total \$ | 2,850,000 <u>4,500,000</u> |
| FHWA \$ | 2,565,000 <u>4,050,000</u> |
| State \$ | 285,000 <u>450,000</u> |
| Other \$ | NA |

Background and TIP Amendment Need

This formal amendment is for a project cost increase. The scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$2,850,000 to \$4,500,000 and increase of federal funds \$1,485,000. SP 2774-30 will be dropped from SFY 2025 in the 25-28 STIP (once STIP is approved in November) releasing \$1,651,000 federal funds. This project will use \$1,485,000 leaving a balance of \$166,000 for future 2025 needs. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

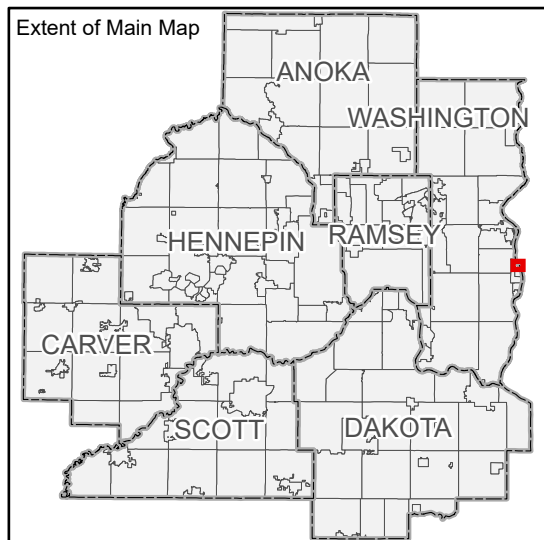
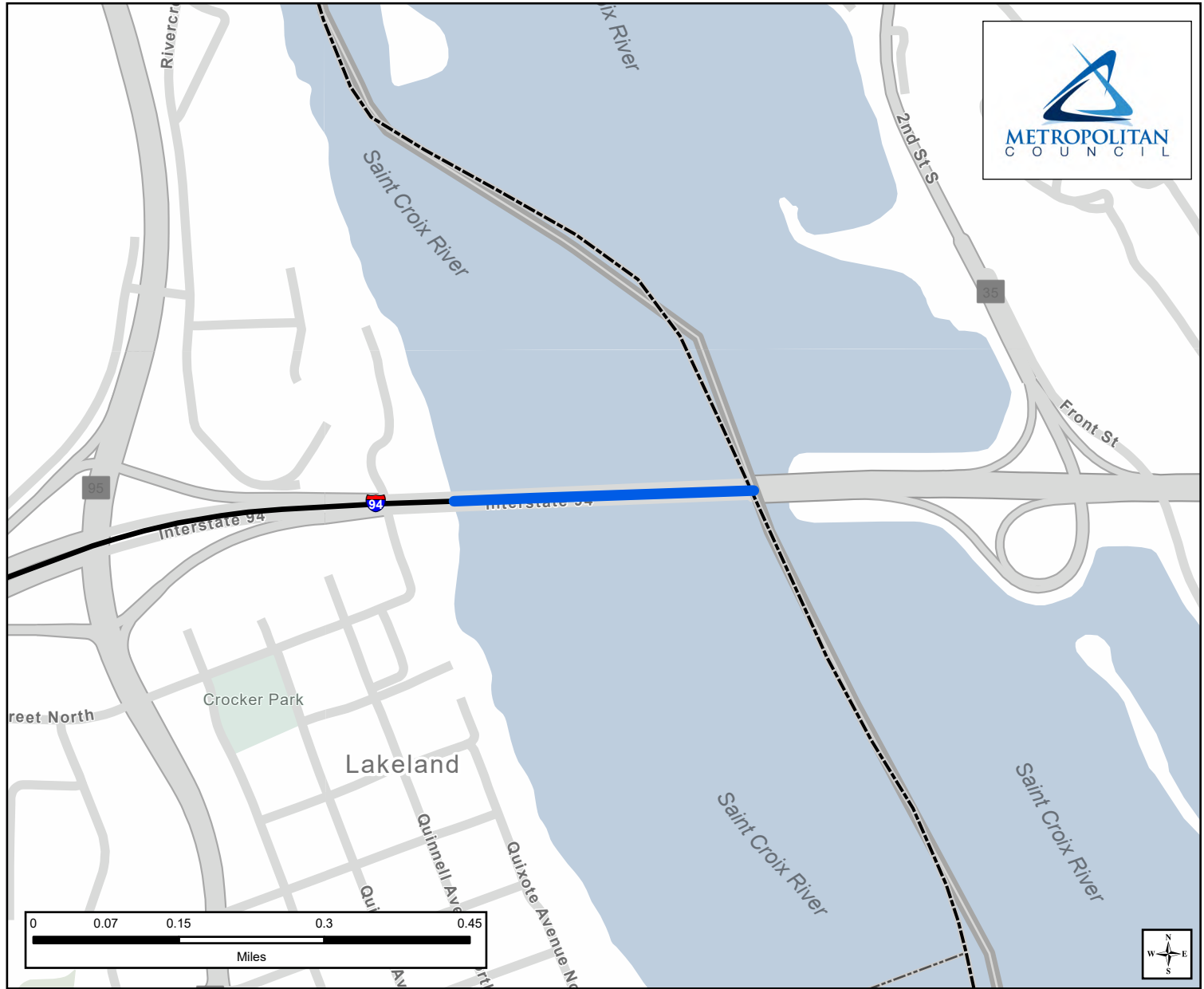
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-44

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

State Project Number: 8281-06

Repair I-94 Bridge over St. Croix River



Reference Layers

- Project Location
- City and Township Boundaries
- County Boundaries

Source: Esri Community Maps Contributors, Metropolitan Council, MetroGIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|---|
| Seq # | TBD |
| Fiscal Year (State) | 2026 |
| ATP and District | METRO |
| Route System | I494 |
| Project Number (S.P. #) | 2785-455 |
| Agency | MNDOT |
| Description | CP RAIL OVER I494, 0.8 MI E OF JCT TH 35W, REPLACE BR#9289 WITH NEW BR#27425 IN BLOOMINGTON |
| Miles | 0 |
| Program | BRIDGE REPLACEMENT |
| Type of work | NEW BRIDGE |
| Proposed Funds | NHPP, TH |
| Total \$ | \$17,000,000 |
| FHWA \$ | \$13,600,000 |
| State \$ | \$3,400,000 |
| Other \$ | NA |

Background and TIP Amendment Need

This Amendment is needed to add a new SFY 2026 project into the 2025-2028 STIP/TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds availability from 880M-MO-26 are sufficient to fully fund this project; therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

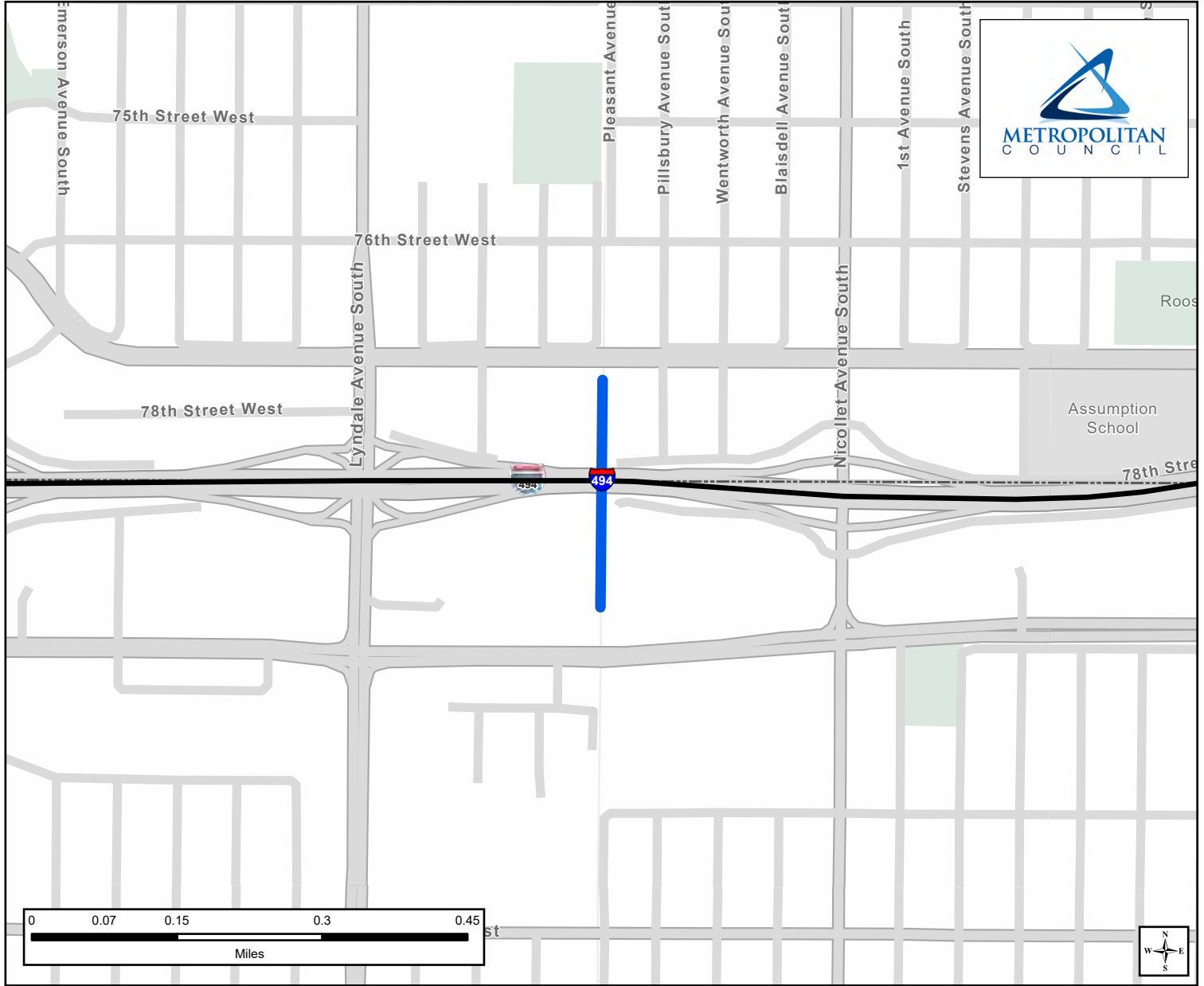
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-44

Streamlined TIP Amendment Request - Seven MnDOT Metro District Project Adjustments

State Project Number: 2785-455

Replace CP Rail Bridge over I-494



Reference Layers

- Project Location
- City and Township Boundaries
- County Boundaries

9/19/2024

Source: Esri Community Maps Contributors, City of Richfield GIS, County of Dakota, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc.

2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to add the below project.

Project Identification

| | |
|--------------------------------|--|
| Seq # | TBD |
| Fiscal Year (State) | 2025 |
| ATP and District | METRO |
| Route System | NA |
| Project Number (S.P. #) | 8825-1327 |
| Agency | MNDOT |
| Description | STREAMLINING STUDY OF THE GRAND ROUND PARK AND PARKWAY SYSTEM IN ST PAUL |
| Miles | 0 |
| Program | CONSULTANT AGREEMENTS |
| Type of work | PLANNING |
| Proposed Funds | TAP |
| Total \$ | \$135,000 |
| FHWA \$ | \$108,000 |
| State \$ | \$27,000 |
| Other \$ | NA |

Background and TIP Amendment Need

This Amendment is needed to add a new SFY 2025 project into the 2025-2028 STIP/TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds available from 880C-CRU-25 are sufficient to fully fund this project; therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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



Minnesota Greenhouse Gas Reduction Legislation Target Setting

Anna Pierce | Carbon Reduction Program Coordinator

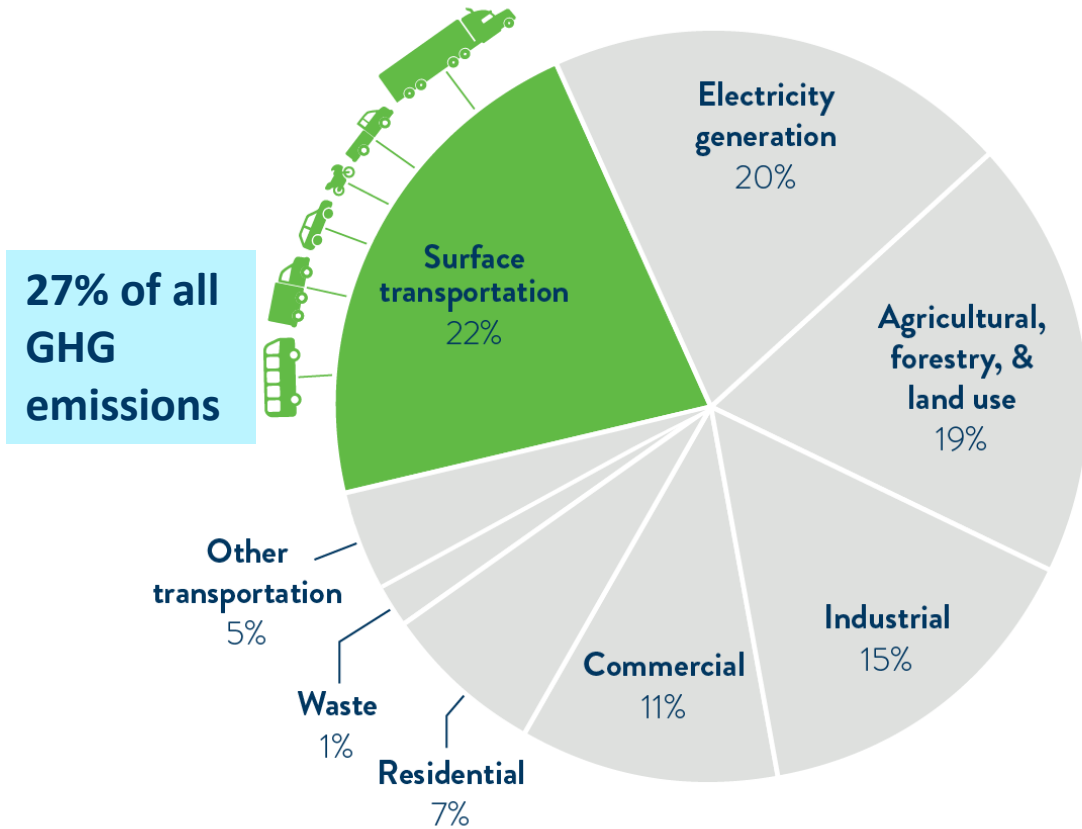
- Share details about recent updates to state law
- Share MnDOT's current approach to meeting state statute requirements
 - 2 approaches with 3 regional scenarios each
- Document your questions and input
- Share next steps and process

Greenhouse Gas Emissions 101

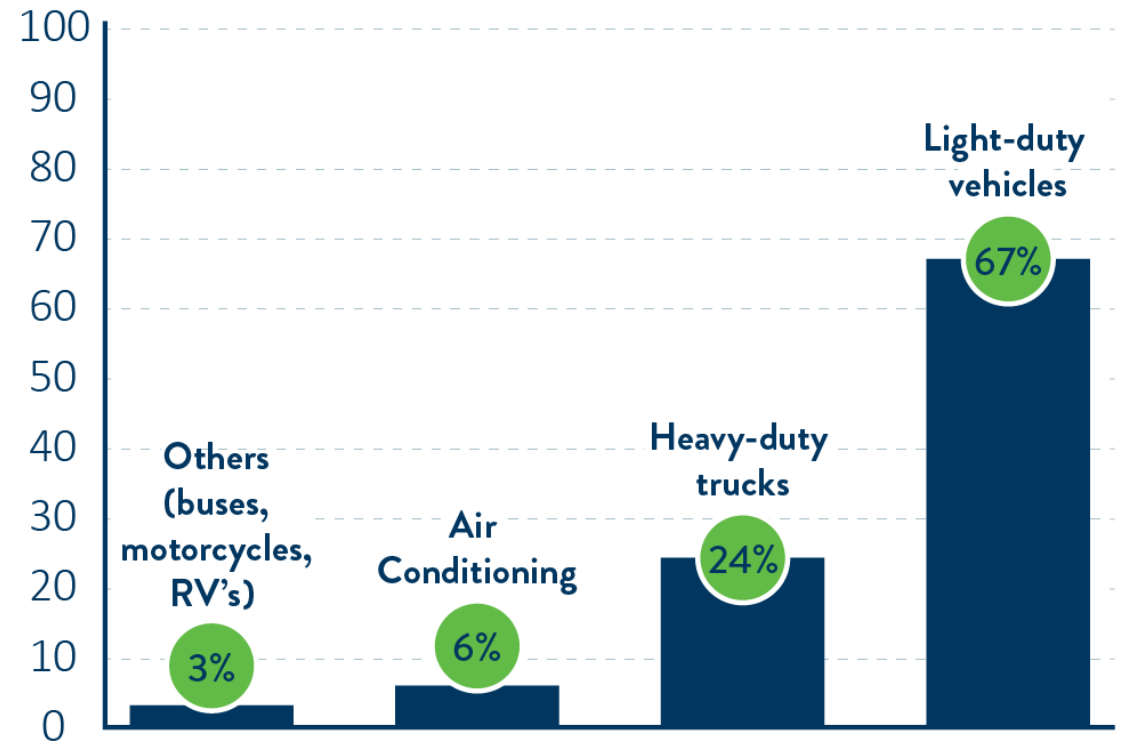
Greenhouse Gas reduction v. Carbon reduction

Transportation Emissions

ALL SECTOR BREAKDOWN (%)



SURFACE TRANSPORTATION BREAKDOWN (%)



Transportation emissions | Negative impacts

- Poor air quality
- Increased climate change
- Negative impacts on wildlife, habitats and crop cycles
- Negative health impacts

Transportation emissions | Reductions improving peoples'

- Health
- Safety
- Access
- Equity
- Environment

Legislative Background | What is MnDOT being asked to do?

- Set targets that bridge the gap
- Transportation greenhouse gas emissions impact assessment
- Establish a Technical Advisory Committee (TAC) for the Transportation Impact Assessment

Legislative Background

- Set targets that bridge the gap
- Transportation greenhouse gas emissions impact assessment
- Establish a Technical Advisory Committee (TAC) for the Transportation Impact Assessment

Legislative Background

2023 Minnesota Statutes

216H.02 GREENHOUSE GAS EMISSIONS CONTROL.

Subdivision 1. **Greenhouse gas emissions-reduction goal.** (a) It is the goal of the state to reduce statewide greenhouse gas emissions across all sectors producing greenhouse gas emissions by at least the following amounts, compared with the level of emissions in 2005:

- (1) 15 percent by 2015;
- (2) 30 percent by 2025;
- (3) 50 percent by 2030; and
- (4) to net zero by 2050.

(b) To the maximum extent practicable, actions taken to achieve these goals must avoid causing disproportionate adverse impacts to residents of communities that are or have been incommensurately exposed to pollution affecting human health and environmental quality.

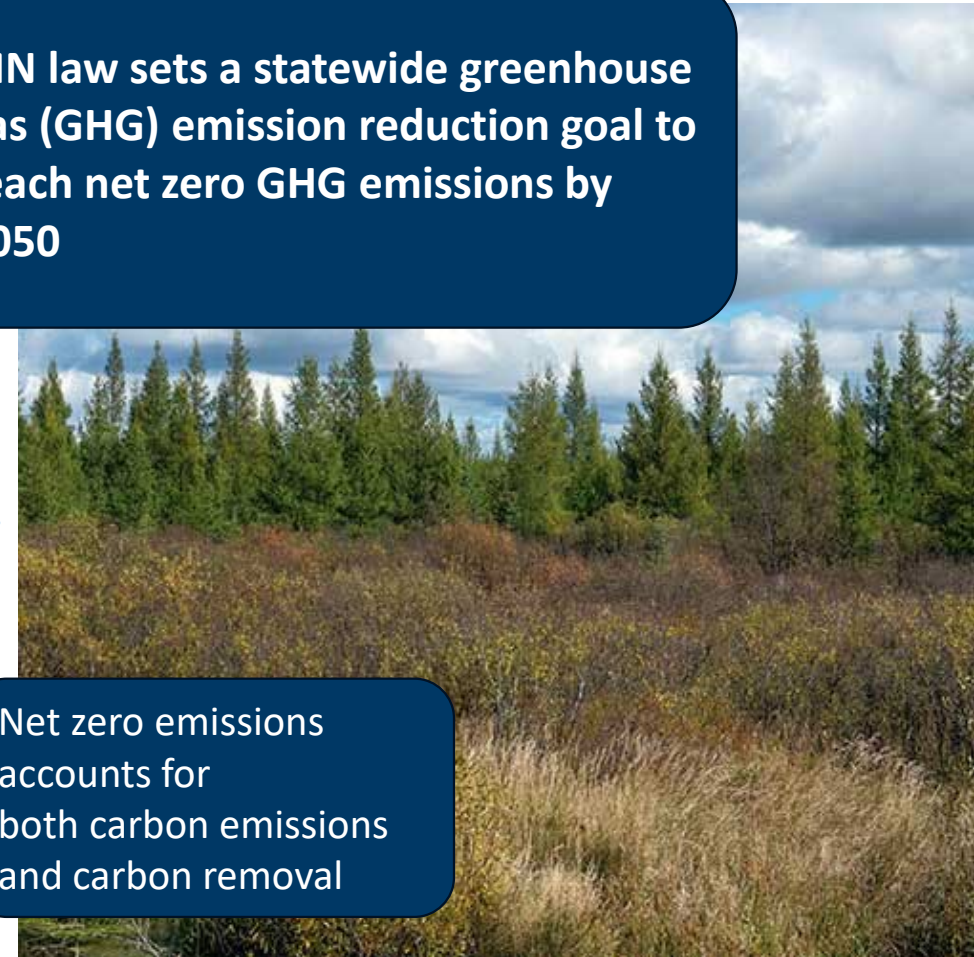
(c) The targets under paragraph (a) must be reviewed annually by the commissioner of the Pollution Control Agency, taking into account the latest scientific research on the impacts of climate change and strategies to reduce greenhouse gas emissions published by the Intergovernmental Panel on Climate Change. The commissioner must forward any recommended changes to the targets to the chairs and ranking minority members of legislative committees with primary jurisdiction over climate change and environmental policy.

(d) For the purposes of the subdivision, "net zero" means:

- (1) statewide greenhouse gas emissions equal to zero; or
- (2) when annual anthropogenic emissions of greenhouse gases to the atmosphere are balanced by removals over a specific period.

MN law sets a statewide greenhouse gas (GHG) emission reduction goal to reach net zero GHG emissions by 2050

Net zero emissions accounts for both carbon emissions and carbon removal



Legislative Background

Subd. 3. **Greenhouse gas emissions targets.** (a) In association with the goals under subdivision 2, clauses (10) and (13) to (16), the commissioner of transportation must establish targets for the statewide greenhouse gas emissions reduction goal under section [216H.02](#), subdivision 1.

(b) The targets must include:

- (1) establishment of proportional emissions reduction performance targets for the transportation sector;
- (2) specification of the performance targets on a five-year or more frequent basis; and
- (3) allocation across the transportation sector, which:

(i) must provide for an allocation to the metropolitan area, as defined in section [473.121](#), subdivision 2;

★ (ii) must account for differences in the feasibility and extent of emissions reductions across forms of land use and across regions of the state; and

(iii) may include performance targets based on Department of Transportation district, geographic region, a per capita calculation, or transportation mode, or a combination.

[See Note.]

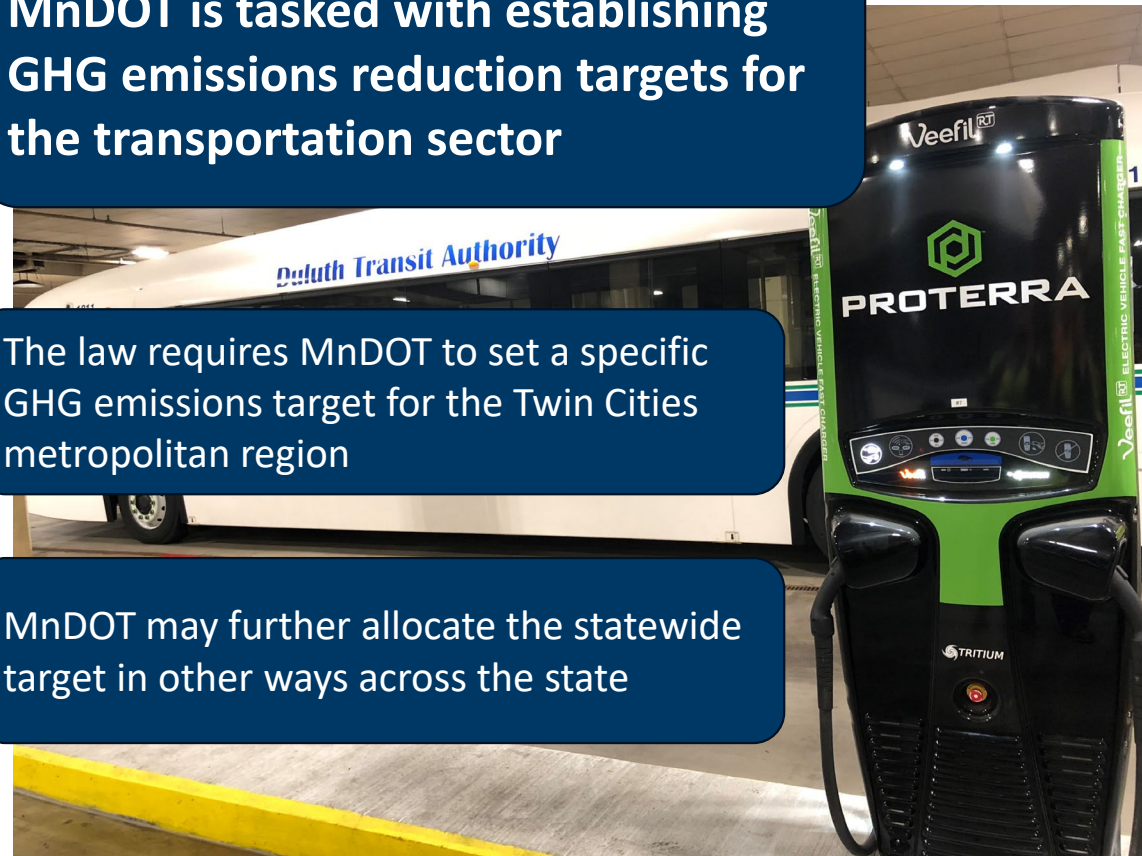
History: [1976 c 166 s 1](#); [1991 c 298 art 1 s 1](#); [2008 c 287 art 1 s 66](#); [2010 c 351 s 38,39](#); [2023 c 68 art 4 s 64](#)

NOTE: Subdivision 3, as added by Laws 2023, chapter 68, article 4, section 64, is effective February 1, 2025. Laws 2023, chapter 68, article 4, section 64, the effective date.

MnDOT is tasked with establishing GHG emissions reduction targets for the transportation sector

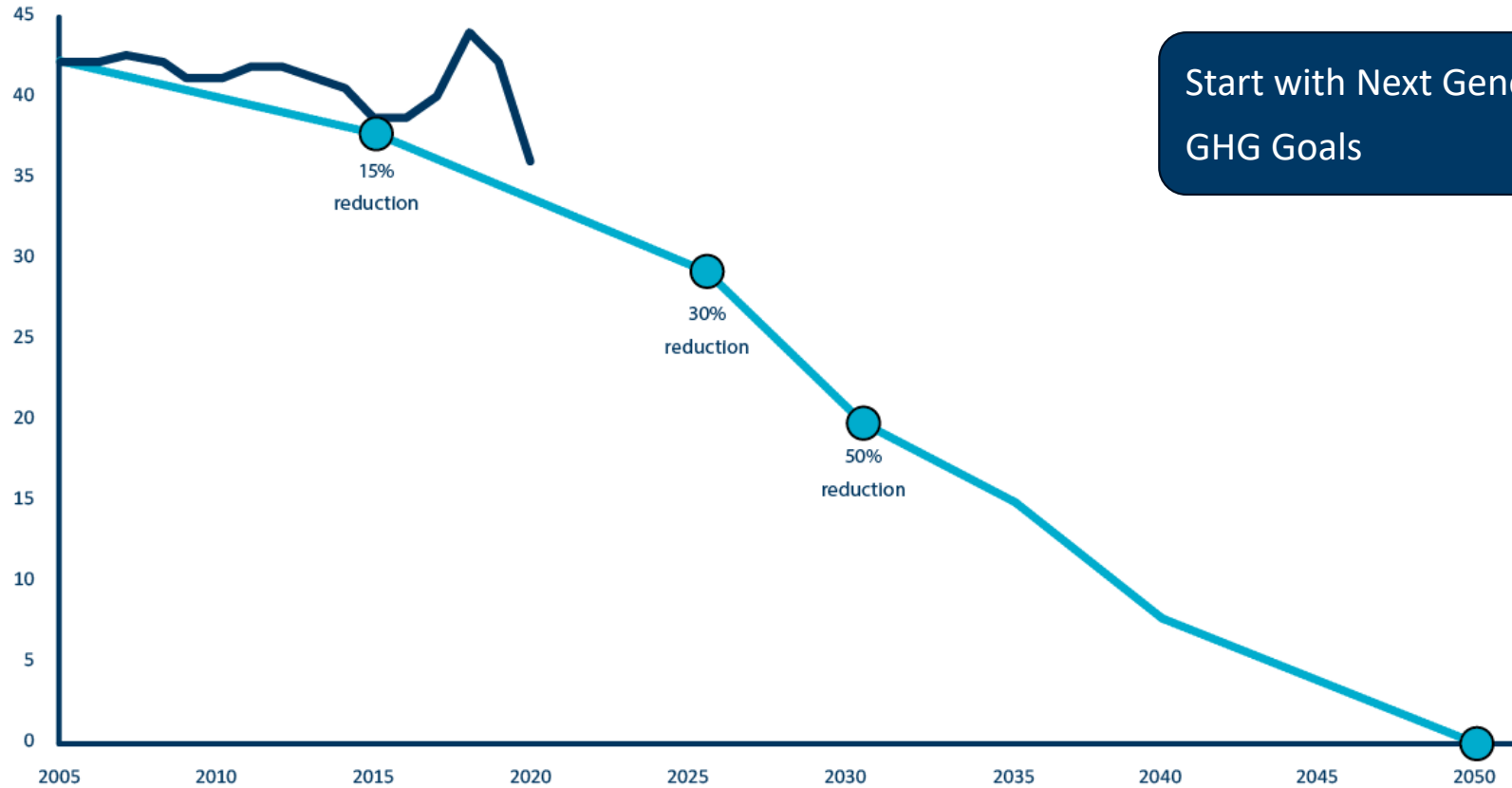
The law requires MnDOT to set a specific GHG emissions target for the Twin Cities metropolitan region

MnDOT may further allocate the statewide target in other ways across the state

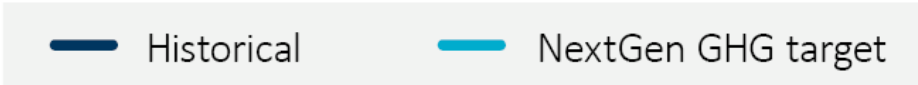


Target Setting

EMISSIONS (CO₂-e million tons)

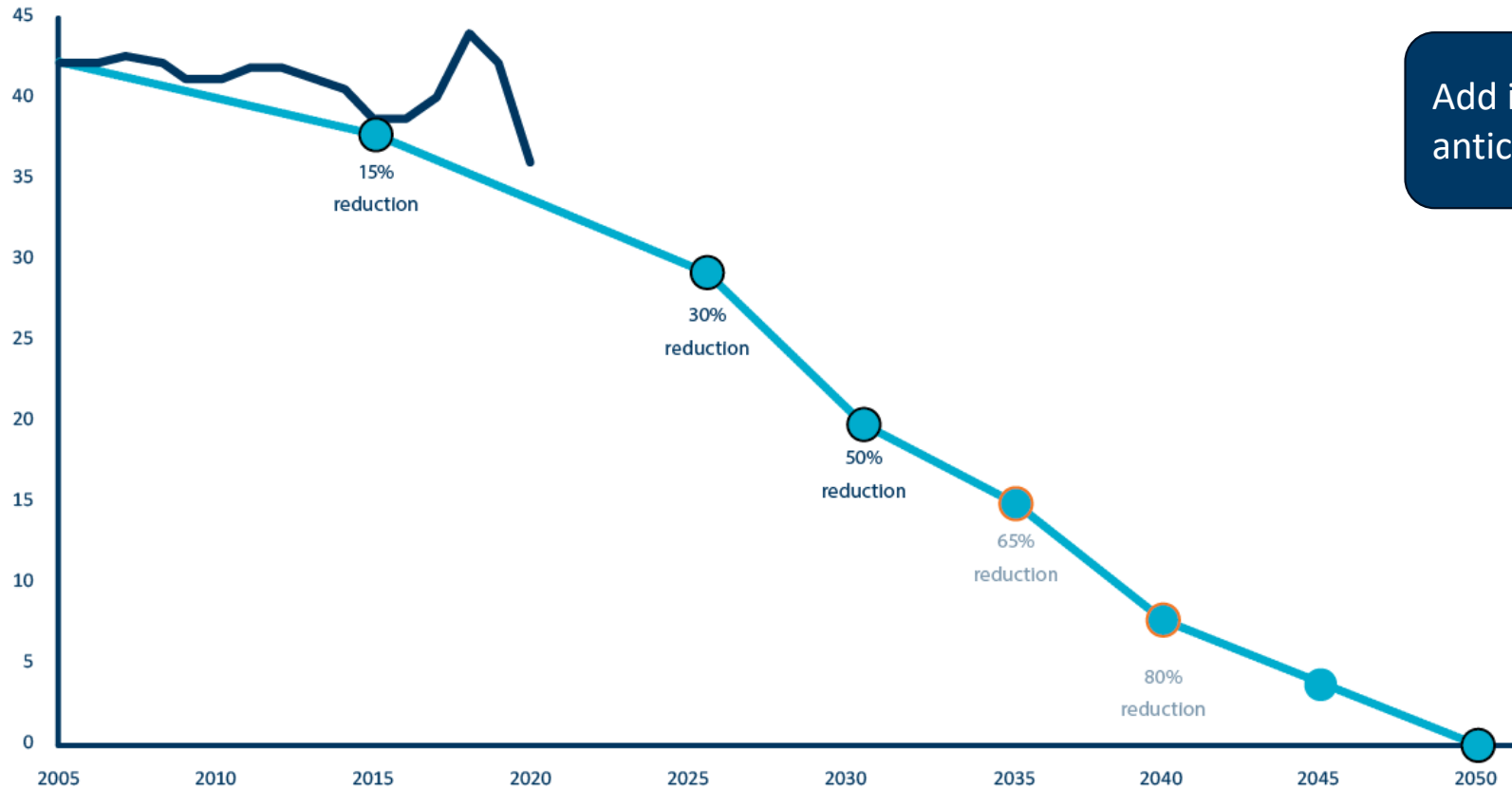


Start with Next Generation Energy Act's GHG Goals



Target Setting

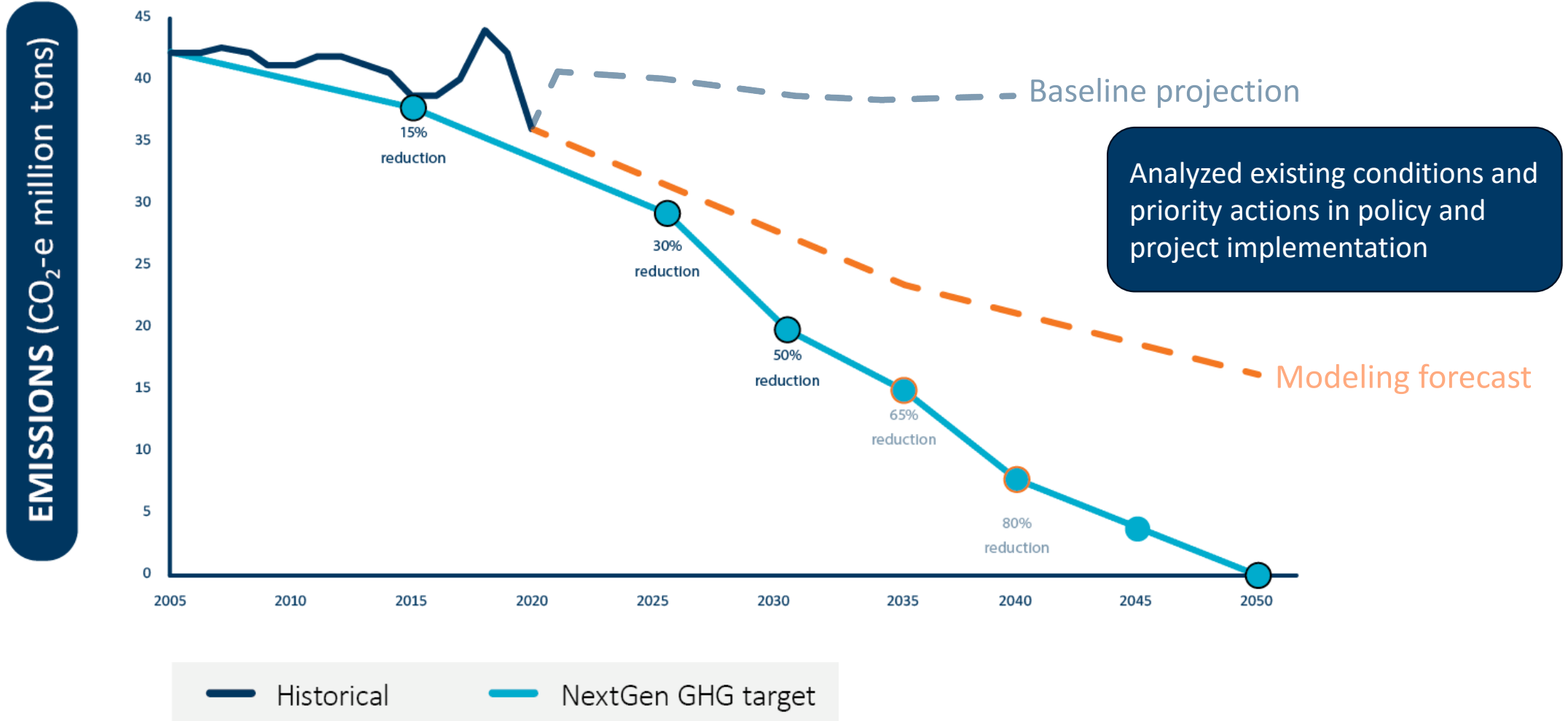
EMISSIONS (CO₂-e million tons)



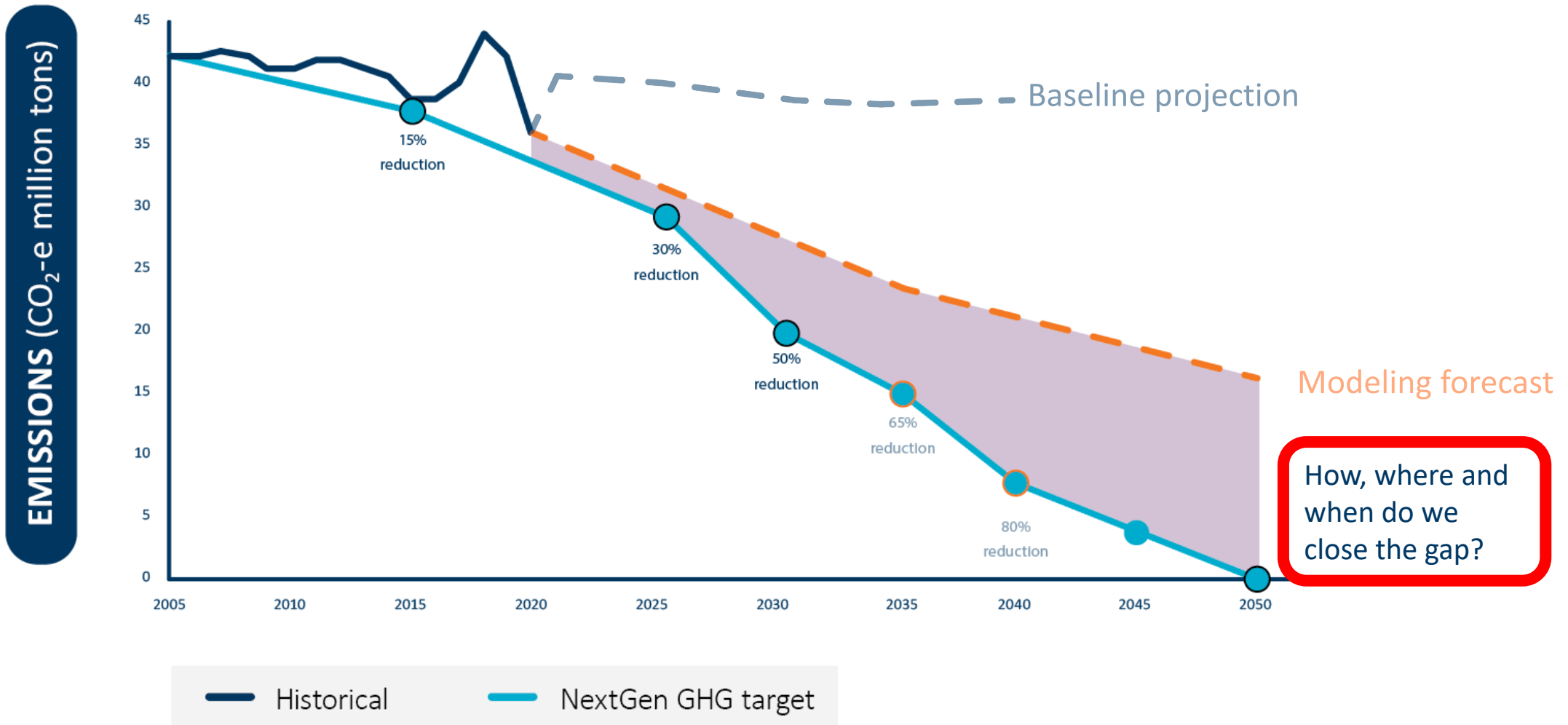
— Historical — NextGen GHG target

Add in SMTP targets and anticipated 2045 target

Target Setting



Target Setting | How do we close the gap?



When do we close the gap?

Vision

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

Mission

Connect and serve all people through a safe, equitable and sustainable transportation system.

How do we close the gap? | Approaches

Assign emissions targets for each target year

Per capita

- Based on the number of people in a region

Regional priorities + per capita

- Based on regional priorities (e.g., transit, alt fuels, safety, access, health) combined with the number of people in a region

Where do we close the gap? | Regional scenarios

Scenario 1

Metropolitan
Council's 7-county
metro area
(statute defined)

Greater Minnesota
*(everywhere outside the
metro area)*

Scenario 2

Metropolitan
Council's 7-county
metro area
(statute defined)

Greater Minnesota
Metropolitan
Planning
Organizations
(7 urbanized areas)

Greater Minnesota
rural areas
*(everywhere outside the metro
area and 7 MPO urbanized
areas)*

Scenario 3

Metropolitan
Council's 7-county
metro area
(statute defined)

Greater Minnesota
Metropolitan
Planning
Organizations
(7 urbanized areas)

Greater Minnesota
Area Transportation
Partnerships
(8)

Closing the gap

This legislation requires us to rethink how we prioritize projects.

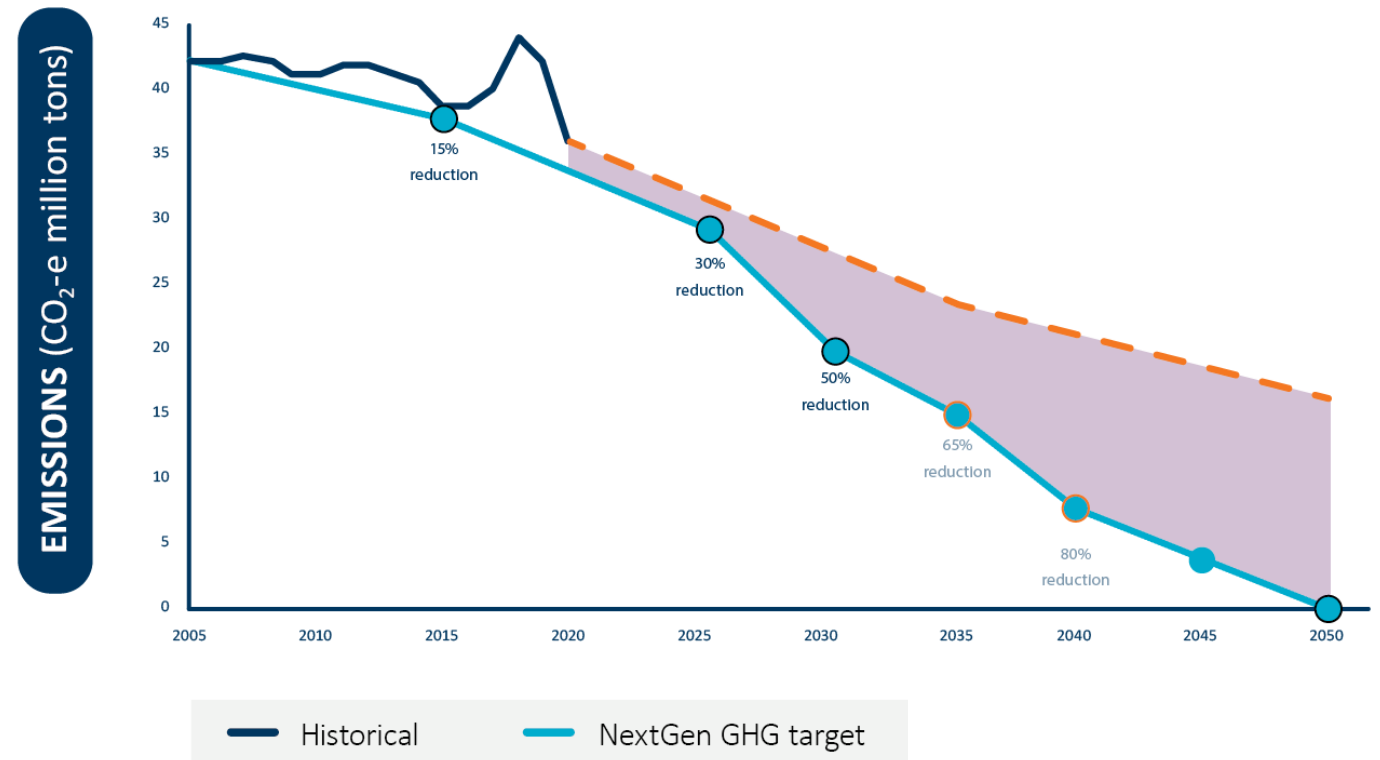
It's asking us to consider how we encourage and implement greater accountability for emissions reduction.

Emissions reduction is not a 'this or that' situation, it's a way to enhance the work we are already doing to support MnDOT's vision and mission.

Working Together

- No government or agency has complete power over greenhouse gas reduction, but everyone has a role
- Together we can provide holistic approaches that bring together local priorities to create a more sustainable future

Transportation Emissions Reduction Target



Opportunities

- Align policy-level guidance and performance measures with greenhouse gas reduction targets
- Educate locals about greenhouse gas reduction strategies and co-benefits
- Encourage locals to submit projects for funding that reduce greenhouse gas emissions
- Program funding with a focus on reducing emissions

**Moving forward with the
HOW**

How would the approaches support decisions related to your work?

What alignments do you see with the regional scenarios?

Next steps | Educate, engage, refine, decide report, implement

- **Educate and engage** transportation partners and internal MnDOT staff
 - ~~MPO Workshop – August 6th~~
 - ~~RDO Quarterly meeting – August 7th~~
 - ~~Office Hours (virtual) throughout Sept.~~
 - ~~Advocacy Council for Tribal Transportation – Sept. 16 at Red Lake; Dec. TBD~~
 - **Metropolitan Council’s Technical Advisory Committee meeting – Oct. 2**
 - Metropolitan Council’s Transportation Advisory Board Exec. meeting – Oct. 16
 - Metropolitan Council’s Active Transportation Committee – Oct. 24
 - Office Hours in Oct. and Nov.
 - Area Transportation Partnership meetings – ~~ATP 6 (9/13)~~, ATP 8 (10/4)
 - RDO meetings – ~~HRDC (9/18)~~, Quarterly mtg to be scheduled in Oct. or Nov.
 - MnDOT SLT and ELT + Commissioner – Oct. 14 & 15
- **Decide** and present preferred and alternative approaches to target setting
 - MPO Workshop (10/29-31)
 - **Metropolitan Council’s Technical Advisory Committee meeting – Nov. 6**
 - Metropolitan Council’s Transportation Advisory Board Exec. meeting – Nov. 20
 - MnDOT SLT and ELT + Commissioner (Nov./Dec. 2024)
- **Report & implement** and continue to coordinate
 - ACEC Minnesota – Dec. 11
 - Advocacy Council for Tribal Transportation – Dec. TBD
 - MFAC – Mar. 2025
 - ACEC Minnesota – Mar. 27, 2025
 - MnDOT & P/T Consultants Partnership Meeting & Networking Event

Questions/Thoughts

Anna Pierce

Carbon Reduction Program Coordinator

MnDOT's Office of Sustainability and Public Health

anna.m.pierce@state.mn.us

GHG Reduction Legislation
dot.state.mn.us/sustainability/ghg-legislation.html



Technical Advisory Committee

metro council.org



October 2, 2024



Contents

| | |
|---|----|
| Meeting overview | 1 |
| Regional Solicitation Evaluation Overview | 2 |
| Investment Summary Overview | 9 |
| Feedback Received | 21 |
| Structure Discussion | 25 |
| Next Steps/Wrap-up | 26 |

Regional Solicitation Evaluation Overview



Regional Solicitation

What is the Regional Solicitation?

- The Regional Solicitation is a **competitive process** to award federal transportation funding to projects that **address regional transportation needs**.
- Part of the Metropolitan Council's **federally required continuing, comprehensive, and cooperative transportation planning process** for the Twin Cities Metropolitan Area.
- Since 1993 and approximately **every two years** thereafter, the Transportation Advisory Board (TAB), with the assistance of the Technical Advisory Committee (TAC), solicits, evaluates, ranks, and recommends projects.
- Through the 2013 Solicitation, the application categories were set up by funding sources and project category.
- Since 2014 the application categories have been modally-based.

Evaluation

Regional Solicitation Evaluation

- Met Council conducts an evaluation of the Regional Solicitation process every 10 years (previous occurred 2012-2013)
- Previous study revised structure and funding allocation beginning with 2014 application cycle
- This study will:
 - Examine the processes and impacts of the 2014-2024 application cycles
 - Solicit feedback from the general public and a wide variety of stakeholders
 - Develop recommendations for funding structure, application categories, project selection criteria
 - Develop new applications for the 2026 funding cycle
- For more information visit the project website:
<https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Solicitation-Evaluation-Active-Transporta.aspx>

What are we trying to achieve?

Overarching goal of the Regional Solicitation Evaluation:

To align the allocation of the region's federal transportation funds through the Regional Solicitation project selection process to help achieve **the goals, objectives, and policies** of the 2050 Transportation Policy Plan and Imagine 2050.

2050 TPP Goals

Equitable
and Inclusive

Healthy and
Safe

Dynamic and
Resilient

Climate
Change

Natural
Systems

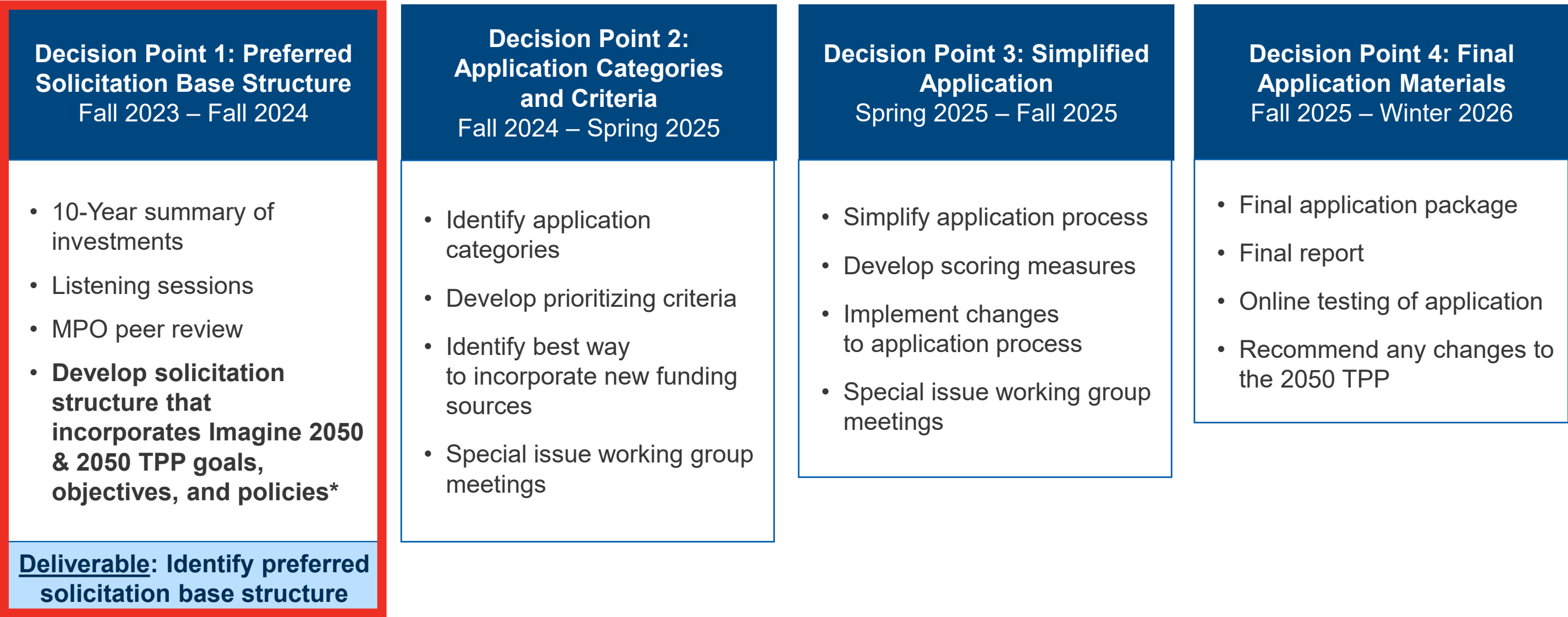
Federal rules

The solicitation must include:

- Projects must be selected by the MPO Board.
 - Must be a competitive process (TA and CMAQ).
 - STBG funds cannot be suballocated to individual jurisdictions by pre-determined percentages.
- Must align with the 2050 Transportation Policy Plan.
- Selected project must be shown in the Transportation Improvement Program (TIP).
- Selection must involve other stakeholders and the public, including traditionally underserved and underrepresented populations.

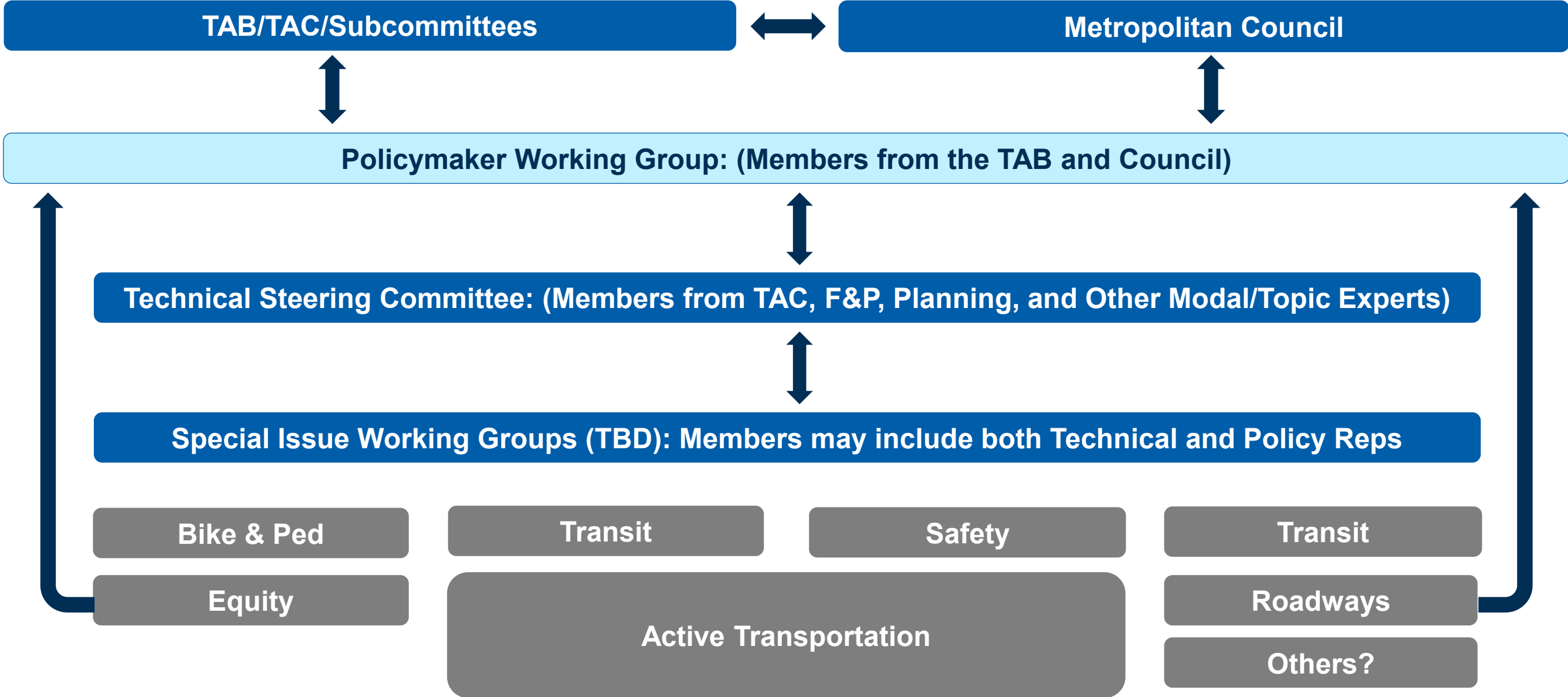
Evaluation Decisions Timeline

Stakeholder Groups, Public Engagement, Equity Engagement



*See this link for 2050 TPP goals, objectives and policies
<https://metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan/TPP-Goals-Objectives-Policies.aspx>

Decision-making Process





Investment Summary



Investment Summary Purpose

What is the role of the Investment Summary in the Regional Solicitation Evaluation?

- Summarizes the past 10 years (2014-2024) of project awards (\$1.5 billion).
- Summarizes major policy and technical changes in the Regional Solicitation process in the past 10 years.
- Compares the different outcomes of funding between when the solicitation used funding source-based categories (prior to 2014) and modal-based categories (2014 and beyond).
- Compares funding outcomes between cycles since the last evaluation.

Investment Summary Findings

Selected major changes:

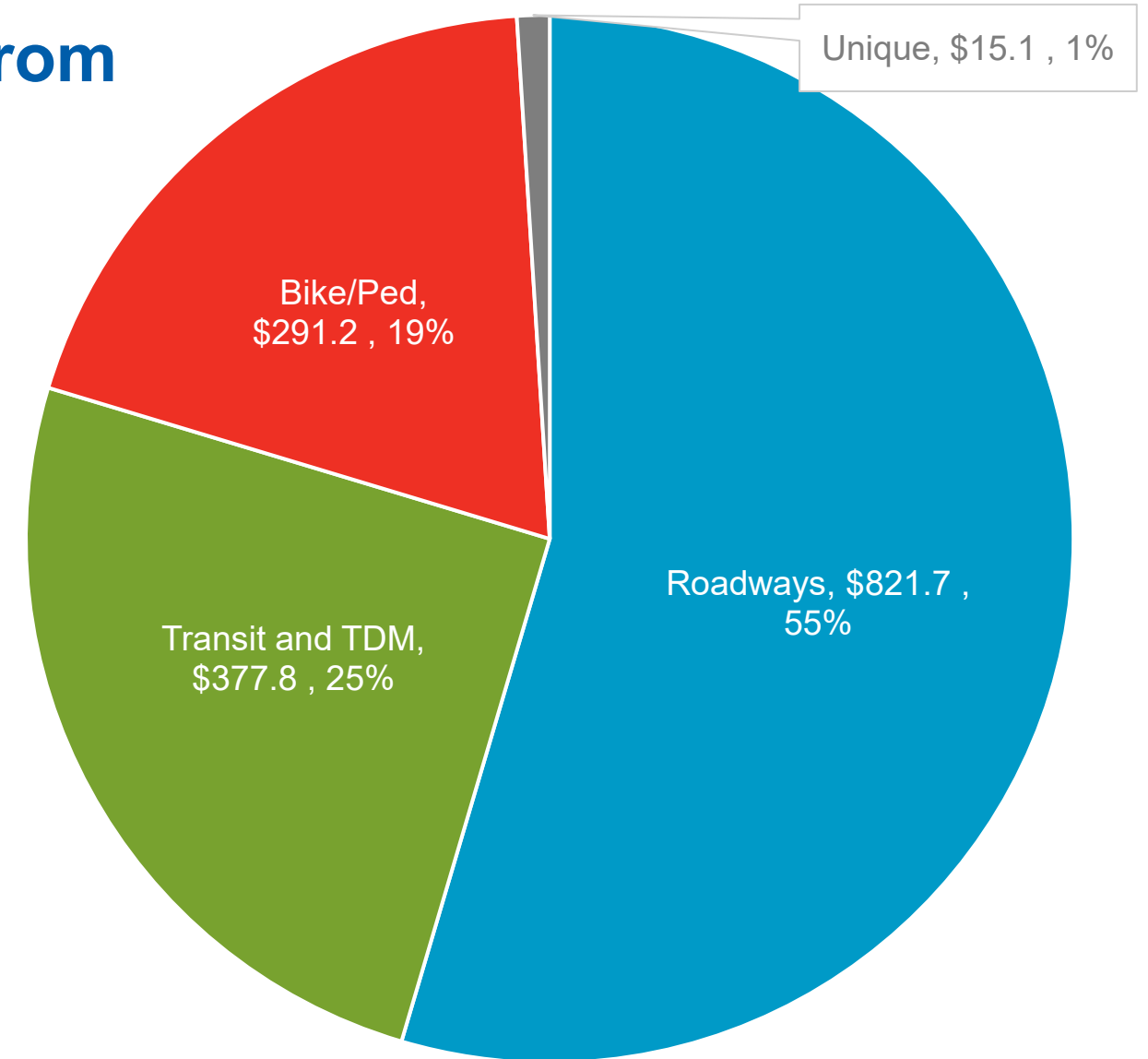
- 2014:
 - Application categories switched from funding program-based to modal-based
 - Application moved online and shortened
 - Equity added as criterion
- 2020:
 - Arterial Bus Rapid Transit (ABRT) category added
 - Spot Mobility and Safety category added
- 2022
 - Unique Projects category added

Investment Summary Findings

Summary of Projects Federal Funding from 2014 – 2024

Over the evaluated period, **\$1.5 billion** in federal funds were distributed to 420 projects across three modal categories.

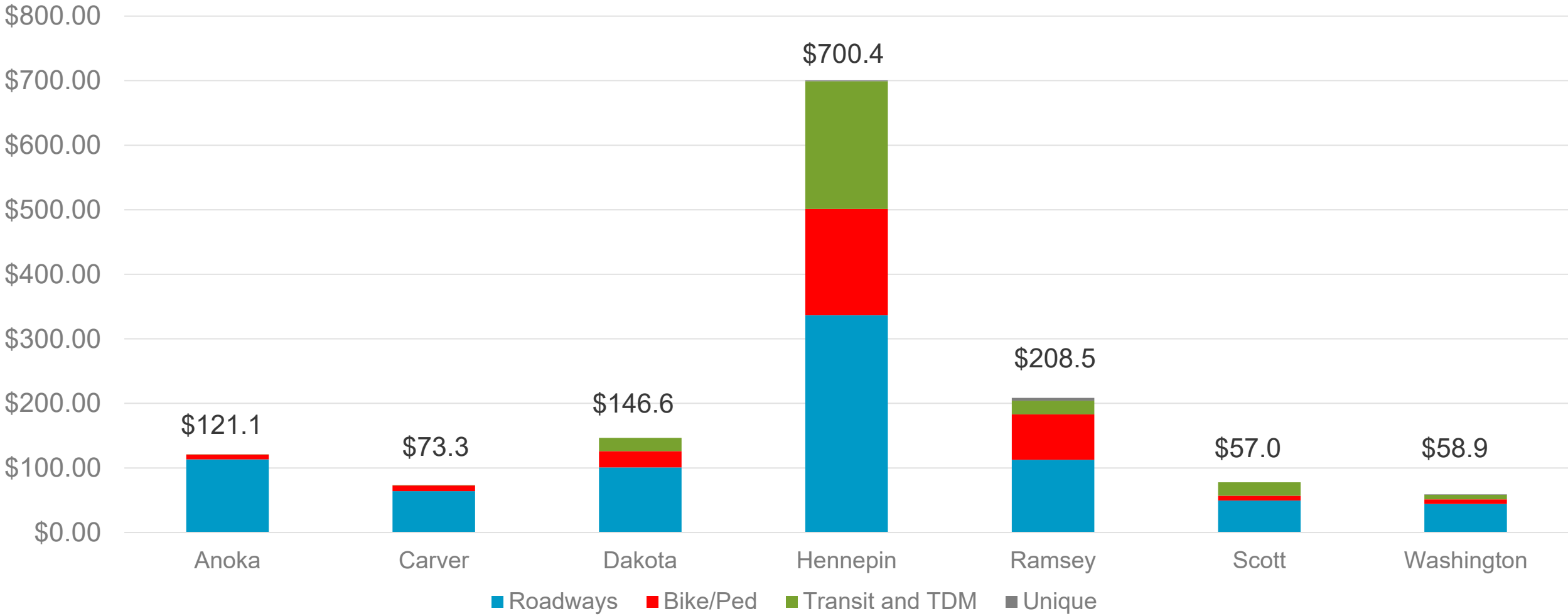
The Regional Solicitation funding leveraged **\$1.6 billion** from other sources, bringing the total regional investment to **\$3.1 billion**.



Share of Total Federal Funding From the Regional Solicitation (2014 – 2024) (Shown in \$ millions)

Investment Summary Findings

Regional Solicitation Federal Funding by Project Category and County (2014 – 2024, millions)



Sources: US Census Bureau, Met Council

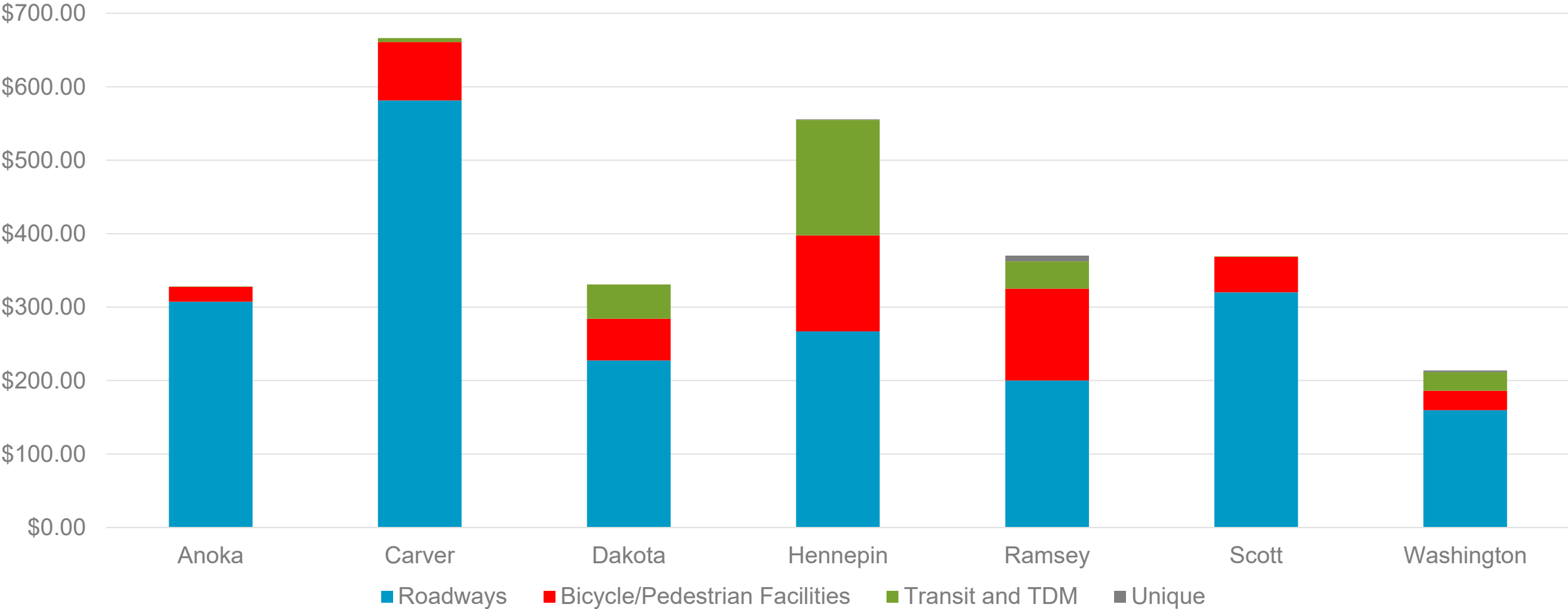
Investment Summary Findings

Funding Distribution by County vs Population and Jobs

| Measure | Anoka | Carver | Dakota | Hennepin | Ramsey | Scott | Washington |
|----------------------|-------|--------|--------|----------|--------|-------|------------|
| Population | 12% | 3% | 14% | 41% | 18% | 5% | 8% |
| Jobs | 7% | 2% | 11% | 53% | 19% | 3% | 5% |
| Funding Distribution | 9% | 5% | 11% | 50% | 15% | 6% | 4% |

Investment Summary Findings

Regional Solicitation Federal Funding Per Capita by Project Category and County (2014 – 2024)



Investment Summary Findings

Safety Benefits

Safety is a key component of the Regional Solicitation and is one of the key determinants in project scoring and selection. **The safety benefits of selected roadway projects were monetized as one measure of effectiveness.**

This table also shows a large jump in total benefits in 2020. This was the same year that **Spot Mobility and Safety Roadway** category was added to the application.

| Cycle | Total Safety Benefit |
|--------------|----------------------|
| 2014 | \$142.2 |
| 2016 | \$160.1 |
| 2018 | \$200.8 |
| 2020 | \$395.0 |
| 2022 | \$410.8 |
| 2024 | \$293.0 |
| Total | \$1,601.9 |

Monetized Safety Benefits as Reported by Applicants by Solicitation Year (Shown in \$ millions)

Investment Summary Findings

Funding awards on or impacting MnDOT system (\$435 million total)

- 29% of the total regional solicitation funding over the past 10 years directly improved the state system.
- 49% (\$400 million) of all funding (\$821.7 million) distributed in the Roadways Including Multimodal Elements category went to projects directly on or significantly improving the state system.
- 75% (\$228.8 million) of all funding (\$306.9 million) distributed in the Strategic Capacity category went to projects (mostly interchanges) on the state system.
- 12% (\$33.9 million) of all funding (\$291.2 million) distributed in the Bicycle and Pedestrian Facilities category went to state trail projects and crossings or trails along the trunk highway system

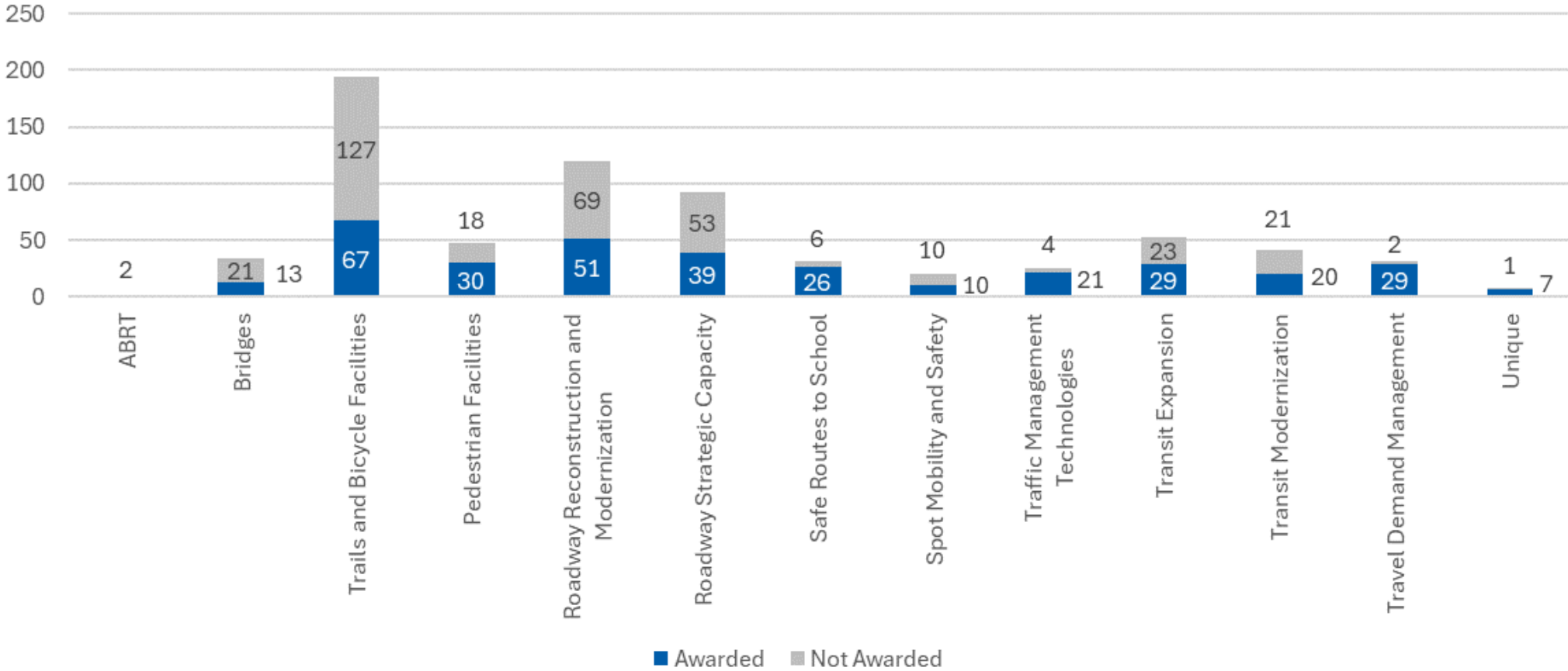
Investment Summary Findings

Multimodal Investments

- 307 miles of trails and sidewalks
 - 162 miles of trail and sidewalk constructed as separate bike/ped projects and
 - 145 miles of trail and sidewalk constructed as part of roadway projects
- Several bike/ped projects selected that connect to major transitways (Gold, Blue, Green Lines, etc.) or major roadway projects (Hwy 36, Hwy 5, etc.).
- Investment in 6 Arterial Bus Rapid Transit Lines and modernization of existing transitway and transit stations.
- 32 TDM awards, including 28 to non-government applicants

Investment Summary Findings

Number of Applications Selected and not Selected by Application Category (2014 – 2022)



| | ABRT | Bridges | Trails/Bike | Ped | Reconstruction | Strategic Capacity | Safe Routes | Safety | Tech | Transit Expand | Transit Modern | TDM | Unique |
|--------------|------|---------|-------------|-----|----------------|--------------------|-------------|--------|------|----------------|----------------|-----|--------|
| Success Rate | 100% | 38% | 32% | 62% | 41% | 43% | 81% | 50% | 56% | 50% | 46% | 92% | 83% |

Investment Summary Findings

Application Success Trends

- The total applicant **success rate was 50%**.
 - Roadways including Multimodal Elements: 48%
 - Transit and TDM: 64%
 - Bicycle and Pedestrian Elements: 45%
 - Unique Projects: 71%
- Counties as applicants had an average success rate of 41%, however the success rate varied between 27% and 58%.
- Cities as applicants had an average success rate of 53%.



What we heard



Peer Interviews – What We Heard

Peer Regions Interviewed

- Denver Regional Council of Governments (DRCOG)
- San Francisco Metropolitan Transportation Commission (MTC)
- Seattle Puget Sound Regional Council (PSRC)
- Atlanta Regional Commission (ARC)
- Columbus Mid-Ohio Regional Planning Commission (MORPC)
- Kansas City Mid-America Regional Council (MARC)

Themes

- Emphasis on applicants having buy-in/ownership of process and/or decisions
- Shift toward qualitative applications, but some hesitation
- Exploring role of MPO, committees, and applicants
- Grounding regional solicitation in planning foundation and framework

Listening Sessions

Things we heard that some stakeholders think should stay the same:

- Like the open and transparent process.
- Appreciate space for deliberation as part of the decision-making process.
- Past projects selected provided benefit to the region.
- Like having a data-driven process.
- General support for some level of modal balance.

Things we heard that some stakeholders think should change:

- Make the application easier to complete.
- Projects in more suburban and rural areas do not compete well in bike/ped categories.
- Projects should better align with regional policy goals.
- Current structure does not consider nuance of local government context.
- Make it easier/create more opportunities for local governments to participate

Structure Discussion

Preview of Policymaker Working Group November meeting agenda

- In September, the Policymaker Working Group discussed the possibility of shifting from the current structure to goal-focused application structure
- November meeting will discuss example structures on a goal-focused application, and potentially make a recommendation
- Future decision points will focus on application categories, criteria, scoring measures, and funding targets

Mode-Focused

- Roadways
- Transit & TDM
- Bicycle & Pedestrian
- Unique

Goal-Focused*

- Healthy & Safe
- Dynamic & Resilient
- Climate Change
- Natural Systems

**Note: This is one example of a goal-focused structure.*

Next steps



Next steps:

1. Technical Advisory Committee meeting – November 6
 - Topic: Before and After Study Results and Structure Discussion Update
2. Policymaker Working Group meeting – November 20, December 18
3. Policymaker Workshop for TAB and Council Members – December 18
4. TAB – February – Action item on a base structure recommendation and application categories
5. Technical Steering Committee meeting – January 28

Ongoing TAC Involvement

- Updates and feedback opportunities throughout the process
- Opportunity to be involved in special issue working groups

TAC Discussion

- What projects do you want to continue to submit for funding?
- What projects do you wish you could submit for funding that are not currently eligible (e.g., planning studies, charging infrastructure, stormwater management, etc.)?

Met Council Active Transportation Grant Management



For TAB Consideration in October

- ~\$19 million of regional sales tax funding for 17 pedestrian, bicycle and safe routes to school projects in the 2024 Regional Solicitation
- Projects will be managed by the Met Council
 - Traditionally, MnDOT State Aid manages Regional Solicitation projects
 - New funding is regionally sourced and allocated by TAB
 - State Aid will not manage, Council must manage grants
 - Not federally funded so do not need to follow federal requirements for grant recipients
- Need to establish key requirements for TAB funds that meet priorities of TAB
 - Reduce administrative burden from federal funding
 - Build management process for Council
 - Requirements considered will be specifically for these pilot funds
- Lessons learned will be taken for future solicitations

Active Transportation Grants Met Council Management

Policy level grant requirements recommendations

Program Year: No program year, identify project activity period, begin before end of 2026, TAB approval for extension.

Grant Funding Disbursements: 50% granted up-front at construction start, remainder reimbursed.

Eligible Project Costs: Eligible costs remain the same as Regional Solicitation.

Plan Documentation and Submittals: Final plans submitted to Council to ensure project meets minimum standards and project description.

Project Scope Change: Scope change process remains the same as Regional Solicitation.

Right-of-Way Acquisition: Follow applicable state statutes. Submit ownership or agreement documentation prior to release of grant funds.

Environmental Review: Follow applicable state statutes. No documentation to be submitted.

Business Firm Equity Program (DBE/TGB/MCUB): Recommendation likely after 9/26 Active Transportation meeting



Thank You

Steve Peterson

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

Molly Stewart, PE, PTOE

Project Manager, SRF Consulting Group
MStewart@srfconsulting.com

Katie Caskey, AICP

Stakeholder & Community Engagement Lead, HDR
Katie.Caskey@hdrinc.com

