

Agenda

TAB Technical Advisory Committee



Meeting date: November 6, 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 October 2, 2024, TAB Technical Advisory Committee Minutes

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. 2024-46: 2025-2028 Streamlined TIP Amendment: Six 2024 Regional Solicitation Projects (Joe Barbeau, MTS) – Roll Call
2. 2024-47: 2025-2028 Streamlined TIP Amendment: Rest in Red Ramsey County Traffic Signal Proof of Concept Project (Joe Barbeau, MTS) – Roll Call

Planning Committee (Gina Mitteco, Chair)

No items.

Funding & Programming Committee (Michael Thompson, Chair)

1. 2024-48: Regional Significant 2025-2028 TIP Amendment – I-494 E-ZPass Extension and Improvements – Roll Call

Information

1. 2050 Transportation Policy Plan Public Comments (Jed Hanson, MTS)
2. Target Setting (Continued): Minnesota Greenhouse Gas Reduction Legislation (Anna Pierce, MnDOT)
3. Minnesota Greenhouse Gas Reduction Legislation Mitigation Assessment (Chris Berrens, MnDOT)

Other Business

Adjournment

Minutes

TAB Technical Advisory Committee



Meeting Date: October 2, 2024

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Whitney Schroeder, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, Extended Urban Area

- Vacant, Metro Cities
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Marc Culver, Brooklyn Park
- Chris Hartzell, Woodbury
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Reuben Collins, Saint Paul
- Molly McCartney, MnDOT

- Steve Peterson, Council MTS
- Patrick Boylan, Council CD
- Elaine Koutsoukos, TAB
- Lauren Dickerson, 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

DRAFT

Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order at 9:03 a.m.

Approval of Agenda

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

Approval of Minutes

It was moved by Boylan and seconded by Isaacson to approve the [minutes](#) of the September 4, 2024, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the September 18, 2024, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager said that the TAC Executive Committee met prior to the meeting and discussed the Program Year and Scope Change policy updates. TAB sent the latter back to TAC, while TAC sent the former to Funding and Programming. The TAC Executive Committee decided to send both to the working group. The updated policies were to be sent with the Regional Solicitation award letters but those letters are going to be sent this week and the policy updates will be

provided to project sponsors when they are ready. In November members will caucus within city, county, and agency groups to nominate a new chair. Per informal tradition, a county representative is due to chair the next term. The new TAC chair will nominate a vice chair and chairs for the Funding and Programming and Planning standing committees.

1. [2024-43: 2025-2028 Streamlined TIP Amendment: Three Region 7W Projects](#)

Robbie King, MTS, summarized three MnDOT District 3 TIP amendment requests. MnDOT requests addition of a new project to construct storm sewer improvements along the North Fork Crow River. MnDOT requests addition of a new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137. MnDOT requests to addition of a new project to replace an old bridge with a new bridge over Wright County Road 19.

Motion by MacPherson and seconded by Ellis to recommend that Technical Advisory Committee recommend that the Transportation Advisory Board recommend approval of the following 2025-2028 Transportation Improvement Program (TIP) amendments:

- Add a new project to construct storm sewer improvements along North Fork Crow River.
- Add a new project to construct roundabouts and ramp heads at Interstate 94 and Wright County Road 137.
- Add new project to replace an old bridge with a new bridge over Wright County Road 19.

Barbeau added that between this item and the next item a lot of the TIP amendment requests are due to pent-up demand during development of the final TIP.

Motion carried.

2. [2024-44: 2025-2028 Streamlined TIP Amendment: Seven Metro District Projects](#)

King summarized seven TIP amendment requests. Anoka County requests a scope change adding reconstruction and a cost increase for its mini roundabout construction project on CSAH 6 from approximately 5th Street to 7th Street. On the Dakota County/Goodhue County border and into Cannon Falls, MnDOT requests reduction in the project cost for its mill and overlay on Minnesota 20 from River Road to 280th Street East. 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. MnDOT requests a reduction in the project cost for its mill and overlay on Minnesota 316 to Tuttle in Hastings. This project also includes constructing turn lanes on Minnesota 316 at various locations in Ravenna Township. MnDOT requests a cost increase for its bridge repair project on Interstate 94 over the St. Croix River. 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. 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.

Motion by McCartney and seconded by Kosluchar to recommend 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.
- 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.
- 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.



- Cost decrease for a mill and overlay on MN 316 from US 61 in Welch Township to Tuttle in Hastings, and construction of turn lanes on MN 316 at various locations in Ravenna Township.
- Cost increase for a bridge repair project on Interstate 94 Hudson bridge over the St. Croix River in Lakeland and Hudson.
- 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.
- Add a streamlining study of the Grand Round park and parkway system in Saint Paul.

Motion carried.

Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)

Mitteco said that the TAC Planning Committee did not meet in September as is waiting to hear whether it will meet in October.

Funding and Programming (Michael Thompson, Chair)

Chair Hager reported that the Funding and Programming Committee did not meet in September.

Information

1. [Target Setting: Minnesota Greenhouse Gas Reduction Legislation](#)

Chris Berrens, MnDOT introduced Anna Pierce, MnDOT, who presented.

Isaacson asked whether only trips contained within the seven-county area are counted as opposed to the entire travel shed. Pierce replied that the legislation addresses emissions, as opposed to trips. Isaacson followed up by asking whether it is only emissions within the seven counties. Pierce replied that MnDOT is looking at emissions statewide. Isaacson replied that modeling should consider the entire travel shed of roughly 20 counties. Pierce agreed with this.

Culver asked what the 2050 goal of zero means. Pierce replied that this would put Minnesota back at 2005 levels. Berrens said that the goal is zero additional emissions in 2050, which does not mean that no vehicles are producing carbon, but that the totality does not include new emissions.

Harrington asked said that the target-setting chart provides the appearance of zero emissions total for 2050 and should probably show the emissions at the same level as is shown in 2005. Hager expressed agreement and added that a similar question was placed in the chat by Isaacson and that Mitteco asked in the chat whether net zero encompasses all sectors or only transportation. Pierce said that the target setting chart only covers transportation but the net zero targets include all sectors.

Steve Peterson asked whether the 2050 TPP modeling run was accounted for. Pierce said that MnDOT has been working with Jonathan Ehrlich's team and can talk through the details.

Boylan asked whether the goal is to drop plus or minus 15 metric tons between the modeling and the next-gen GHG target or whether it is a baseline drop of plus or minus 40 metric tons. Pierce replied that a 40 million metric ton gap between the modeling forecast and the target is shown and that, therefore, if changes to practice are not made by 2050, that gap will not be closed.

Harrington asked what the baseline emissions level was in 2005. Pierce replied that the 2005 level was a bit over 43 million tons in the transportation sector. Harrington suggested that means that no vehicles will emit carbon dioxide by 2050. Pierce said that conversations about how to make this happen will continue.

Chair Hager reported a question in the chat asking whether the urbanized portion of Wright and Sherburne counties are included in the statute. Pierce said that only the seven counties are included.

Harrington asked how emissions are measured other than via estimation. He asked whether there



are monitors in various neighborhoods that might be part of the incommensurately exposed communities. Pierce said that air quality is not the goal, but emissions levels. Therefore, the carbon emissions tool would be used to measure emissions and that that would be checked for accuracy. The MICE tool could be used to calculate a project's expected emissions.

Isaacson said that as targets are considered and boundaries are drawn there needs to be nuance regarding the gradient around the metro area. Therefore, the targets between the seven counties and nearby area should not be starkly different. Pierce replied that that made a lot of sense and added that Berrens noted in the chat that MPCA is the authority on sector emissions but that the official emissions lag.

Culver asked how the boundaries of the goal areas aligned with MnDOT district boundaries in scenario three. Pierce replied that they align closely though there are instances where they do not perfectly align.

Steve Peterson suggested using one target for the entire state to avoid finger-pointing at the metro area. Pierce said that looking per-capita helps consider equality of targets. MacPherson said that this topic came up in the VMT working group; different targets were assigned for different parts of the state in Colorado.

Harrington asked whether MnDOT is on a schedule to report to the legislature. Pierce replied that as of February 1, 2025, targets must be set.

2. [Regional Solicitation and/or Active Transportation Update](#)

Molly Stewart, SRF, presented.

Koutsoukos noted there is a reduction in safety benefit from 2022 to 2024 and suggested, given the increase in safety points, exploring whether the highest-scoring safety projects were funded. Steve Peterson replied that the main driver of that is that \$100 million more was distributed in 2022.

Leitner said that her concern is not about project types but enabling projects in less-dense areas compete.

Kosluchar requested explanation of hesitation related to having a more qualitative solicitation. Stewart said that participants tend to like quantitative scoring and added that a lot of MPOs have less-sophisticated approaches, such as low-medium-high ratings.

Jason Pieper, Hennepin County and invitee from the Funding and Programming Committee, said that about 40% of Hennepin County's system is greater than 50 years old and the focus is on reconstruction. He noted that the roadway maximum has been \$7 million for the past ten years. Chair Hager echoed this sentiment. Steve Peterson said there is a lot of interest around project maximums but that it will not be addressed until 2025.

Joe Widing, MTS, presented on the Active Transportation projects.

Other Business

None.

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Planning Analyst

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: November 6, 2024

Date: November 1, 2024

Action Transmittal: 2024-46

Streamlined 2025-2028 TIP Amendment Request – Six Regional Solicitation Projects

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1750

Requested Action

Various applicants request an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add six new projects, each of which was funded through the 2024 Regional Solicitation.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 TIP to add the following six projects funded through the 2024 Regional Solicitation:

- The City of Anoka's MN 47 reconstruction and railroad grade separation (SP# 103-010-022);
- Carver County's MN 5 and MN 41 reconstruction (SP# 010-596-020);
- Metro Transit's micro on-demand transit service in and around Minnetonka (SP# TRS-TCMT-26E and TRS-TCMT-28A);
- Metro Transit Blue Line Franklin Station renovation (SP# TRS-TCMT-26F);
- Bloomington's Normandale Blvd sidewalk project (SP# 107-020-075CRP);
- MVTA's Eagan Bus Garage modernization (SP# TRS-TCMT-26G).

Background and Purpose

The Council approved a program of projects to be funded through the 2024 Regional Solicitation at its August 28, 2024, meeting. Most projects will be placed into the 2026-2029 TIP during calendar year 2025. However, six projects are proposed for amendment into the 2025-2028 TIP, primarily because they have 2025 funding or 2026 funding and could be obligated prior to approval of the 2026-2029 TIP:

- The city of Anoka's MN 47 (St Francis Blvd NW) reconstruction and railroad grade separation from Pleasant Street to McKinley Street. Total project cost is \$21,484,112 (\$7,000,000 federal).
- Carver County's reconstruction of MN 5 from Hazeltine Blvd to Century Blvd and MN 41 from 82nd St to Tanadoona Dr in Chanhassen. Total project cost is \$15,000,000 (\$7,000,000 federal).
- Metro Council's micro on-demand transit service in and around Minnetonka. Total project cost is \$5,317,000 (\$4,253,600 federal) split between capital (2026) and operating (2028).

- Metro Transit Blue Line Franklin Station renovation includes two sets of stairs, two vertical circulation buildings, and accessibility improvements. Total project cost is \$12,750,000 (\$7,000,000 federal).
- Bloomington’s Normandale Blvd sidewalk project, which includes ADA curb ramps, traffic signals, and retaining walls. Total project cost is \$2,704,628 (\$2,000,000 federal).
- MVTA’s Eagan Bus Garage modernization, infrastructure improvements, and workspace improvements. Total project cost is \$2,678,102 (\$2,142,482 federal).

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 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 (or scheduled)
Technical Advisory Committee	Review & Recommend	Nov 6, 2024
Transportation Advisory Board	Review & Recommend	Nov 20, 2024
Metropolitan Council Transportation Committee	Review & Recommend	Nov 25, 2024
Metropolitan Council	Review & Adopt	Dec 13, 2024



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)	2028
ATP and District	METRO
Route System	MN 47
Project Number (S.P. #)	103-010-022
Agency	City of Anoka
Description	MN 47 (ST FRANCIS BLVD NW) FROM CSAH 30/MSAS 153 (PLEASANT ST) TO 0.1 MI S OF MSAS 139 (MCKINLEY ST) IN ANOKA – REALIGN, RECONSTRUCT, GRADE SEPARATE BNSF CROSSING NEW BR # XXXXX, MULTI-USE TRAIL, SIDEWALK
Miles	0.7
Program	RC - RECONSTRUCTION
Type of work	PAVEMENT RESURFACE AND REHABILITATION
Proposed Funds	STBGP
Total \$	21,484,114
FHWA \$	7,000,000
State \$	0
Other \$	14,484,114

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation.

Fiscal Constraint (as Required by 23 CFR 450.216)

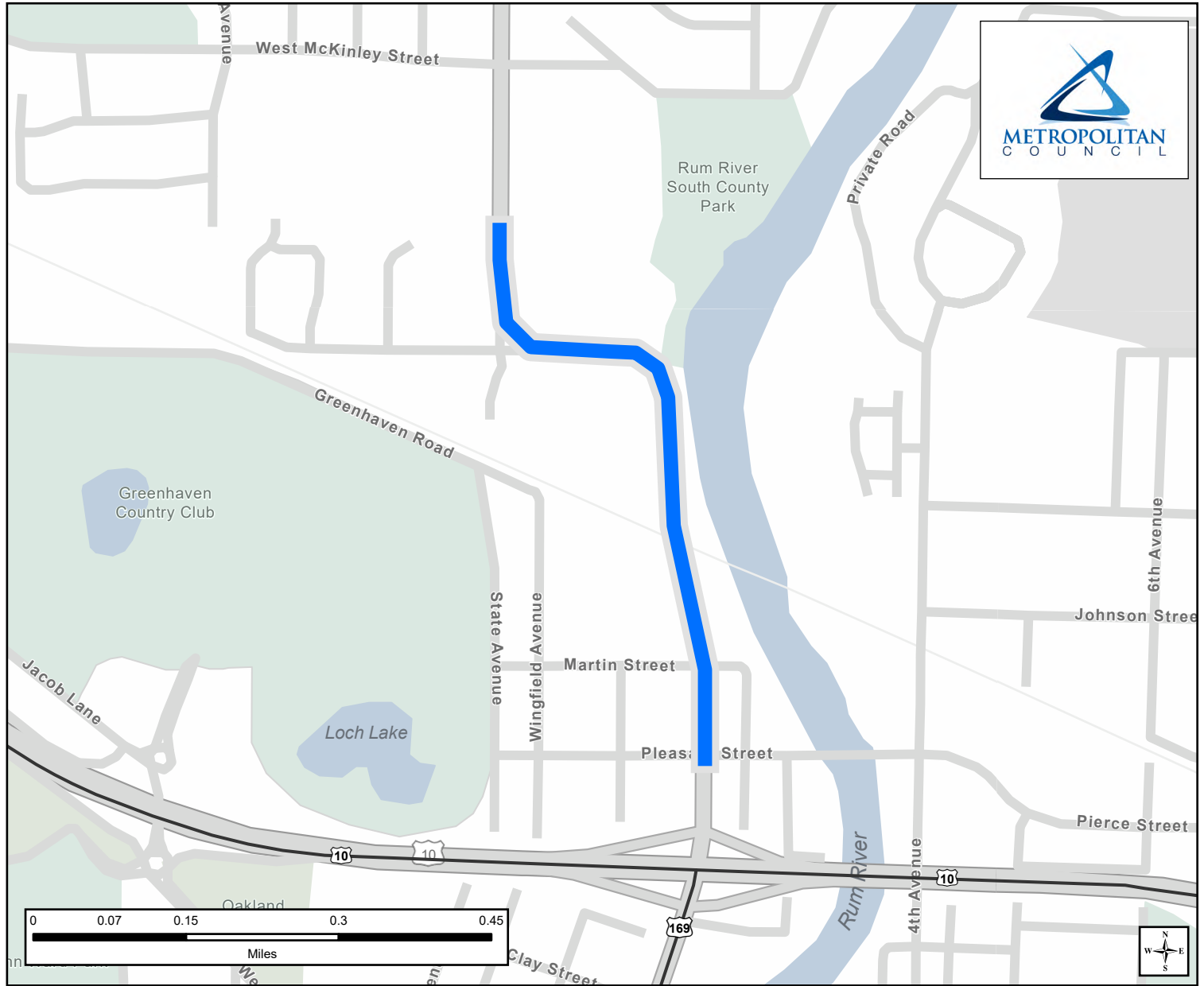
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



State Project Number: 103-010-022

Regional Solicitation ID: 20242

TIP Description: MN 47 (ST FRANCIS BLVD NW) FROM CSAH 30/MSAS 153 (PLEASANT ST) TO 0.1 MI S OF MSAS 139 (MCKINLEY ST) IN ANOKA – REALIGN, RECONSTRUCT, GRADE SEPARATE BNSF CROSSING NEW BR # XXXXX, MULTI-USE TRAIL, SIDEWALK

Reference Layers

 Project Area

10/28/2024

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	MN 5
Project Number (S.P. #)	010-596-020
Agency	Carver County
Description	**AC**MN 5 (ARBORETUM BLVD) FROM 0.25MI W OF MN41 (HAZELTINE BLVD) TO CENTURY BLVD AND MN 41 (HAZELTINE BLVD) FROM 0.15 MI N OF 82ND ST TO TANADOONA DR IN CHANHASSEN (PAYBACK IN FY 2026) –RECONSTRUCTION (ASSOCIATE TO 010-596-014, 010-596-016, 010-596-019, 241-090-001, 1002-124)
Miles	0.6
Program	RC – Reconstruction
Type of work	GRSU – Major Construction
Proposed Funds	STBGP
Total \$	15,000,000
FHWA \$	7,000,000
State \$	0
Other \$	8,000,000

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation and will be authorized before the 2026-2029 TIP is finalized.

Fiscal Constraint (as Required by 23 CFR 450.216)

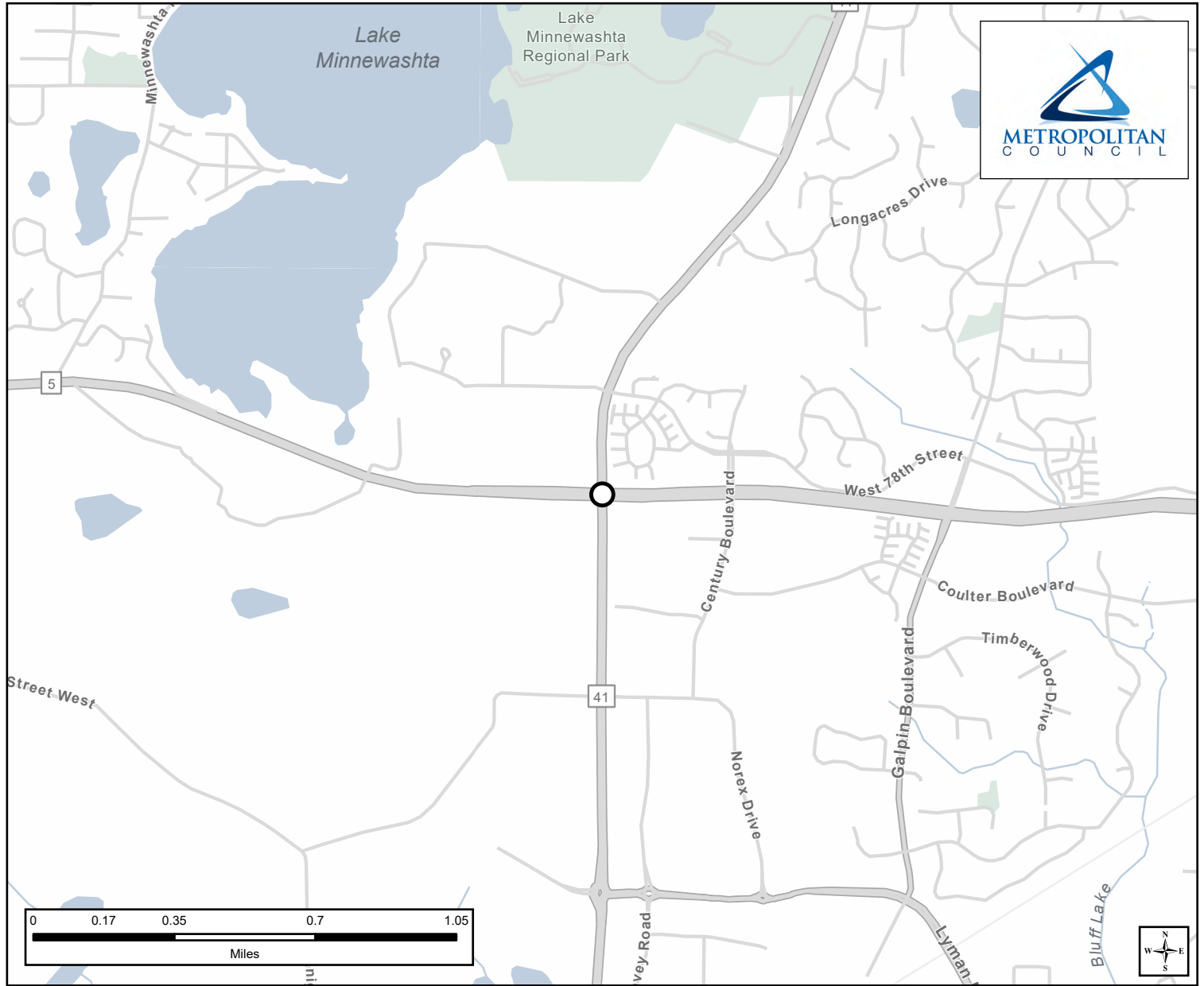
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



State Project Number: 010-596-020

Regional Solicitation ID: 20194

TIP Description: MN 5 (ARBORETUM BLVD) FROM 0.25MI W OF MN41 (HAZELTINE BLVD) TO CENTURY BLVD AND MN 41 (HAZELTINE BLVD) FROM 0.15 MI N OF 82ND ST TO TANADOONA DR IN CHANHASSEN

Reference Layers

- Project Area

10/28/2024

2025-2028 TIP AMENDMENT REQUEST

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

Project Identification

Phase	Capital	Operating
Fiscal Year (State)	2026	2028
ATP and District	Metro	Metro
Route System	Transit	Transit
Project Number (S.P. #)	TRS-TCMT-26E	TRS-TCMT-28A
Agency	Met Council-MTS	Met Council-MTS
Description	PROVIDE CAPITAL FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN AND AROUND THE CITY OF MINNETONKA	PROVIDE OPERATING FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN AND AROUND THE CITY OF MINNETONKA
Miles	30.6	30.6
Program	TR – TRANSIT	TR – TRANSIT
Type of work	TRANSIT	TRANSIT
Proposed Funds	CRP	STBGP
Total \$	1,225,000	4,092,000
FTA \$	980,000	3,273,600
Other \$	245,000	818,400

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation and could be authorized before the 2026-2029 TIP is finalized.

Fiscal Constraint (as Required by 23 CFR 450.216)

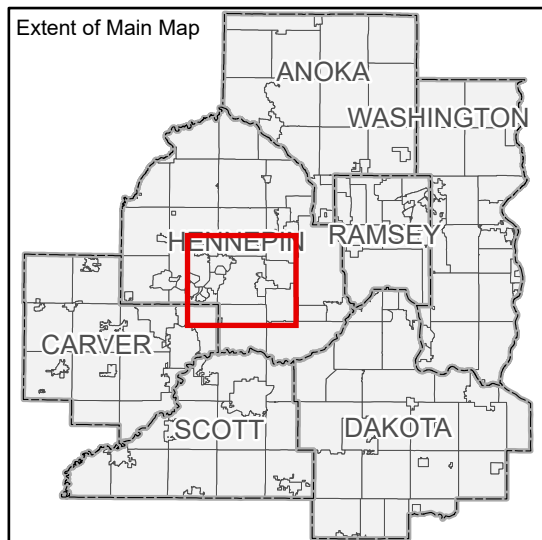
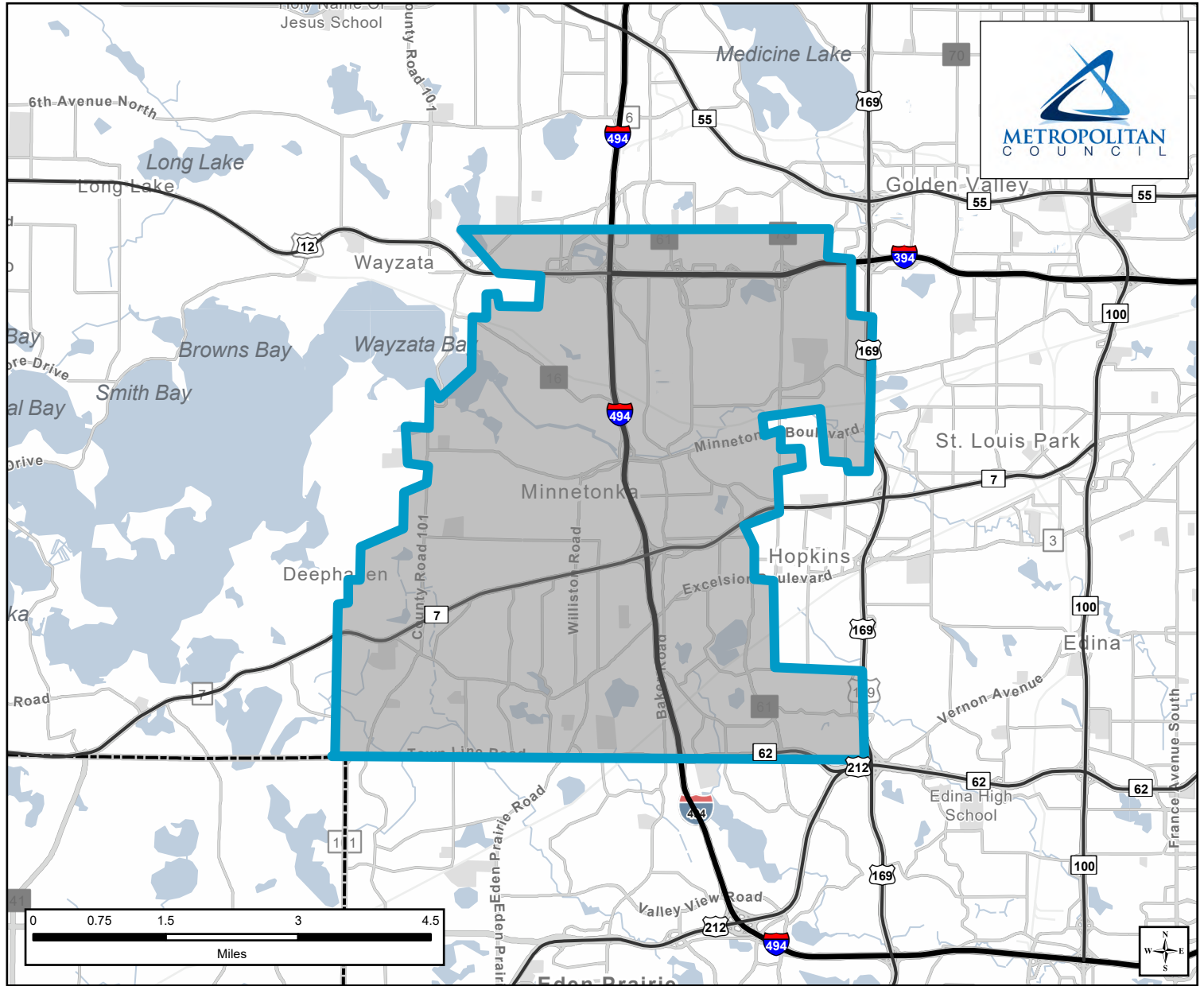
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



State Project Number: TRS-TCMT-26E, TRS-TCMT-28A

Regional Solicitation ID: 20306

TIP Description: 26E: PROVIDE CAPITAL FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN AND AROUND THE CITY OF MINNETONKA

28A: PROVIDE OPERATING FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN AND AROUND THE CITY OF MINNETONKA

Reference Layers

 Project Area

10/28/2024

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	METRO
Route System	Transit
Project Number (S.P. #)	TRS-TCMT-26F
Agency	Met Council-MT
Description	METRO BLUE LINE FRANKLIN RENOVATION - LRT STATION COMPONENTS ON THE AERIAL PLATFORM, TWO SETS OF STAIRS, TWO VERTICAL CIRCULATION BUILDINGS, IMPROVEMENTS TO ACCESSIBILITY
Miles	0.1
Program	TR - TRANSIT
Type of work	TRANSIT
Proposed Funds	CRP
Total \$	12,750,000
FTA \$	7,000,000
Other \$	5,750,00

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation and could be authorized before the 2026-2029 TIP is finalized.

Fiscal Constraint (as Required by 23 CFR 450.216)

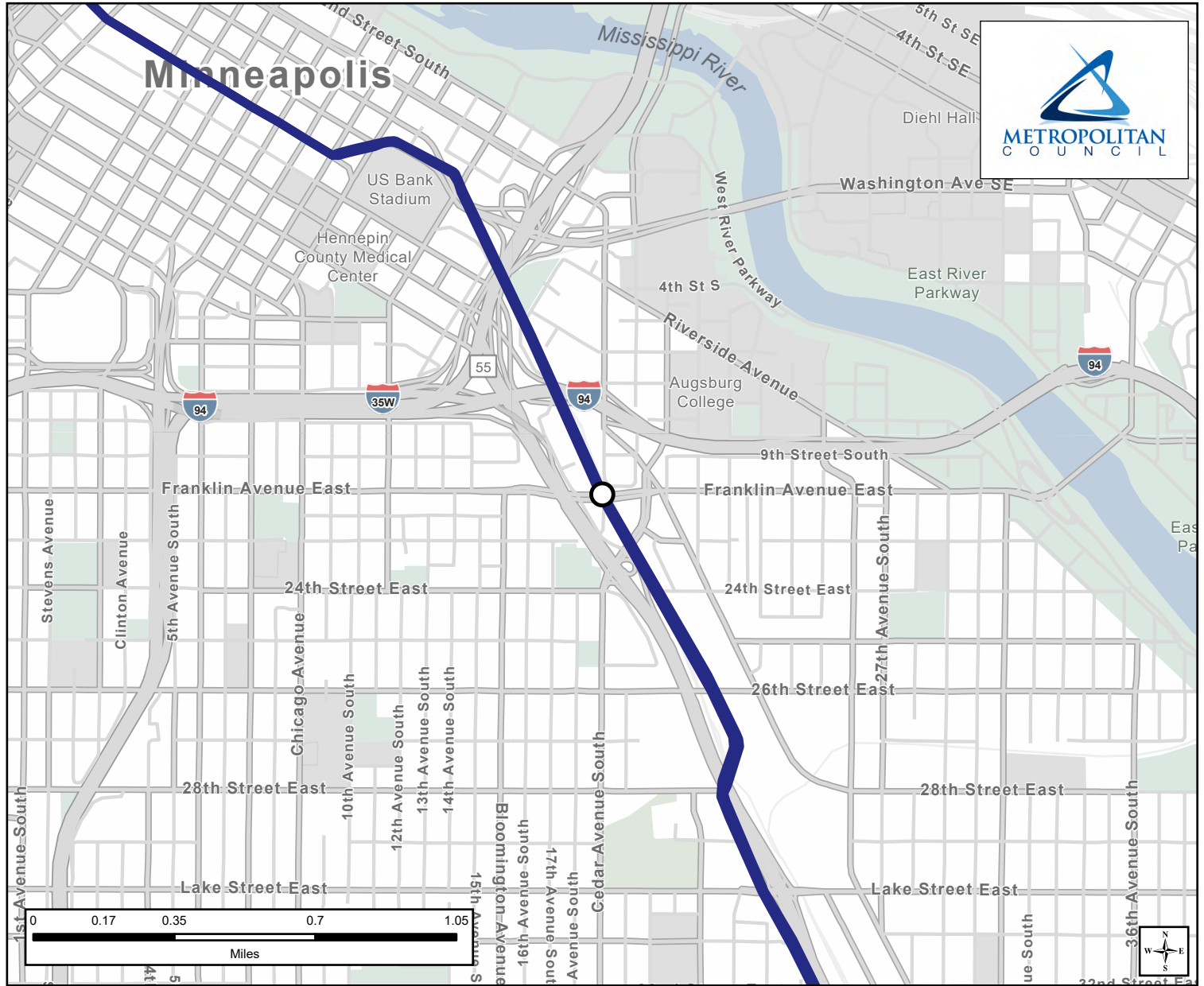
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



10/28/2024

Extent of Main Map



State Project Number: TRS-TCMT-26F

Regional Solicitation ID: 20075

TIP Description: METRO BLUE LINE FRANKLIN RENOVATION - LRT STATION COMPONENTS ON THE AERIAL PLATFORM, TWO SETS OF STAIRS, TWO VERTICAL CIRCULATION BUILDINGS, IMPROVEMENTS TO ACCESSIBILITY

Reference Layers

- Project Area
- ~ Blue Line LRT

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	CSAH 34
Project Number (S.P. #)	107-020-075CRP
Agency	Bloomington
Description	**AC**CRP**CSAH 34 (NORMANDALE BLVD) FROM CSAH 1 (OLD SHAKOPEE RD) TO W 94TH ST IN BLOOMINGTON - SIDEWALK, ADA CURB RAMPS, TRAFFIC SIGNALS, RETAINING WALLS (PAYBACK IN 2027)
Miles	1.8
Program	SIDEWALKS
Type of work	SIDEWALKS
Proposed Funds	CRP
Total \$	2,704,628
FHWA \$	2,000,000 (369,600 in FY 2026; 1,630,400 in FY 2027)
Other \$	704,628

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation and could be authorized before the 2026-2029 TIP is finalized.

Fiscal Constraint (as Required by 23 CFR 450.216)

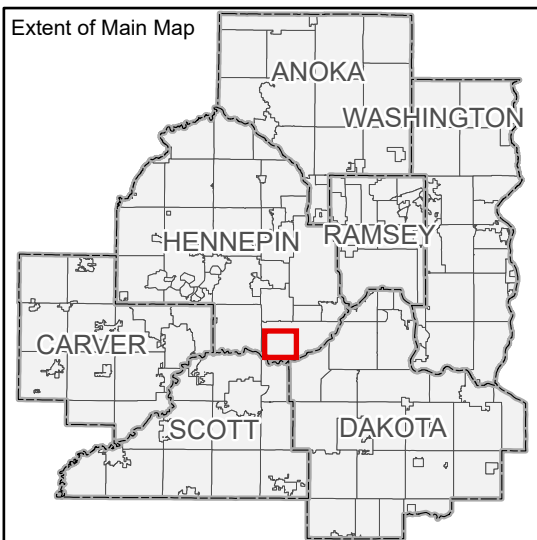
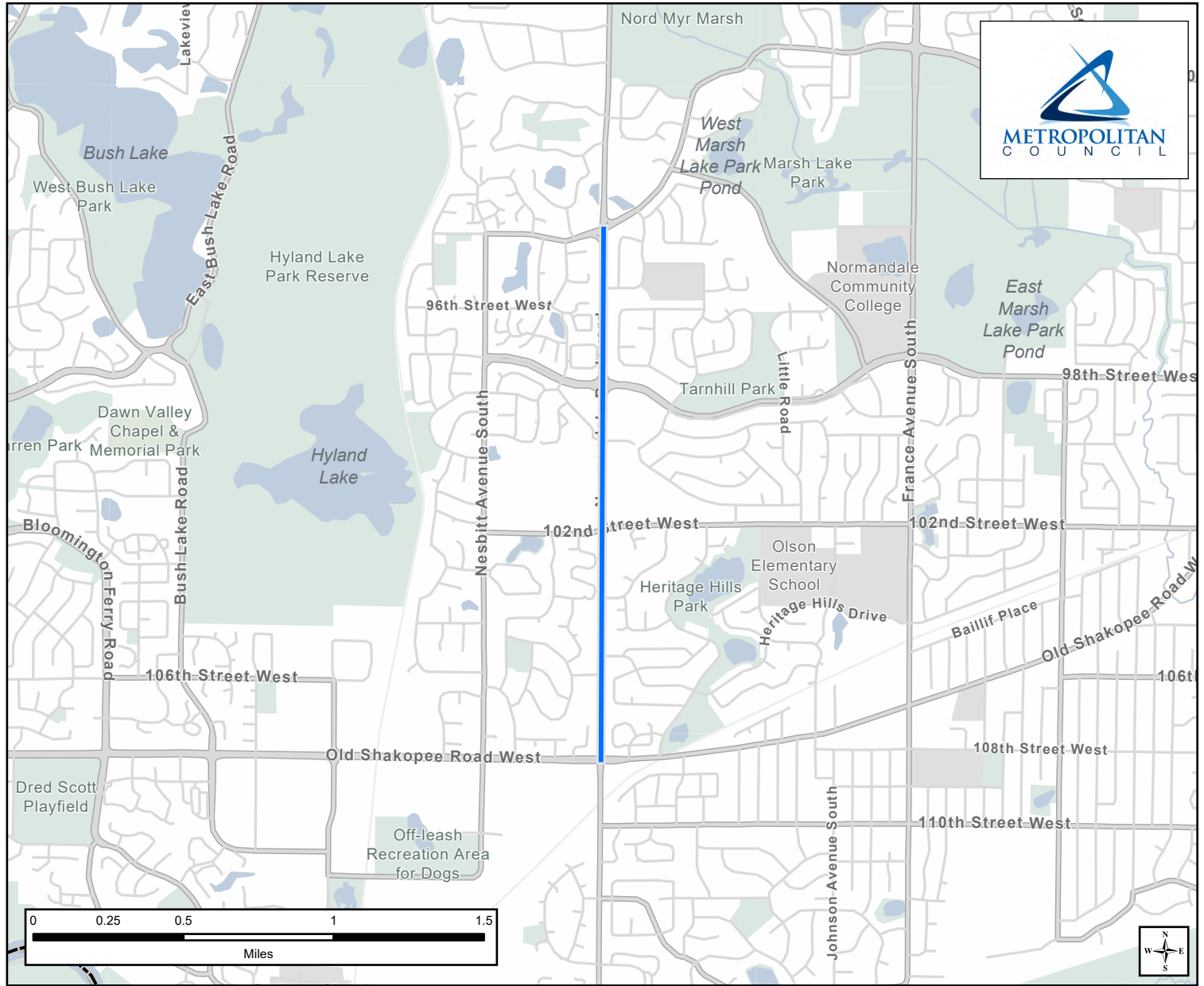
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



State Project Number: 107-020-075CRP

Regional Solicitation ID: 20373

TIP Description: CSAH 34 (NORMANDALE BLVD) FROM CSAH 1 (OLD SHAKOPEE RD) TO W 94TH ST IN BLOOMINGTON - SIDEWALK, ADA CURB RAMPS, TRAFFIC SIGNALS, RETAINING WALLS

Reference Layers

 Project Area

10/28/2024

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	Metro
Route System	Transit
Project Number (S.P. #)	TRS-TCMT-26G
Agency	MVTA
Description	EAGAN BUS GARAGE MODERNIZATION, INFRASTRUCTURE IMPROVEMENTS, WORKSPACE IMPROVEMENTS
Miles	N/A
Program	TR – TRANSIT
Type of work	TRANSIT
Proposed Funds	STBGP
Total \$	2,678,102
FTA \$	2,142,482
Other \$	535,620

Background and TIP Amendment Need

This amendment is needed to add this project to the 2025-2028 TIP. The project was awarded this funding in the 2024 Regional Solicitation and could be authorized before the 2026-2029 TIP is finalized.

Fiscal Constraint (as Required by 23 CFR 450.216)

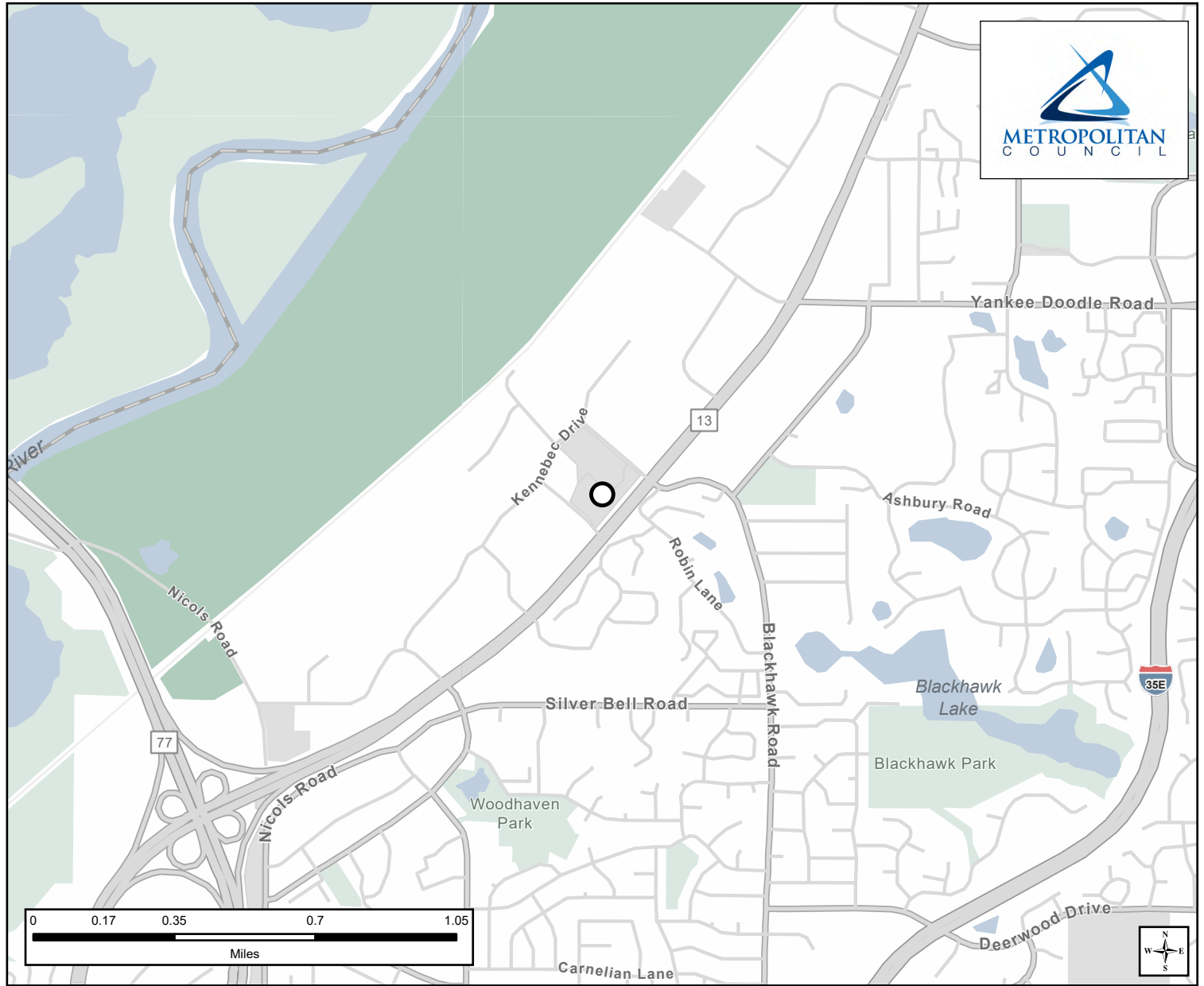
Federal funds have been programmed per the 2024 Regional Solicitation process. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

TAB AT: 2024-46

Streamlined TIP Amendment for Six Regional Solicitation Projects



State Project Number: TRS-TCMT-26G

Regional Solicitation ID: 20309

TIP Description: EAGAN BUS GARAGE MODERNIZATION, INFRASTRUCTURE IMPROVEMENTS, WORKSPACE IMPROVEMENTS

Reference Layers

- Project Area

10/28/2024

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: November 6, 2024

Date: October 31, 2024

Action Transmittal: 2024-47

Streamlined 2025-2028 TIP Amendment Request – Rest in Red Study Pilot

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1750

Requested Action

MnDOT requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add a “Rest in Red” signal study pilot technical services contract in Ramsey County.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 TIP to add a “Rest in Red” signal study pilot professional technical services contract in Ramsey County.

Background and Purpose

MnDOT and Ramsey County are exploring using signal detection and analytics to better understand the capabilities of the technology regarding the use of implementing a rest in red programming of its traffic signals. During non-peak periods of operation, traffic signals may be set to the stop/red phase until a vehicle or pedestrian detection is received by the signal system. The project costs are estimated at \$75,000. This will include detection at up to four sites for 14 days. There will be up to two treatment sites and two control sites. Treatment sites could be an intersection or a corridor. Project management, presentation, and a final report will also be included.

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 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 (<i>scheduled</i>)
Technical Advisory Committee	Review & Recommend	<i>Nov 6, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>Nov 20, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>Nov 25, 2024</i>
Metropolitan Council	Review & Adopt	<i>Dec 13, 2024</i>



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	DISTRCTWIDE
Project Number (S.P. #)	8825-1333
Agency	MNDOT
Description	DISTRICTWIDE: "REST IN RED" SIGNAL STUDY PILOT PROFESSIONAL TECHINCAL SERVICES CONTRACT IN RAMSEY COUNTY
Miles	0.0
Program	HSIP164 SAFETY
Type of work	SAFETY
Proposed Funds	HSIP 164
Total \$	\$75,000
FHWA \$	\$75,000
State \$	N/A
Other \$	N/A

Background and TIP Amendment Need

This TIP Amendment is needed to add a new SFY 2025 project into the 25-28 TIP/STIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds are available from SP 8816-3526 a District C set-aside therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

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

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: November 6, 2024

Date: November 1, 2024

Action Transmittal: 2024-48

Regionally Significant TIP Amendment – I-494 E-ZPass Extension and Improvements Project

To: Technical Advisory Committee
From: TAC Funding & Programming
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

Prior to the October 17, 2024, TAC Funding and Programming Committee meeting, MnDOT requested an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add a regionally significant project to extend the E-ZPass lanes, reconstruct mainline pavement, improve drainage, and add ADA improvements on Interstate 494 from Penn Avenue to 34th Avenue. On October 21, 2024, the Federal Highway Administration (FHWA) awarded MnDOT and the Metropolitan Council \$138,001,000 in competitive Nationally Significant Multimodal Freight & Highway Projects program (INFRA) funding for the I-494 project. The additional funds will allow the remainder of the larger I-494 vision to be constructed at the same time instead of in phases, thereby reducing negative construction impacts. Additional scope that will be added includes extending the E-ZPass lanes from US 169 to MN 100, reconstruction of the I-35W/82nd St interchange, rehabilitation of bridges, and replacement of signals.

Recommended Motion

Funding and Programming Committee Recommendation: That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add a regionally significant project to extend E-ZPass, reconstruct mainline pavement, improve drainage, and add ADA improvements on Interstate 494 from Penn Avenue to 34th Avenue for the purpose of release for public comment.

Staff-recommended Updated Recommendation: That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 Transportation Improvement Program (TIP) to add a regionally significant project to extend E-ZPass, reconstruct mainline pavement, improve drainage, rehabilitation bridges, and add ADA improvements on I-494 from Penn Avenue to 34th Avenue, I-494 from US 169 to MN 100, and I-35W from 86th St to 76th Street for the purpose of release for public comment.

Background and Purpose

MnDOT requests an amendment to the 2025-2028 TIP to add its regionally significant Interstate 494 E-ZPass extension project (SP# 2785-462). This project will extend the I-494 E-ZPass lanes, reconstruct mainline pavement, improve drainage, and add ADA improvements on I-494 from Penn Avenue to 34th Avenue, I-494 from US 169 to MN 100, and I-35W from 86th St to 76th Street in Richfield and Bloomington. This project is funded with \$135,000,000 of federal funds, along with \$85,000,000 of Corridors of Commerce funds.

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. Because the new project is regionally significant, the request is subject to a 21-day public comment period.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This project is listed in the 2040 TPP and draft 2050 TPP and 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 along with the 21-day public comment period.

Committee Comments and Actions

At its October 17, 2024, meeting, the Technical Advisory Funding and Programming Committee voted unanimously to TAC that TAB release for public comment MnDOT's regionally significant TIP amendment request for its I-494 E-ZPass extension and improvements project.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	October 17, 2024
Technical Advisory Committee	Review & Recommend	<i>November 6, 2024</i>
Transportation Advisory Board	Review & Release for Public Comment	<i>November 20, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>December 18, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>December 23, 2024</i>
Metropolitan Council	Review & Adopt	<i>January 8, 2024</i>



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

Seq #	TBD
State Fiscal Year (State)	2026
ATP and District	METRO
Route System	I494
Project Number (S.P. #)	2785-462
Agency	MNDOT
Description	**PRS**COC3**INFRA** ON I-494 FROM TH 169 TO TH 100, PENN AVE TO 34 TH AVE IN BLOOMINGTON AND ON I-35W FROM 86 TH ST IN BLOOMINGTON TO 76 TH ST IN RICHFIELD, MOBILITY & SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27709, 27712 AND 27820, REPLACE SIGNALS AT FRANCE AVE & 24 TH AVE.
Miles	7.62
Program	MAJOR CONSTRUCTION
Type of Work	GRADE AND SURFACE
Proposed Funds	COC BONDS, FFM
Total \$	\$220,000,000
FHWA \$	\$135,000,000
COC BONDS	\$85,000,000
LOCAL	NA

Background and TIP Amendment Need

This amendment is needed to add a new SFY26 project in the 2025-2028 TIP.

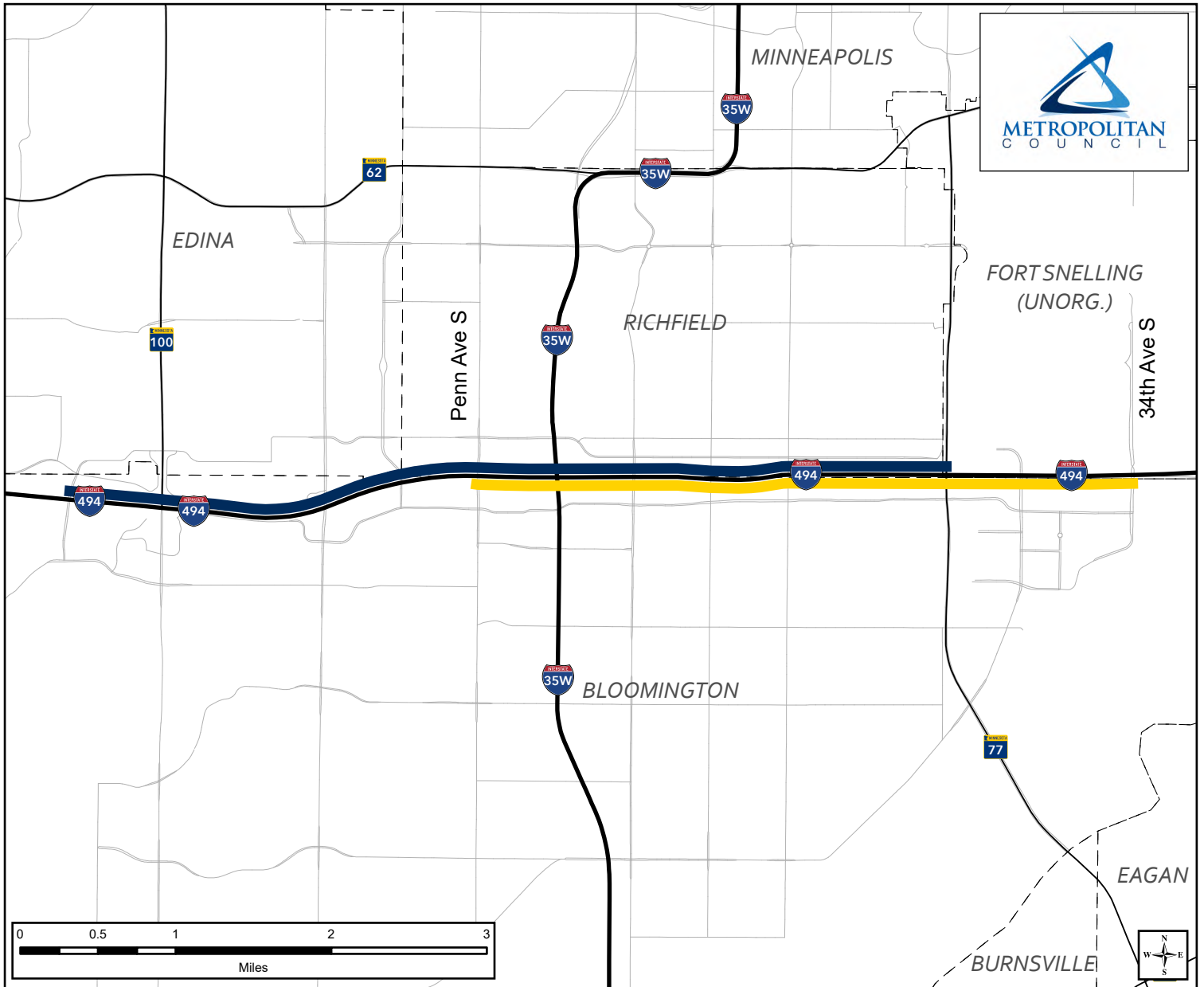
Fiscal Constraint (as required by 23 CFR 450.216)

Federal funds available from Discretionary IIJA grant awarded 10/21/2024 and Corridors of Commerce (COC) Bonds available from SP 2748-65 which will be dropped from the program once the 2025-2028 STIP is approved, are sufficient to fully fund this project therefore fiscal restraint is maintained.

Consistency with MPO Long-Range Plan

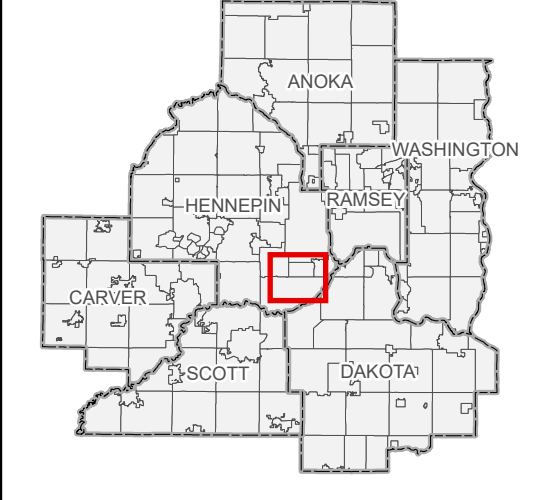
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-48: Regionally Significant TIP Amendment – I-494 E-ZPass Extension and Improvements Project





10/11/2024

Extent of Main Map



Legend

-  I-494 E-ZPass Extension and Improvements Project
-  Phase 1 Project (Under Construction)



U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: I-494 E-ZPass Project
Grantee: Minnesota Department of Transportation
Grant Funding: \$138,001,000
Sources: INFRA FY 25 Large - \$25,000,000, INFRA FY 26 Large - \$113,001,000
Estimated Future Eligible Project Costs: \$331,500,000
INFRA Leverage Pilot Designation: No

Project Description: The project will add E-ZPass lanes on I-494 in both directions between Highway 169 and East Bush Lake Road, and I-35W and Highway 77; replace old infrastructure including a railroad bridge over I-494 between Lyndale Avenue and Nicollet Avenue; and reconstruct the interchange at I-35W and 82nd Street.

Congratulations! The project listed above was selected to receive an MPDG FY 2025-2026 grant.

All grantees must execute a grant agreement in a timely manner with the USDOT. This letter does not authorize the grantee to incur costs to carry out the project. The execution of the grant agreement will obligate INFRA grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to execution of the grant agreement for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. Written pre-approval is required for all pre-award costs, including those considered under 23 U.S.C. § 117(k). This letter does not authorize pre-award costs to be eligible.

Your prepopulated draft grant agreement from USDOT is attached. As a condition of this award, the Department expects grantees to execute grant agreements and obligate within 30 days of meeting the obligation pre-requisites, including phased obligations. Execution of a grant agreement to obligate INFRA funds may occur as early as December 15, 2024, if requirements are met. All agreements must be executed and fully obligated by September 30, 2028.

To accelerate project delivery and fund access to grantees, USDOT has assigned this project multiple years of funding, of which the FY 2025 portion could be obligated promptly to advance preconstruction activities under a phased agreement. Please review to confirm or adjust the amount required for the first phase of this agreement to advance your project, and submit a revised grant agreement to USDOT by November 20, 2024.

The Office of the Secretary will hold a Welcome Webinar to provide a high-level overview of the program and next steps on November 7, 2024 at 3pm Eastern. Recipients may register here:

https://usdot.zoomgov.com/webinar/register/WN_3RnVDCMSTIW_SMf6f4yd2w.

The USDOT Operating Administration (OA) overseeing your project will contact you in the coming weeks regarding next steps to complete the relevant requirements. Please copy MPDGGrants@dot.gov upon initial submission of revised grant agreement to the OA point of contact.

If you have any questions about this award, please contact the MPDG Team at MPDGGrants@dot.gov.

Sincerely,

John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary