1. **Call to Order**
The meeting was called to order at 1:30 p.m.

2. **Adoption of Agenda**
MOTION: Lehmann moved to adopt the agenda. Seconded by Koutsoukos. The motion was approved unanimously.

3. **Approval of the Minutes from the September 21, 2017, Meeting**
MOTION: Oehme moved to approve the minutes. Seconded by Lehmann. The motion was approved unanimously.

4. **TAB Report – Information Item**
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Sass asked what causes a project to be regionally significant. Eyoh said that an expansion of at least one mile triggers this designation.

MOTION: Thompson moved to recommend approval of the TIP amendment. Seconded by Eyoh. The motion was approved unanimously.

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Barbeau said that this item captures all scoring measures and guidance.

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Assessment. Brown said that TAC combined “no historic properties affected” with “‘no adverse effect’ anticipated” into one item with no deduction. She said that the former does not affect a project while the latter includes follow-up work with the State Historic Preservation Office. MOTION: Brown moved that no historic properties affected” and “‘no adverse effect’ anticipated” be separated with the former receiving 100 percent of the points and the latter receiving 80 percent of the points, respectively, in the review of Section 106 historic resources part of the Risk Assessment. Seconded by Robjent. The motion was approved unanimously.

Lehmann provided suggested changes to the Equity scoring measure that reflects timing of Title VI and NEPA, broadens the definition of engagement, and requires scorers to document negatives not acknowledged in the application. Hiniker suggested adding reference to plans along with surveys or study recommendations, which the group was generally comfortable with. MOTION: Lehmann moved to adjust the Equity measure with her proposed changes. Seconded by Flintoft. The motion was approved unanimously.

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Barbeau said that in the Transit Modernization criterion “Service and Customer Improvements,” TAB wants travel time savings to be set apart from the other elements, possibility with a return to its former quantitative measure. Hiniker said that the measure should remain qualitative, as it’s difficult to weigh travel time value given differences in ridership, route length, and other variables. Koutsoukos said that some applicants misunderstood the measure in 2016 but that TAB wants time savings to be a priority. Hiniker said that TAB did not specify a desire to award that element a specific number of points and that scoring the element is complicated. Mayasich asked Hiniker to come up with language for the TAC meeting, to which Hinker agreed.

Barbeau said that TAC created a proposed 50-point measure for those agencies that agree to remove snow from trails funded in the Multiuse Trails and Bicycle Facilities category. TAB asked that the technical committees find a way to make that measure more than simply a yes/no measure by finding a way to scale the score and allow a written reply. Thompson said that whether agencies are plowing is difficult to track. Mayasich asked whether the policy can be referenced. Hiniker suggested adding “year-round” to the qualifying criterion related to maintenance. Sass cited a federal rule that requires maintenance be completed. MOTION: Hiniker moved to recommend eliminating the 50-point award for plowing and add “year-round” to the qualifying requirement related to maintenance. Seconded by Robjent. Brown said that the Three Rivers Park District does not plow its trails. The motion was approved.
Barbeau said that 50 points will be returned to their previous location in the Usage measure, with 25 points each going to population and employment.

Barbeau said that TAB prefers that maintenance garages and facilities still be eligible within the Transit Management category. MOTION: Flintoft moved to allow maintenance garages and facilities in the Transit Modernization category. Seconded by Flintoft. The motion was approved unanimously.

MOTION: Eyoh moved to recommend the attached measures and scoring guidance for each application category in the 2018 Regional Solicitation, inclusive the changes recommended by the Committee. Seconded by Turner Bargen. The motion was approved unanimously.

7. **2018 Regional Solicitation: Criteria/Measure Weighting – Action Item**
   Barbeau shared the criteria and measure weighting with the group. This should be changed to reflect the removal of the snow plowing measure from Multiuse Trails and Bicycle Facilities. MOTION: Koutsoukos moved to recommend the criteria and weighting measures. Seconded by Lehmann. The motion was approved unanimously.

8. **2018 Regional Solicitation: Awarding One Roadway Project per Functional Classification – Action Item**
   Barbeau said that there were no complaints about guaranteeing funding for each functional classification but given that a connector was funded despite being ranked behind 15 un-funded projects, the issue is being revisited.

   MOTION: Robjent moved to retain the provision that each classification be awarded at least one project. Seconded by Ellis. Mayasich said that applicants put forth a lot of effort on applications and the projects are not all on equal competitive footing. The motion was approved unanimously.

9. **2018 Regional Solicitation: Modal Funding Ranges – Action Item 2017-32**
   Barbeau said that the proposed modal funding ranges are consistent with history dating to 2003. Robjent asked why the inclusion of the $10 million to $15 million bridge mandate is shown removed. Barbeau said that this was added prior to the 2016 Regional Solicitation and that the TAB member who moved had meant to state a percentage rather than an amount. This could also be viewed as restrictive.

   MOTION: Hager moved to recommend the historic modal funding ranges and to eliminate the bridge mandate. Seconded by Koutsoukos. The motion was approved unanimously.

10. **2018 Regional Solicitation: Qualifying Criteria and Eligibility – Action Item**
    Barbeau shared differences to the introduction, qualifying criteria, and eligibility. The draft removes restriction that TAB will only fund one roadway, bridge, bicycle, or pedestrian trail within the same corridor. Hager said that this change would impact geographic balance. MOTION: Robjent moved recommended against this change. Seconded by Sass. The motion was approved unanimously.

    Barbeau said that TAB sometimes discusses a minimum score requirement for a project to be eligible for funding. Staff recommends this and suggests a minimum score that is 50% of the top score within each category as opposed to a flat number, since, for example, 500 points in one category does not meet the same standard as 500 points in another. MOTION: Robjent moved to recommended against the change. Seconded by Kosluchar. The motion was approved unanimously.

    Barbeau said that the draft qualifying criteria includes a criterion requiring that any sponsoring agency with at least 50 employees must be substantially working toward completing its ADA Transition Plan. Staff recommends this, as it is consistent with direction from FHWA. Thompson suggested simply following federal requirements. Brown said that MnDOT makes sure that ADA is adhered to, but Barbeau pointed out that this is an agency-wide issue and not simply a transportation issue. Cathy Huebsch of MnDOT said that FHWA indicates that agencies must have a plan in process by 2020 and suggested retaining the language. Members suggested that staff seek more direction from FHWA. MOTION: Thompson moved to recommend
against including the ADA Transition Plan language. Seconded by Robjent. The motion was approved with one vote against.

Regarding the rationale of adding a requirement that transit projects show independent utility to prevent double-counting, Flintoft said that rider double-counting will always happen if multiple routes use a stop. Barbeau said that this is an issue of counting riders in two different projects.

The first “other” from “The applicant must include a letter or resolution from their governing board omitting to fund the entire local match if other the agency is not successful in securing other funding sources for the local match.” Will be removed in the forms section of the Solicitation.

Stenson expressed concern with the proposed requirement to require that Roadway Expansion projects expanding thru lanes or building a new interchange on an existing signalized corridor have completed signal retiming within the five-year period before the application is submitted for funding. She stated that some roadways do not have signals. Barbeau replied that the language could be adjusted to account for those. Robjent said that a project he was considering is on a MnDOT route and MnDOT has not completed a signal retiming in the past five years. MOTION: Stenson moved to not include this requirement and to have staff bring back new language. Seconded by Robjent. The motion was approved unanimously.

In response to the question of what is meant by “Whether to request documentation of Local Support, by listing any public involvement completed to date,” Barbeau said that some TAB members are interested in assurances that applicants are reaching out to the public, though others do not want to see TAB involved in that. MOTION: Robjent moved to eliminate this item. Seconded by Sass. The motion was approved unanimously.

Barbeau said that staff is rethinking the requirement that TDM applicants must not have received any audit findings, material weaknesses, significant deficiencies, or material non-compliances in either of the two preceding fiscal years, as it is vague and even the Council has had an audit fining in the past two years. Lehmann moved to eliminate this item. Seconded by Forslund. The motion was approved unanimously.

Barbeau said that TAB discussed the difficulty for suburban transit routes to compete. The Committee declined to make a recommendation on this issue.

MOTION: Sass moved to recommend approval of policies, qualifying criteria, and project eligibility for the 2018 Regional Solicitation, inclusive of changes made at the meeting. Seconded by Eyoh. The motion was approved unanimously.

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   MOTION: Hager moved to recommended approving the Regional Solicitation for release for public  
   Comment. Seconded by Kosluchar. The motion was approved unanimously.

14. **TPP Update: Highway Revenue – Information Item**  
   Item omitted due to time constraints.

15. **Other Business**  
   None.

16. **Adjournment**  
   MOTION: Lehmann moved to adjourn the meeting. Seconded by Koutsoukos. The motion was approved  
   unanimously and the meeting was adjourned.
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14. **TPP Update: Highway Revenue – Information Item**
   Item omitted due to time constraints.

15. **Other Business**
   None.

16. **Adjournment**
   MOTION: Lehmann moved to adjourn the meeting. Seconded by Koutsoukos. The motion was approved unanimously and the meeting was adjourned.
ACTION TRANSMITTAL No. 2017-44

DATE: November 9, 2017
TO: Transportation Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018-2021 TIP Amendment: MnDOT US 169 Termini and Cost Changes

REQUESTED ACTION:
The Minnesota Department of Transportation (MnDOT) requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the termini and costs for two concrete overall projects on US 169 (SP # 7007-37 and SP # 7008-111).

RECOMMENDED MOTION:
That the TAC Funding and Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the termini and costs for two concrete overall projects on US 169 (SP # 7007-37 and SP # 7008-111).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to update two concrete pavement projects on US 169 in Scott County.

The first project, SP # 7007-37, includes a total cost decrease of $2,914,000 and an update to the project description. The update is administrative in that it the terminus is not changing, but simply changing from its local road designation to its state highway designation.

The second project, SP # 7008-111, includes a change to each terminus, resulting in a project length reduction from 6.4 miles to 5.5 miles. It also includes a cost increase of $1,951,000. The cost changes for both projects are the result of MnDOT refining design plans.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB’s responsibility to adopt and amend the TIP according to these four requirements.

The 2018-2021 TIP was approved by the Metropolitan Council on September 27 and was subsequently provided to MnDOT. It is now in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2018-2021 TIP, it will not be official until after that approval is granted.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is...
exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB’s and the Council’s regular meetings. This amendment meets the criteria using the TAB’s streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

### ROUTING

<table>
<thead>
<tr>
<th>TO</th>
<th>ACTION REQUESTED</th>
<th>DATE COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAC Funding &amp; Programming Committee</td>
<td>Review &amp; Recommend</td>
<td></td>
</tr>
<tr>
<td>Technical Advisory Committee</td>
<td>Review &amp; Recommend</td>
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</tr>
<tr>
<td>Transportation Advisory Board</td>
<td>Review &amp; Release for public Comment</td>
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<tr>
<td>Transportation Advisory Board</td>
<td>Review &amp; Adopt</td>
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<tr>
<td>Metropolitan Council Transportation Committee</td>
<td>Concur</td>
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</tbody>
</table>
Please amend the 2018-2021 Transportation Improvement Program (TIP) to modify the following project in program year 2018. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

<table>
<thead>
<tr>
<th>SEQ #</th>
<th>STATE FISCAL YEAR</th>
<th>A T P</th>
<th>D I S T</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER (S.P. #) (Fed # if available)</th>
<th>AGENCY</th>
<th>DESCRIPTION include location, description of all work, &amp; city (if applicable)</th>
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<tbody>
<tr>
<td>1515</td>
<td>2018</td>
<td>M</td>
<td>M</td>
<td>US 169</td>
<td>7007-37</td>
<td>MNDOT</td>
<td><strong>SP</strong> <strong>US 169, FROM 0.3 MI NORTH OF MN 19 TO 0.1 MI NORTH-OF-ASH ST 0.5 MI SOUTH OF MN 25 IN BELLE PLAIN - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION, BITUMINOUS MILL AND OVERLAY AND DRAINAGE REPAIRS (TIE TO 7008-111)</strong></td>
<td>7.2</td>
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<tr>
<td>1517</td>
<td>2018</td>
<td>M</td>
<td>M</td>
<td>US 169</td>
<td>7008-111</td>
<td>MNDOT</td>
<td><strong>SP</strong> <strong>US 169, FROM 0.6 MI E OF MN 25 TO 0.1 W OF MN 282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, REDUCED CONFLICT INTERSECTION, DRAINAGE, LIGHTING AND TENSION CABLE GUARDRAIL (TIE TO 7007-34)</strong></td>
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**PROJECT BACKGROUND:**

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

This amendment is needed to update two related concrete pavement projects in state fiscal year 2018 on US 169 in Scott County for cost, description, and project length. SP 7007-34 is a pavement project from the Scott County line (MN 19) to Belle Plaine, and SP 7008-111 is a pavement project from Belle Plaine to Jordan. The description SP 7007-34 needs to be updated to reflect a project terminus that is referenced to a trunk highway and not a local street. This project’s total is also being reduced based on refined design plans. The savings will be used to find fiscal constraint for SP 7008-111 whose project estimate is increasing based on refined design plans. The project length for SP 7008-111 also is being
updated to reflect a shorter project length, from 6.4 miles to 5.5 miles. This is due to a more detailed description of the western termini of the project that is 3,400 ft. east of MN 25, not at the exact intersection of US 169 and MN 25 as currently stated in the TIP.

Of all the described changes, the change in termini for SP 7008-111 is the trigger for an amendment. According to MnDOT TIP/STIP Amendment Guidance, the changes to SP 7007-34’s description and the change in project estimate could be completed via an administrative modification. For transparency and clarification, all the changes are bundled in this amendment.

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

SP 7007-34 is in the 2018-2021 TIP for $18,665,000 ($14,932,000 federal/$3,733,000 state funds). Due to refining design plans, the project estimate is decreasing to $15,751,000 ($12,600,800 federal/$3,150,200 state funds) leaving a remainder of $2,904,000. SP 7008-111 is in the 2018-2021 TIP for $15,720,000 ($12,576,000 federal/$3,144,000 state funds). Due to refining of design plans, the project estimate is increasing by $1,951,000 from to $17,671,000 ($14,136,800 federal/$3,534,200 state funds). The cost savings from SP 7007-34 will be used for fiscal constraint for SP 7008-111 and will fully fund the project, maintaining fiscal constraint of the TIP. The remainder of $953,000 will be used elsewhere.

CONSISTENCY WITH MPO LONG RANGE PLAN:
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:
   - Subject to conformity determination
   - Exempt from regional level analysis  X*
   - N/A (not in a nonattainment or maintenance area

*Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.