

Agenda

TAC Funding and Programming Committee



Meeting Date: March 17, 2022

Time: 1:30 PM

Location: Virtual

Notice:

The Metropolitan Council Chair has determined it is not practical or prudent to conduct in-person meetings in response to the COVID-19 pandemic. Accordingly, committee members will participate in this meeting via telephone or interactive technology and the meeting will be conducted under Minnesota Statutes section 13D.021 at the date and time stated above. We encourage you to monitor the meeting remotely.

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 TAC Funding and Programming by emailing us at public.info@metc.state.mn.us.

Call to Order

1. Approval of the Agenda
2. Approval of January 20, 2022 TAC Funding and Programming minutes - roll call

Public Comment on Committee Business

TAB Report

Business

1. 2022-13: Southwest LRT TIP Funding Increase (Joe Barbeau, MTS) - roll call
2. 2022-15: I-94 East Metro Freight Project TIP Amendment (Joe Barbeau, MTS) - roll call

Information

1. 2023-2026 Transportation Improvement Program Schedule (Joe Barbeau, MTS)
2. Travel Demand Management Project Update (Theresa Cain, Metro Transit)

Other Business

Adjournment

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725

Minutes

TAB TAC Funding and Planning Committee



Meeting Date: January 20, 2022

Time: 1:30 PM

Location: Virtual

Members Present:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Chair, Michael Thompson, Plymouth | <input checked="" type="checkbox"/> Cole Hiniker, Met Council | <input checked="" type="checkbox"/> Jack Forslund, Anoka Co |
| <input checked="" type="checkbox"/> Karl Keel, Bloomington | <input checked="" type="checkbox"/> Scott Janowiak, Metro Transit | <input checked="" type="checkbox"/> Angie Stenson, Carver Co |
| <input checked="" type="checkbox"/> Paul Oehme, Lakeville | <input checked="" type="checkbox"/> Elaine Koutsoukos, TAB | <input checked="" type="checkbox"/> John Sass, Dakota Co |
| <input checked="" type="checkbox"/> Robert Ellis, Eden Prairie | <input checked="" type="checkbox"/> Molly McCartney, MnDOT | <input checked="" type="checkbox"/> Jason Pieper, Hennepin Co |
| <input checked="" type="checkbox"/> Jim Kosluchar, Fridley | <input checked="" type="checkbox"/> Colleen Brown, MnDOT Metro District State Aid | <input type="checkbox"/> John Mazzitello, Ramsey Co |
| <input checked="" type="checkbox"/> Ken Ashfeld, Maple Grove | <input checked="" type="checkbox"/> Mike Samuelson MnDOT Bike & Pedestrian | <input checked="" type="checkbox"/> Craig Jenson, Scott Co |
| <input checked="" type="checkbox"/> Nathan Koster, Minneapolis | <input checked="" type="checkbox"/> Innocent Eyoh, MPCA | <input checked="" type="checkbox"/> Joe Ayers-Johnson, Washington Co |
| <input checked="" type="checkbox"/> Anne Weber, St. Paul | <input checked="" type="checkbox"/> Nancy Spooner-Mueller, DNR | |
| | <input checked="" type="checkbox"/> Aaron Bartling, MVTA | |

Call to Order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Planning Committee to order at 1:31 p.m.

Approval of Agenda

The agenda was approved without a vote. A vote is only needed if changes are made to the agenda.

Approval of Minutes

It was moved by Ellis and seconded by Spooner-Mueller to approve the minutes of the December 16, 2021, regular meeting of the TAC Funding and Planning Committee. **Motion carried** unanimously via roll call.

TAB Report

Koutsoukos reported on the December 19, 2022, TAB meeting. Charles Carlson, the new Executive Director of MTS introduced himself.

Business

- 2022-08: Program Year Extension Request: Washington County CSAH 15 Safety Improvements

Joe Barbeau from MTS said that Washington County received \$111,657 from the 2020 Highway Safety Improvement Program (HSIP) Solicitation to install rumble-strips and wet-reflective striping along County State Aid Highway (CSAH) 15 from CSAH 12 to 240th Street North in 2022. The county is requesting an extension of the program year to 2023 to enable the rumble-strips to be placed one year after a recently planned 2022 resurfacing of segments of CSAH 15. MnDOT Metro State Aid scored the project above the required minimum in the Program Year Policy scoresheet.

It was moved by Keel and seconded by Brown to recommend approval of Washington County's

program year extension request to move its CSAH 15 rumble-strip and striping project from fiscal year 2022 to fiscal year 2023. **Motion carried** unanimously.

2. 2022-09: Program Year Extension Request: Dakota County North Creek Greenway

Barbeau said that Dakota County received \$480,000 from the 2018 Regional Solicitation to construct a 2.1-mile multi-use trail. in program year 2022. The county is requesting an extension of the program year to 2023 to account for delays likely to occur due to the more extensive site work (versus expected) that is needed. MnDOT Metro State Aid scored the project above the required minimum in the Program Year Policy scoresheet. While most program year extension requests do not require a TIP amendment, a TIP amendment is included with this request to reflect a cost increase that is due to a need for more extensive site work and longer bridge spans than originally estimated. Along with the cost increase and program year change, the proposed TIP amendment corrects minor errors in the project description.

Doug Abere from Dakota County discussed the project, citing the need to address bridges.

Thompson asked whether the county can cover the cost increase, to which Abere replied in the affirmative and said that the funding is covered in the county's CIP.

It was moved by Oehme and seconded by Kosluchar to recommend approval of Dakota County's program year extension request to move its North Creek Greenway project from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections. **Motion carried** unanimously.

Information

1. Corridors of Commerce (Patrick Weidemann, MnDOT)

Patrick Weidemann from MnDOT, discussed the [proposed changes for the Corridors of Commerce program](#).

Keel asked how applications will be objectively scored by the Council. Weidemann replied TAB can screen the projects as it wishes. The hope is that locals do not score projects the same way that MnDOT does. Keel replied that the process could be like another regional Solicitation process, which should be avoided. Peterson said that staff is waiting to see how MnDOT's proposal plays out with the Legislature.

Hiniker asked about the public outreach process. Weidemann said that this is a publicly recommended set of proposals. He added that this is not a MnDOT process; it is a legislative process administered by MnDOT.

Stenson asked how many applications from Metro District should be scored, suggesting that perhaps a number closer to 20 would be preferred to 10. Weidemann said that Greater Minnesota participants would prefer more applications as well and that MnDOT would be open to discussion but an increase would necessitate more project development. Keel suggested that the local process could include a qualifying criterion.

McCartney said that projects already in the STIP are not eligible and therefore asked whether there is a leapfrog affect in creating new projects that do not address immediate needs.

Thompson asked whether the ineligibility of projects in the STIP is legislatively driven, to which Weidemann replied in the affirmative.

Hiniker asked whether the eight criteria need to be equal in weight, to which Weidemann replied in the affirmative. Hiniker asked whether there has been any consideration for smaller Metro projects, to which Weidemann said there has not been. McCartney suggested that this could be a topic for TAB.

2. Electric Vehicle Planning Study Results (Tony Fischer, Metropolitan Council)

Tony Fischer from MTS presented on [this topic](#).

Eyoh asked whether it is possible to create a market for used electric vehicles, as many lower-income people cannot afford new vehicles. Fischer replied that MnDOT has suggested incentives for used vehicles and income-based incentives at the state level but that the Council did not include that in its strategy.

3. MnDOT Metro District CRRSAA Funding Discussion

McCartney presented on [this topic](#).

Brown said that MnDOT Metro District State Aid received approval on January 18 to authorize Coronavirus Response and Relief supplemental apportionment Act (CRSSAA) funds and will contact cities and counties soon. Steve Peterson from MTS added that elected officials and staff engineers will each be contacted.

4. TAC Bylaws Update

Barbeau provided an update on [this topic](#).

Bartling said that the TAC Planning Membership does not show the suburban transit member. Barbeau replied that he will bring this up with staff and correct it if needed.

Stenson cautioned that a larger committee can be cumbersome and suggested that new additions be non-voting members. She added that the purpose of MPOs is to represent local agencies. Thompson said that city and county members have not expressed concern. Stenson question whether 55% membership from local agencies is enough representation.

Stenson asked whether bicycle and pedestrian members will have term limits and what types of members will be selected. Barbeau replied that neither topic has been addressed, adding that other members do not have term limits. Koutsoukos said that the non-motorized member used to be appointed by a state board that no longer exists.

Hiniker said that the technical committees should provide direction to the technical working groups.

Other Business

Koutsoukos said that a Regional Solicitation workshop will be held on January 21, 2022.

Adjournment

Chair Thompson adjourned the meeting.

Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the TAC Funding and Planning Committee meeting of January 20, 2022.

Approved this 17th of March 2022.

Committee Contact:

Bethany Brandt-Sargent, Senior Planner

Bethany.Brandt-Sargent@metc.state.mn.us

651-602-1725

Action Transmittal

Transportation Advisory Board



Meeting Date: March 17, 2022

Date: March 10, 2022

Action Transmittal: 2022-13

TIP Amendment: Southwest LRT (Green Line Extension)

To: TAC Funding & Programming Committee

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

Requested Action

Metro Transit requests an amendment to the 2022-2025 TIP to increase the 2022 cost of the Southwest LRT (Green Line Extension) project (SP # TRF-TCMT-22AG) by \$50 million.

Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend adoption of an amendment to the 2022-2025 TIP to increase the cost of the Southwest LRT (Green Line Extension) 2022 project (SP # TRF-TCMT-22AG) by \$50 million.

Background and Purpose

This request is to add \$50 million to the fiscal year 2022 project line of the Southwest LRT (Green Line Extension) project. No scope change is proposed.

The project has been funded by FTA Section 5309. This amendment adds \$50 million in FTA Section 5307 funds taken from unspent 2020 and 2021 funds and other 2022 Metro Council projects, shown below. Projects 1 and 2 represent the Green Line Extension, while projects 3 through 9 highlight the projects from which the FTA funds are coming. Note that these projects will still be completed in full but those being removed will be funded with non-federal funding.

Projects 3 through 9 show a total of \$36,535,004 in FTA Section 5307 funds being removed from planned 2022 projects and reallocated to the Green Line Extension project. In addition, \$13,464,996 of Section 5307 funding is being provided to the project (project 2) from unspent fiscal year 2020 and 2021 Section 5307 funds (which are not shown in the current TIP). This amendment would therefore create a net increase of \$13,464,996 in 5307 funds allocated to 2022 projects in the TIP. Metro Transit is plans to increase the amount of local funding allocated to each of these projects and the projects will continue to be fully funded.

Proj	Proj #	Description	Total Cost	FTA \$	Other \$
1	TRF-TCMT-22AG (no change)	**PRS**Sect 5309: Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$214,600,921	\$100,000,000	\$114,600,921
2	TRF-TCMT-22AG	**PRS**Sect 5307: Southwest light rail transit (Green Line Extension) New Start FFGA appropriation	\$0 \$60,000,000	\$0 \$50,000,000	\$0 \$10,000,000
3	TRF-TCMT-22AB	Operations, equipment and expansion	\$225,000 \$0	\$180,000 \$0	\$45,000 \$0
4	TRF-TCMT-22AD	Public facilities: signs, lights, heat, pads, real-time signs	\$850,000 \$0	\$680,000 \$0	\$170,000 \$0
5	TRF-TCMT-22G	Preventive maintenance	\$10,000,000 \$0	\$8,000,000 \$0	\$2,000,000 \$0
6	TRF-TCMT-22R	Lake St-Marshall Ave BRT	\$9,800,000 \$0	\$7,840,000 \$0	\$1,960,000 \$0
7	TRF-TCMT-22T	Facilities energy enhancements and new energy initiatives	\$795,675 \$626,920	\$636,540 \$501,536	\$159,135 \$125,384
8	TRF-TCMT-22U	Fare collection capital equipment, hardware and software	\$9,625,000 \$0	\$7,700,000 \$0	\$1,925,000 \$0
9	TRF-TCMT-22N	Bus acquisition	\$24,214,133 \$10,096,486	\$20,582,013 \$8,582,013	\$3,632,120 \$1,514,473

Relationship to Regional Policy

Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council for adoption, provided these four 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, and amended on March 9, 2022, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this TIP amendment is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the request is exempt from air quality conformity analysis, as the cost increase does not impact the project's scope and previously determined regional significance and air quality conformity.

Routing

To	Action Requested	Date Completed / Scheduled
TAC Funding & Programming Committee	Review & Recommend	March 17, 2022
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	May 11, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to change the below projects in 2022. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

(Each project is fiscal year 2022, Metro District, Route System BB, Prog TR, Type-of-Work Transit, Proposed Funds FTA)

Project Number	Agency	Description	Miles	Total \$	FTA \$	Other \$
TRF-TCMT-22AG (Existing; no proposed change)	Met Council-MT	**PRS**Sect 5309 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation	14.50	274,600,921	150,000,000	124,600,921
TRF-TCMT-22AG (Proposed addition)	Met Council-MT	<u>**PRS**Sect 5307 Southwest light Rail transit (Green Line Extension)</u> <u>New Start FFGA appropriation</u>	14.50	<u>60,000,000</u>	<u>50,000,000</u>	<u>10,000,000*</u>
TRF-TCMT-22AB	Met Council-MT	Sect 5307: Twin Cities met Council MT-Bus and rail operations communications and control capital equipment replacement and expansion	0	225,000	180,000	45,000
TRF-TCMT-22AD	Met Council-MT	Sect 5307: Twin Cities Met Council MT Bus and rail public facilities additions or improvement: signs, lights, heat, pads, real time signs	0	850,000	680,000	170,000
TRF-TCMT-22G	Met Council-MT	Sect 5307: Twin Cities Met Council MT Preventive maintenance	0	10,000,000	8,000,000	2,000,000
TRF-TCMT-22R	Met Council-MT	**PRS**SECT 5307: Twin Cities Met Council MT Lake St Marshall Ave bus rapid transit arterial line construction and other non-vehicle	0	9,800,000	7,840,000	1,960,000
TRF-TCMT-22T	Met Council-MT	Sect 5307: Twin Cities met Council MT Facilities energy enhancements and new energy initiatives	0	795,675 626,920	636,540 501,536	159,135 125,384
TRF-TCMT-22U)	Met Council-MT	Sect 5307: Twin Cities Met Council MT Bus and rail fare collection capital equipment, hardware and software replacement and expansion	0	9,625,000	7,700,000	1,925,000
TRF-TCMT-22N	Met Council-MTS	Sect 5307: Twin Cities Met Council MTS Bus acquisition	0	24,214,133 10,096,486	20,582,013 8,582,013	3,632,120 1,514,473

*Reflects previously used additional local funds.

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 to increase the total project cost of TRF-TCMT-22AG. The scope remains the same. The source of the funds for the change is Section 5307 funds from federal fiscal years 2020, 2021, FFY 2022. This is an increase in 5307 funds allocated to 2022 Southwest Light Rail project expenditures of \$50,000,000 and a reduction of \$36,535,004 in 5307 funds allocated to other 2022 TIP projects. There is therefore a net increase of \$13,464,996 in 5307 funds allocated to 2022 projects in the TIP. The projects proposed to release the \$36,535,004 in Section 5307 funds will still be completed; they will be funded with local sources. These funds are in state fiscal year 2022 (beginning 7/1/2021) which coincides with federal fiscal year 2022 (ending 9/30/2022).

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

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

This is a net increase in 5307 funds used for 2022 projects in the TIP. However, this increase is based on the finite amount of 5307 funds available in total to spend. Metro Transit is shifting 5307 funds within its organization between projects and increasing local funds revenues for other projects. 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.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis*
- N/A (not in a nonattainment or maintenance area)

*While the project is an A-30 regionally significant project, a cost change that does not impact the scope does not require a conformity determination.

Action Transmittal

Transportation Advisory Board



Meeting Date: March 17, 2022

Date: March 10, 2022

Action Transmittal: 2022-15

TIP Amendment: I-94 Auxiliary Lane in Oakdale and Woodbury

To: TAC Funding & Programming Committee

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

Requested Action

MnDOT requests an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I494/I694/I94 in Oakdale to Washington County Highway 19 in Woodbury (SP # 8282-132F) and to add a guardrail and noisewall to its associated existing I-94 maintenance project located between Oakdale and the St. Croix River (SP # 8282-132).

Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend adoption of an amendment to the 2022-2025 TIP to add a project line funding a new auxiliary lane from I494/I694/I94 in Oakdale to Washington County Highway 19 in Woodbury (SP # 8282-132F) and to add a guardrail and noisewall to MnDOT's associated I-94 maintenance project located between Oakdale and the St. Croix River (SP # 8282-132) for the purpose of release for public comment.

Background and Purpose

This amended is needed to update project costs and scope to reflect new added freight funds and scope to the existing I-94 concrete project (8282-132) in Washington County. Because the new funds are from a different funding program, the entire cost and most of the scope update occur in a new project line (8282-132F).

The existing project is funded through the National Highway Performance Program (NHPP) while the proposed project is to be funded by the National Highway Freight Program (NHFP), both of which are federal funds not funded through the Regional Solicitation.

Relationship to Regional Policy

Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council for adoption, provided these four requirements are met. Because the new project elements are 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 local 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 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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project classified as an A30 regionally significant project but because it is not located within the existing air quality maintenance area, a new conformity determination is not required.

Routing

To	Action Requested	Date Completed / Scheduled
TAC Funding & Programming Committee	Review & Recommend	March 17, 2022
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Release for Public Comment	April 20, 2022
Transportation Advisory Board	Review and Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	June 8, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend project 8282-132 and add project 8282-132F in program year 2023. These projects are is being submitted with the following information:

PROJECT IDENTIFICATION:

	Existing Project (8282-132)	Proposed Project (8282-132F)
Seq #	1678	TBD
State Fiscal Year	2023	2023
ATP/District	Metro	Metro
Route System	I 94	I 94
Project Number (S.P. #)	8282-132	8282-132F
Agency	MnDOT	MnDOT
Description	**AC**B2020**I94, from MN120 in Oakdale to St Croix River in Lakeland – Concrete overlay, TMS, drainage, signing, lighting, guardrail, noisewall, Hudson Frontage Rd resurfacing, median barrier and ADA improvements (AC project, payback in FY24) (Associated to 8282-132F)	**AC**SPPF**I94, from I494/694/94 in Oakdale to Washington County Hwy 19 (Woodbury Drive) in Woodbury – Construct eastbound auxiliary lane, (AC project, payback in FY24) (Associated to 8282-132)
Miles	10.53	1.98
Prog	RD	RC
Type of Work	Reconstruction	Reconstruction
Prop Funds	NHPP	NHFP
Total \$	103,784,000	8,000,000
FHWA \$	28,082,000	4,200,000
AC \$	65,323,600	3,000,000
TH \$	10,378,400	800,000

PROJECT BACKGROUND:

- 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 total project costs and scope for newly added freight funds and scope on SP 8282-132F (associated to 8282-132)

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

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

X

This project was awarded \$8,000,000 from the 2020 MN Highway Freight award program. This is in addition to Metro’s federal budget authority. 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 (amended March 9, 2022) with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area) *

*8282-132F: *The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A-0 regionally significant project. However, given that the project is outside of the existing air quality maintenance area, it is not subject to a conformity determination. 8282-132 is exempt per Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules, though the amendment in its entirety is subject to a conformity determination.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: March 10, 2022
TO: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2023-2026 TIP Development Schedule

Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with MnDOT's State Transportation Improvement Program (STIP). The below schedule mirrors the schedule used for the 2022-2025 TIP.

2023-2026 TIP/STIP ADOPTION SCHEDULE (All dates are in 2022)

DATE	ACTION/MILESTONE	ORGANIZATION
Mar-Apr	MnDOT provides draft project data to Council. Council develops draft TIP	MC /MnDOT Staff
May 18	Release draft TIP for public comment. Public comment period starts May 22	TAB
May 19	Recommend approval of draft TIP, potentially along with technical recommendations	TAC – F&PC
May 20	MPCA letter of comment for air quality conformity.	MPCA
June 1	Recommend approval of draft TIP, potentially along with technical recommendations	TAC
June 16	Consider technical comments on draft TIP.	TAB
July 5	45-day public comment period ends	Council Staff
Aug 11	Finish Public Comment Report. Draft TIP revised to address public comment. Include in TAB meeting packet	Council Staff
Aug 17	Accept Public Comment Report and recommend final TIP to Council	TAB
Sept 12	Review final TIP – recommend to Council	Transportation Committee
Sept 28	Adopt final TIP	Met Council
Sept-Oct	TIP is incorporated into State TIPs	MnDOT/WisDOT
Oct-Nov	Federal conformity determination	FHWA / FTA / EPA
Nov	STIP Approved	FHWA and FTA