

# Agenda

## TAC Funding and Programming Committee



**Meeting date:** October 17, 2024

**Time:** 1:00 PM

**Location:** Virtual

### Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming Committee by emailing us at [public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us).

### Call to order

1. Roll call
2. Approval of the agenda
3. Approval of August 15, 2024, TAC Funding and Programming minutes – roll call

### Public comment on committee business

### TAB report

### Business

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

### Information

None.

### Other business

### Adjournment

#### Key:

- \* Agenda item changed following initial publication

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651-602-1380



# Minutes

## TAC Funding and Programming Committee



**Meeting date:** August 15, 2024

**Time:** 1:00 PM

**Location:** Virtual

### Members present:

- Bloomington – Karl Keel
- Lakeville – Paul Oehme (Vice Chair)
- Eden Prairie – Robert Ellis
- Fridley – Jim Kosluchar
- Minneapolis – Nathan Koster
- Plymouth – Michael Thompson (Chair)
- St. Paul – Anne Weber
- Met Council – Cole Hiniker
- Metro Transit – Scott Janowiak

- TAB Coordinator – Elaine Koutsoukos
- MnDOT Metro District – Aaron Tag
- MnDOT Metro District State Aid – Colleen Brown
- MnDOT Bike/Ped – Mackenzie Turner-Bargen
- MPCA – Lauren Dickerson
- DNR – Nancy Spooner-Walsh
- Suburban Transit Assoc. – Heidi Scholl

- Anoka Co. – Jerry Auge
- Carver Co. – Darin Mielke
- Dakota Co. – Jacob Chapek
- Hennepin Co. – Jason Pieper
- Scott Co. – Adam Jessen
- Wash Co. – Madeline Dahlheimer
- = present, E = excused

### Call to order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:03 p.m.

### Agenda approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

### Approval of minutes

It was moved by Robert Ellis, seconded by Elaine Koutsoukos, to approve the minutes of the June 20, 2024, regular meeting of the TAC Funding and Programming Committee. **Motion carried** unanimously.

### Public comment on committee business

None.

### TAB report

Elaine Koutsoukos, TAB Coordinator, gave a report of the July 17 meeting of the Transportation

Advisory Board.

## Business

### **2024-39: Southwest Transit Scope Change (Joseph Barbeau, MTS)**

Joseph Barbeau, Metropolitan Transportation Services, provided an overview of business item 2024-39.

In the 2016 Regional Solicitation, SouthWest Transit was awarded \$5,603,505 in the Transit Expansion category to operate a new fixed-route bus service along the I-494 corridor from Southwest Station in Eden Prairie to the Mall of America in Bloomington. This service was originally planned to operate from 5:00 am to 7:00 pm Monday to Saturday and provide service beginning at the Mall of America, intersections adjacent to I-494 & Highway 100, I-494 & France Avenue, and I-494 & Penn Avenue, and the Golden Triangle, terminating at Southwest Station. To operate this service, SouthWest Transit requested regional solicitation grant money for acquisition of eight 35-40 foot cutaway buses. Since the grant was awarded, buses have been ordered and will be delivered for service to start in early 2025.

A thorough analysis was performed by SouthWest Transit to analyze ridership along the I-494 corridor and customer needs have changed dramatically since 2016. This analysis has resulted in three requests as a part of this scope change.

#### ***Request 1: SouthWest Transit requests removing the Golden Triangle from the service area***

In 2023, only 1,201 unlinked passenger trips were taken from Golden Triangle to other service areas. Further, existing ridership from SouthWest Transit's Prime microtransit service shows that 45.3% of rides beginning within the Golden Triangle were within Eden Prairie. Therefore, SouthWest Transit identifies the requested scope change as removing redundant service from Golden Triangle.

#### ***Request 2: SouthWest Transit requests extending service to Minneapolis/Saint Paul Airport terminals***

SouthWest Transit's Prime microtransit service has operated for three years and the agency has observed a 719.5% increase in rides to the airport. Ridership to the airport is 9.8 times greater than in the Golden Triangle.

#### ***Request 3: SouthWest Transit requests increasing service days and hours***

As a result of ridership trends to and from the airport, SouthWest Transit requests increasing service days and hours. Weekday service will operate from 5am to 7pm with 30-minute frequency. Weekend service will operate as an express from 5am to 11pm with 45-minute frequency.

J. Barbeau introduced two SouthWest Transit staff to add additional context to this request.

Stephanie Alexander, SouthWest Transit, noted that the regional transportation map shows that there is a significant gap in service along the corridor that the service is being adjusted to serve.

Cole Hiniker, Metropolitan Transportation Services, asked for clarification on the long-term vision for this service with particular emphasis on the Golden Triangle.

S. Alexander noted that once the Southwest Light Rail has opened there will be a reevaluation of service in the Golden Triangle. As it stands now, SouthWest Prime ridership shows that trips originating within or near the Golden Triangle do not terminate outside of that area.

C. Hiniker asked if the service change will still provide connectivity with the Green Line.



S. Alexander confirms that it does.

E. Koutsoukos noted a previous scope change for SouthWest Transit related to SouthWest Prime.

N. Koster noted that a map would be helpful with this scope change to describe the areas pertaining to the change.

It was moved by Robert Ellis, seconded by Maddie Dahlheimer, that the Funding & Programming Committee recommend approval of SouthWest Transit's scope change request to adjust the service area to remove the Golden Triangle, add the Airport, and increase the operating time for its Mall of America service.

**Motion carried.**

**2024-40: Scope Change Policy Update (Joe Barbeau, MTS)**

Joseph Barbeau, Metropolitan Transportation Services, provided an overview of business item 2024-40.

J. Barbeau outlined that projects funded through the Regional Solicitation process are selected based on how well they will address safety, congestion, air quality and other criteria used in the scoring evaluation. TAB wants to ensure that the benefits from any re-scoped projects are essentially intact. Therefore, applicants that want to make changes to a project's scope are subject to the Scope Change Policy, last updated in 2019. That change defined administrative, informal, and formal scope changes.

In recent years, most scope change requests have related to eliminating a part of a project that will be completed as part of a different project. This is beyond the scope of the existing policy, which assumes requests concern on-the-ground changes related to termini, changing needs for bus types, and other changes that occur during project development. In the absence of policy language written to address such changes, many TAB decisions have allowed scope changes with full retention of federal funds, provided the projects are to be completed as applied for when split among multiple contracts. Given this and the routine nature of the requests, a working group of Technical Committee representatives and contracting professionals was formed to suggest key changes to the policy. The working group also addressed the Program Year Policy, which is discussed in action item 2024-41. Members agreed that the primary objective is to do what is in the public's best interest; for example, avoid creating situations in which something that was recently built needs to be torn up to accommodate the next project. Therefore, members favored codifying the ability for parts of projects to be transferred when needed. The changes proposed here are a result of work done by members and Metropolitan Council staff.

Chair Thompson clarified on the inclusion of changes to the policy regarding bikeway changes.

J. Barbeau confirmed that this is to prevent a formal amendment for smaller changes to bikeway projects.

Colleen Brown concurred with TAB on their comment regarding bikeway changes.

Nathan Koster concurred with Jason Pieper on the staff effort for this policy change. Additionally, they sought clarification on the differences between formal and informal changes regarding bikeway changes.

Chair Thompson noted that slight changes to a trail alignment would be informal. However, if a trail was moved from off-street to on-street would require a formal amendment.



It was moved by Colleen Brown, seconded by Elaine Koutsoukos, that the Funding & Programming Committee recommend approval of the updated Scope Change Policy.

**Motion carried.**

**2024-41: Program Year Policy Update (Joe Barbeau, MTS)**

Joseph Barbeau, Metropolitan Transportation Services, provided an overview of business item 2024-40.

J. Barbeau outlined that the Regional Program Year Policy was established to address projects not being let in their program years, as is required by FHWA. The policy, which was last updated in 2014, allows for a one-time, one-year program year extension and includes a scoresheet on which a minimum score is needed for a request to be granted. In recent years, most program year extension requests have been made by applicants whose projects have become component to a larger project that is either programmed for a later year (i.e., more than one year out) or ends up being delayed. This often results in requested extensions of more than one year along with multiple extension requests for individual projects. These scenarios are not addressed in the existing policy. A working group of Technical Committee representatives and contracting professionals was formed to suggest key changes to the policy. The working group also addressed the Scope Change Policy, which is discussed in action item 2024-40.

Elaine Koutsoukos noted that a “behind the scenes” action is now codified in this new policy. This newly codified component reads; “If a project start date will be more than one year after end of program year, project manager notifies grants manager and consults with TAB coordinator to demonstrate ability to complete project.”

Colleen Brown clarified a change that was omitted from the policy.

It was moved by Elaine Koutsoukos, seconded by Colleen Brown, that the Funding & Programming Committee recommend approval of the updated Program Year Policy.

**Motion carried.**

### Information

None.

### Reports

None.

### Adjournment

Business completed; the meeting adjourned at 2:03 p.m.

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# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** October 10, 2024

**Date:** October 17, 2024

## Action Transmittal: 2024-48

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

**To:** TAC Funding and Programming 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 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 34<sup>th</sup> Avenue.

### Recommended Motion

That the TAC Funding and Programming Committee recommend to the Technical Advisory Committee 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 34<sup>th</sup> Avenue 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, SP# 2785-462AC). 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 34<sup>th</sup> Avenue in Richfield and Bloomington. This project is funded with \$54,700,000 of federal advanced construction funds, \$94,300,000 of Corridors of Commerce funds, and \$13,000,000 of advanced construction 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.

## Routing

To	Action Requested	Date Completed (Date 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 the below projects:

## Project identification

	(SP #)	(SP #)
Seq #	TBD	TBD
State Fiscal Year (State)	2026	2027
ATP and District	METRO	METRO
Route System	I494	I494
Project Number (S.P. #)	2785-462	2785-462AC
Agency	MNDOT	MNDOT
Description	**PRS**COC3**PROTECT**AC** I494 FROM PENN AVE TO 34 <sup>TH</sup> AVE, MOBILITY & SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS (AC PAYBACK SFY 2027)	**AC** I494 FROM PENN AVE TO 34 <sup>TH</sup> AVE, MOBILITY & SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)
Miles	4.4	4.4
Program	MAJOR CONSTRUCTION	MAJOR CONSTRUCTION
Type of Work	GRADE AND SURFACE	GRADE AND SURFACE
Proposed Funds	TH, PROTECT, COC BONDS, NHPP	TH, PROTECT, COC BONDS, NHPP
Total \$	\$149,000,000	\$13,000,000
FHWA \$	\$41,700,000	\$13,000,000
COC BONDS	\$94,300,000	NA
AC	\$13,000,000	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)

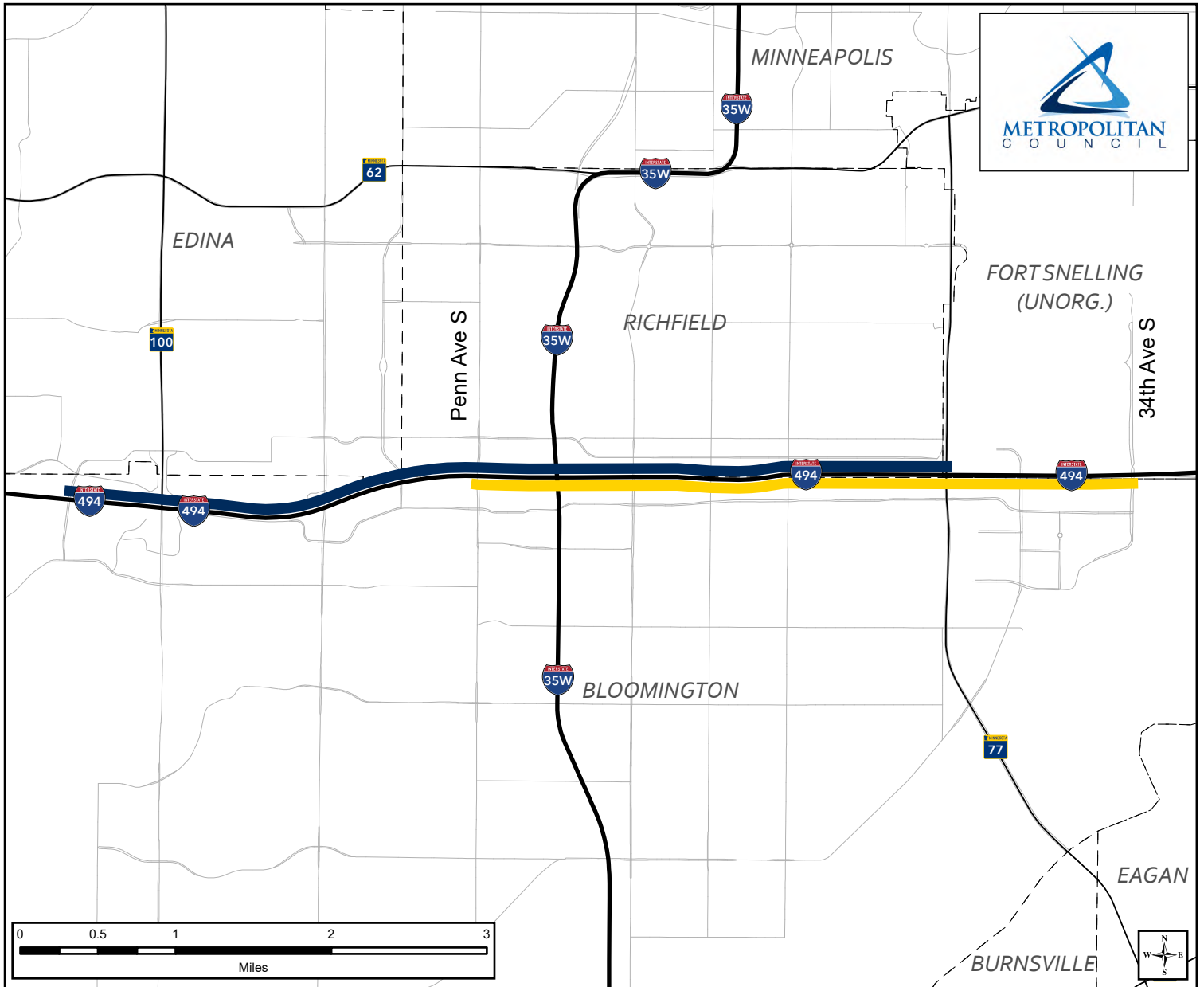
Federal funds available from SP 880M-PRO-26, SP 880M-MO-26, SP 880M-MO-27, and COC Bonds from SP 2748-65 are sufficient to fully fund this project therefore fiscal restraint is maintained.

## 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. The I-494 project is listed in both the 2040 TPP and draft 2050 TPP.

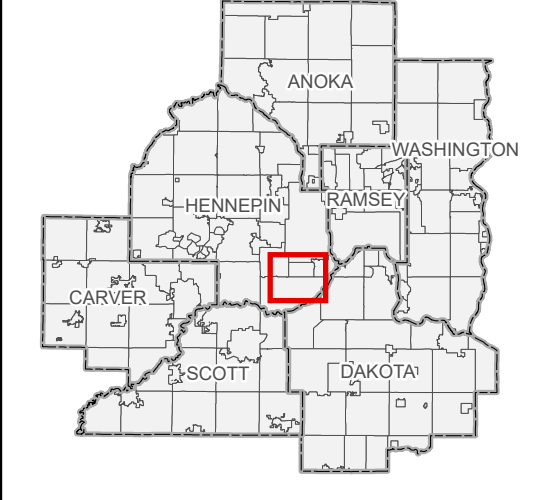


# 2024-48: Regionally Significant TIP Amendment – I-494 E-ZPass Extension and Improvements Project





10/11/2024

Extent of Main Map



### Legend

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