

Transportation Committee

Meeting date: September 11, 2017

For the Metropolitan Council meeting of September 27, 2017

Subject: 2018-2021 Transportation Improvement Program

District(s), Member(s): All

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance and Planning (651-602-1058)
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Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council:

1. Concur with the Transportation Advisory Board (TAB) action to adopt the 2018-2021 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area.
2. Certify that the Twin Cities Metropolitan Planning Process is addressing major issues facing the metropolitan planning area and is being carried on in conformance with all applicable federal requirements of:
 - a. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
 - b. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
 - d. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of Fixing America's Surface Transportation (FAST) Act (Pub L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.
3. Certify the TIP conforms to the provisions of 49 CFR part 20 regarding lobbying restrictions on influencing certain federal activities.
4. Find that the TIP is consistent with the Transportation Policy Plan, which is in conformance with applicable federal transportation and air quality regulations.
5. Find that the TIP meets all applicable federal requirements.

6. Find that the TAB provided adequate opportunity for involvement from the public, agency and transit operators through its regular process and public comment period.
7. Transmit the 2018-2021 TIP along with these comments to the Minnesota and Wisconsin Departments of Transportation and the Minnesota Pollution Control Agency.

Background

The TIP is a four-year program of transportation projects funded in whole or part with federal funding. The 2018-2021 TIP is a multi-modal program of highway, transit, bicycle, and pedestrian projects in the Twin Cities Metropolitan Area. The TIP includes \$3.5 Billion in projects and contains projects using federal formula funds selected by MnDOT and the Council, congressional high priority projects, and projects selected through the Regional Solicitations using:

- Surface Transportation Blog Grant Program (STPBG)
 - Includes former Surface Transportation Program (STP)
 - Includes former Transportation Alternatives Program (TAP)
- Congestion Mitigation Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)

The region revises its TIP every year. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment assuming the individual project development process has or shall have addressed all applicable local, state, and federal requirements. The TAB adopted the 2018-2021 TIP at its August 16, 2017, meeting. The 2018-2021 TIP is attached.

Action to adopt the TIP was amended to remove a project that had been programmed through the 2016 Regional Solicitation. That project, the Minnesota Valley State Trail in Bloomington, was sponsored by the Minnesota Department of Natural Resources and was subject to many public comments. While the comments focused on the project's merits, most of TAB's discussion focused on a sharp increase in total project cost that had been reported since the application deadline. That increase was due to an error made in the original application. Because that error led to roughly 15 extra points in the Solicitation's "Cost Effectiveness" measure, enabling the project to be funded by a margin of one point over the top un-funded project, an amended motion was made to remove the project from the draft TIP. The amended motion was then adopted by TAB.

Rationale

The TAB approves the TIP and the Metropolitan Council concurs with the action of the TAB. The TIP is consistent with the Transportation Policy Plan adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA air quality conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee identified regionally-significant projects as part of its conformity analysis, which is included as Appendix B of the 2018-2021 TIP. The analysis in the attachment has resulted in conformity findings that the projects included in the 2018-2021 TIP meet all relevant regional emissions analysis and budget tests. The 2018-2021 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input was provided during a 45-day public comment period.

Thrive Lens Analysis

This action promotes all five thrive outcomes, as it enables the completion of many transportation projects that help further each.

Funding

The federal, state, and local funds are sufficient to fully fund the projects included in the 2018-2021 TIP.

Known Support / Opposition

Action supported by TAB. TAB held a 45-day public comment period and reviewed and accepted the public comment report, which included comments on this and two other projects along with changes requested by MnDOT, Wisconsin DOT, and the Council in the final TIP.