

# Agenda

## TAB Technical Advisory Committee



**Meeting date:** February 7, 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](mailto: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](mailto:public.info@metc.state.mn.us).

### Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of January 3, 2024, TAB Technical Advisory Committee Minutes – roll call

### Public Comment on Committee Business

### TAB Report

### Committee Reports and Business

#### ***Executive Committee (Jeni Hager, Chair)***

1. 2024-12: Streamlined TIP Amendment Request – Four Project Adjustments (Joe Barbeau, MTS Planning) – roll call

#### ***Planning Committee (Gina Mitteco, Chair)***

1. 2024-07: Review of Minneapolis-St Paul International Airport (MSP) 2040 Long Term Comprehensive Plan (LTCP) (Joe Widing, MTS Planning) – roll call

#### ***Funding & Programming Committee (Michael Thompson, Chair)***

1. 2024-08: Program Year Extension Request: Oakdale's Greenway Avenue North Sidewalk Project (Joe Barbeau, MTS) – roll call
2. 2024-09: Program Year Extension Request: Anoka's 44th Avenue Bridge Bike/Pedestrian Trail Project (Joe Barbeau, MTS) – roll call
3. 2024-10: Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project (Robbie King, MTS) – roll call

### Information

- 2050 TPP Update (Cole Hiniker, MTS)
- Regional Solicitation Evaluation Work Group Structure (Steve Peterson, MTS)
- 2024 Regional Solicitation Update (Steve Peterson, MTS)

### Other Business

### Adjournment

# Minutes

TAB Technical Advisory Committee



**Meeting Date:** January 3, 2024

**Time:** 9:00 AM

**Location:** Virtual

## Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Brian Isaacson, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Maddie Dahlheimer, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Carter Schulze, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul
- Aaron Tag, MnDOT

- Cole Hiniker, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, 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

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## Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

## Approval of Agenda

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

## Approval of Minutes

Dermody stated that the Executive Committee section of the December 6, 2023 minutes erroneously stated that Gina Mitteco represented Ramsey County. It was moved by Koutsoukos and seconded by Isaacson to approve the minutes of the December 6, 2023, regular meeting of the TAB Technical Advisory Committee with a correction of Mitteco's representation to Dakota County. **Motion carried.**

## Public Comment on Committee Business

None.

## TAB Report

Koutsoukos reported on the December 20, 2023, Transportation Advisory Board meeting.

## Business – Committee Reports

### Executive Committee (Jenifer Hager, Chair)

Chair Hager reported that the TAC Executive Committee met prior to the meeting and had one action.

1. [2024-06: Streamlined 2024-2027 TIP Amendment Request – Three Project Adjustments](#)

Barbeau said that three actions are included with the request. The proposed changes are: a MnDOT request to reduce its MN 13 signs and catch basin reinforcement project in Roseville, Savage, and Burnsville from 5.1 miles to 4.5 miles; a MnDOT request to increase the cost of, and add transportation management services (TMS) to, its MN 36 mill & overlay; and a MnDOT request to remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation from, and increase the cost of, its districtwide bituminous pavement crack treatments project. TAG said that IDIQ is a contracting process used for projects with unknown quantity. A recent policy change not allowing federal funds on IDIQ necessitates this change.

Motion by Isaacson and seconded by MacPherson to recommended adoption of an amendment to 2024-2027 TIP as follows:

- Reduce the project length of MNDOT’s MN 13 signs and catch basin reinforcement project in Savage and Burnsville;
- Increase the cost of, and add transportation management services (TMS) to, MnDOT’s MN 36 mill & overlay and auxiliary lane extensions project in Roseville, Maplewood, and Little Canada;
- Remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation and reduce the total project of MnDOT’s districtwide bituminous pavement crack treatments project.

**Motion carried.**

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

Mitteco said that at the December meeting, the TAC Planning Committee had one action item. The TPP Working Group meeting included presentations.

1. [2024-02: Adoption of 2024 Safety Performance Targets](#)

Jed Hanson provided a [presentation](#) on the topic.

Harrington suggested that a map showing where crashes occur would be valuable, given the difference in typical causes of crashes by area. He added that bicycle and pedestrian injuries look similar to 2017-2019 averages, but the seriousness of those is dependent in part on where they occur. Hanson said that some geospatial analyses are underway and will hopefully be brought to the committee at a future date. He added that the goal is established by the Minnesota Highway Safety Plan (MHSP).

Kosluchar suggested that goals are no more than target values, as opposed to precisely hitting the target values. Hanson agreed and stated that beating the targets would be a good outcome.

Jenson asked why the Council’s targets are not flat given that MnDOT’s are. Hanson said that the safety targets working group decided to continue this method until the next strategic highway safety plan update and that the rationale is to work towards zero deaths.

Turner Bargaen said that there is a lot of discomfort related to setting targets for deaths, given that any non-zero number is more than ideal. Hager expressed agreement that the ultimate goal is always zero. She then asked for the status of updating the statewide plan beyond 2025. Heidi Schallberg said that MnDOT is in the process of updating the statewide highway safety plan.

Motion by Koutsoukos and seconded by Eyoh to recommend adoption of the 2024 safety performance targets:

- Number of all fatalities: 82
- Fatal injuries per 100 million VMT: 0.29
- Number of all serious injuries: 532
- Serious injuries per 100 million VMT: 1.89
- Pedestrian and bicyclist fatalities and serious injuries: 131.

**Motion carried.**

**Funding & Programming (Michael Thompson, Chair)**

Thompson said the Committee met in December and had three action items.

1. [2024-03: Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility](#)

Thompson introduced the item. South Saint Paul was awarded \$1,000,000 for a Safe Routes to School project, some of which has already been completed in a Dakota County project that included a \$1,474,970 contribution from South Saint Paul. Therefore, South Saint Paul requests a scope change to remove this part of the project from the scope. The Funding & Programming Committee voted unanimously to approve the request with full federal funding retained.

Motion by Peterson and seconded by Beckwith to recommend approval of South Saint Paul's scope change request to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue bicycle and pedestrian facility with no reduction in federal funds. **Motion carried.**

2. [2024-04: Scope Change Request and TIP Amendment for Inver Grove Heights Curb Ramp Reconstruction](#)

Thompson said Inver Grove Heights was awarded \$250,240 in Surface Transportation Block Grant (STBG) Program funds to replace 30 pedestrian curb ramps. Two of the ramps have been built while two others will not be built. Therefore, the city is requesting removal of four of these 30 intersections. The Funding & Programming Committee voted unanimously to approve the request with full federal funding retained, given that the cost of the removed intersection would be \$16,682.

Motion by Thompson and seconded by Dalheimer to recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project (SP# 178-030-001) with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

**Motion carried.**

3. [2024-05: Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project](#)

Thompson introduced the item. Saint Louis Park requests a scope change to remove dedicated cycle track improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project. The Funding & Programming Committee recommended approval with a reduction in federal funding to project elements being removed. Barbeau said the city was awarded \$7,000,000 in the 2022 Regional Solicitation in the Roadway Reconstruction and Modernization category. The application was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of the two, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The project finished with 541 points, 49 points ahead of the highest-scoring unfunded project. Staff's conclusion is that while the project as proposed for amendment would not have likely scored as high as the original, it is not possible to assert that it would not have been funded. That said, the high multimodal score was based in part on bike lane accommodations along Louisiana Avenue. Funding-wise the change would lead to the removal of roughly \$290,000 worth of work (or \$169,389 federal). The removed elements will not be completed elsewhere.

Deb Heiser, Saint Louis Park, described the planning and public outreach related to the project as rationale for the applicant's request to retain all federal funding. Hiniker noted that getting from 22<sup>nd</sup> Street to the west side of the trail may be difficult. Heiser said that there will be a trail, as opposed to a sidewalk. Hiniker asked whether there will be wayfinding on Hampshire Avenue, to which Heiser replied in the affirmative. Hinker asked whether there was consideration to improve

Pennsylvania Avenue between Cedar Lake Road and 22<sup>nd</sup> Street to create a more direct connection. Heiser said that Texas Avenue, which is parallel, has a bikeway. Hiniker said that the connection back to Louisiana is not a part of the project.

Dermody asked what the \$290,000 coming out of the project will be spent on. Heiser replied that some will go to the alternate bicycle routes along with additional rapid flashing beacons that have been incorporated into the project. Dermody said that the alternative connections are longer and less direct than in the original application.

Ellos said that the alternative connections are not as direct to Louisiana Avenue but will be more direct for residents elsewhere.

Motion by Ellos and seconded by Mayell to recommended approval of Saint Louis Park's scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project with no federal funding reduction.

Sobota expressed contentment with the proposed changes and support for funding reduction.

Mayell expressed support for retention of the federal funds, citing that this is the first time she has seen a discussion on whether to retain the federal funds.

Sobota asked how many trees on Cedar Lake Road are ash trees. Joe Shamla, Saint Louis Park, said that it is very few, though he did not know the exact numbers.

Dermody said he would vote no on the motion due to supporting the funding reduction.

Keel noted that there was support for the change and that it is the funding that is in question. Keel made a motion to amend the motion to remove the federal funding of \$169,389. He then withdrew the motion.

Koutsoukos said that historically TAC has removed funding when project elements are removed and not being completed elsewhere. In this case, the parts of the project being removed are not being completed. Hager said that this could be viewed as a new element or a design change.

MacPherson asked what will be constructed along Louisiana Avenue. Heiser said that portions of the sidewalk will be replaced and that a new sidewalk will be constructed on the east side of the road. MacPherson asked whether there will be dedicated shoulders on Louisiana Avenue, to which Heiser said there will not.

Peterson asked what improvements are anticipated on the parallel routes. Heiser said that the trail connections between culs-de-sac will be upgraded and that there will be sharrows and other improvements along the roadways. Peterson expressed support for the change but concern with the funding retention given the increased travel length.

Hiniker said he voted for the original motion at Funding and Programming but that he will now support funding retention.

Hager expressed support for the motion given the outreach that the city conducted.

**Motion carried** by a count of 16-11.

## Information

1. [Carbon Reduction Program Toolkit](#) (Siri Simons, MnDOT)

Siri Simons provided the presentation.

Keel asked whether the Regional Solicitation process will be used for the funds, to which Simons replied that it is up to the Council. If the Regional Solicitation is used, it will be necessary to make sure that Carbon Reduction Program (CRP)-selected projects align with the carbon reduction strategy. Hager asked whether CRP funds will be allocated with the Regional Solicitation that the application process just closed for. Koutsoukos said that CRP funding was awarded with the last Regional Solicitation, but she is not sure regarding the upcoming Regional Solicitation. Keel

asked whether this funding needs to follow all the federal requirements, to which Simons said that they must follow federal process, though given the scale of the projects, the process will often be less onerous.

Eyoh asked whether FHWA has to approve MnDOT's submission of strategies. Simons said that FHWA needs to approve the strategies and MnDOT is not expecting substantial changes.

### **Other Business**

Eyoh informed members that Susanne Spitzer, who had represented MPCA on technical committees, passed away on December 17, 2023.

Schallberg informed members that input for the Strategic Highway Safety Plan will be gathered in the spring and summer of 2024. Focus area priorities and strategies will be addressed in the fall. The public comment period will be December 2024 through March 2025 and MnDOT will finalize in April 2025.

Koutsoukos said that she has set up an orientation meeting for new members on January 12 and that more meetings will be scheduled as needed.

### **Adjournment**

The meeting adjourned.

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#### **Committee Contact:**

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651-602-1705

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# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** February 7, 2024

**Date:** January 31, 2024

## Action Transmittal: 2024-12

Streamlined 2024-2027 TIP Amendment Request – Four Project Adjustments

**To:** Technical Advisory Committee

**Prepared By:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested Action

Project sponsors request three amendments to the 2024-2027 TIP to adjust existing project scope and costs.

### Recommended Motion

That the Technical Advisory Committee recommend amending the 2024-2027 TIP as follows:

- Increase the cost and change the intersection treatment from a signalized intersection to a roundabout at for Carver County and MnDOT's CSAH 10 and CSAH 41 intersection projects (SP # 010-610-056, 010-610-056PRO, and 1008-106A);
- Decrease the cost of MnDOT's I-694 drainage project (SP # 6285-171) and;
- Increase the cost of MnDOT's pier repair project on US 952A (SP # 2770-07).

### Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- MnDOT and Carver County request an amendment to their CSAH 10 (SP # 010-610-056 and 010-610-056PRO) and MN 41 (SP # 1008-106A) intersection projects. The CSAH 10 project was funded through the Regional Solicitation and an informal scope change was approved to change this intersection from a signalized intersection to a roundabout. This causes the MnDOT-funded MN 41, which crosses the same intersection to need to be changed to accommodate the roundabout. All additional funding is local.
- MnDOT requests a cost decrease to its I-694 drainage project. The reason for this decrease is that field investigation results showed that a less elaborate improvement was sufficient. This is a state-funded project with no relation to the Regional Solicitation.
- MnDOT requests a cost increase. The additional funding is federal (Bridge Funding Program) and state funding. This project was not funded through the Regional Solicitation.

### 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 (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>February 7, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>February 21, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 26, 2024</i>
Metropolitan Council	Review & Adopt	<i>February 28, 2024</i>



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below projects.

## Project identification

	(SP # 010-610-056)	(SP # 010-610-056PRO)	(SP # 1008-106A)
<b>Seq #</b>	949	950	1027
<b>State Fiscal Year (State)</b>	2024	2024	2024
<b>ATP and District</b>	Metro	Metro	Metro
<b>Route System</b>	CSAH 10	CSAH 10	MN 41
<b>Project Number (S.P. #)</b>	010-610-056	010-610-056PRO	1008-106A
<b>Agency</b>	Carver County	Carver County	MnDOT
<b>Description</b>	<b>**PRS**</b> CSAH 10 (Engler Blvd) at MN 41 in Chaska – Reconstruction of CSAH 10 to four-lane divided section with roundabouts at Bavaria Rd, and Park Ridge Dr, <u>White Oak Dr</u> and reconstruction of MN 41 with turn lane improvements (Associate to 1008-106, 1008-106A, 010-591-002 and 010-610-056PRO)	<b>**PROTECT**PRS**</b> : CSAH 10 (Engler Blvd) at MN 41 in Chaska – Reconstruction of CSAH 10 to four-lane divided section with roundabouts, storm sewer, ponding, retaining wall, erosion control, at Bavaria Rd, <u>White Oak Dr</u> and Park Ridge Dr and reconstruction of MN 41 with turn lane improvements (Associate to 1008-106, 1008-106A, 010- 591-002 and 010-610-056)	MN41 (Chestnut St) at CSAH 10 (Engler Blvd) in Chaska – Expand intersection to 4-lane and <del>turn lanes</del> <u>construct roundabout</u> (Associate to 1008-106, 010-610-056, 010-610-056PRO and 010-591- 002)
<b>Miles</b>	0.8	0.8	0.5
<b>Program</b>	MC	MC	LP
<b>Type of Work</b>	GRSU	GRSU	Traffic Control Devices
<b>Proposed Funds</b>	STP	PROTECT	SF
<b>Total \$</b>	<del>7,552,000</del> <u>10,213,072</u>	<del>2,138,000</del> <u>2,891,359</u>	710,000
<b>FHWA \$</b>	\$5,289,600	1,710,400	0
<b>State \$</b>	0	0	710,000
<b>Other \$</b>	<del>\$2,262,400</del> <u>4,923,472</u>	<del>\$427,600</del> <u>1,180,959</u>	0

## Background and TIP Amendment Need

Amendment is needed to update project description and total cost due to an approved informal scope change to change intersection treatment at White Oak Dr and CSAH 10/TH 41 from a signal to a roundabout. SPs 010-591-002 and 1008-106 are associated to this project. However, those remain unchanged and are not included.

### **Fiscal Constraint (as required by 23 CFR 450.216)**

Federal funding remains unchanged. 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.



# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below projects.

## Project Identification

Seq #	1046
Fiscal Year (State)	2024
ATP and District	M
Route System	US 952A
Project Number (S.P. #)	2770-07
Agency	MNDOT
Description	**BFP**US 952A (4th St) in Mpls – Repair piers and construct infill wall on Br# 27816N and 27816S
Miles	0.5
Program	Bridge Improvement and Repair
Type of work	Bridge Repair
Proposed Funds	BFP
Total \$	<del>3,000,000</del> <u>4,200,000</u>
FHWA \$	<del>2,442,600</del> <u>3,419,640</u>
State \$	<del>557,400</del> <u>780,360</u>
Other \$	NA

## Background and TIP Amendment Need

This formal amendment is for a total project cost increase. The scope remains the same.

## Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$3M to \$4.2M of which an additional \$977,040 is federal BFP funds. BFP federal funds are managed within the MnDOT central bridge office and sufficient funds are available. 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.

# US 952A (4th St) in Mpls – Repair piers and construct infill wall on Br# 27816N and 27816S



**Project Area** 2024-12  
SP # 2770-07

### Reference Layers

- Highways**
- Interstate Highways
  - State, US Highways and County Roads
  - County Boundaries
  - City and Township Boundaries

# 2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

## Project Identification

<b>Fiscal Year (State)</b>	2024
<b>ATP and District</b>	M
<b>Route System</b>	I694
<b>Project Number (S.P. #)</b>	6285-171
<b>Agency</b>	MNDOT
<b>Description</b>	I694 along inslope of the exit ramp from Hwy 694 WB TO NB Rice Street – Install drainage
<b>Miles</b>	.18
<b>Program</b>	Road Repair
<b>Type of work</b>	Slide Repair
<b>Proposed Funds</b>	SF
<b>Total \$</b>	<del>1,025,000</del> <u>161,000</u>
<b>FHWA \$</b>	0.00
<b>State \$</b>	<del>1,025,000</del> <u>161,000</u>
<b>Other \$</b>	NA

## Background and TIP Amendment Need

This request is for a decrease in the total project cost. The scope remains the same.

## Fiscal Constraint (as Required by 23 CFR 450.216)

This is a 100% state funded project. 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.

# I694 along inslope of the exit ramp from Hwy 694 WB TO NB Rice Street – Install drainage



 **Project Area** 2024-12  
SP # 6285-171

### Reference Layers

- Highways**
  -  Interstate Highways
  -  State, US Highways and County Roads
-  County Boundaries
-  City and Township Boundaries

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** February 7, 2024

**Date:** January 31, 2024

## Action Transmittal: 2024-07

Review of Minneapolis-St Paul International Airport 2040 Long Term Comprehensive Plan

**To:** Technical Advisory Committee

**From:** TAC Planning Committee

**Prepared By:** Joe Widing, Senior Transportation Planner, 651-602-1822

### Requested Action

State statute (473.165, 473.611) requires the Metropolitan Airports Commission (MAC) to submit a determination of conformance of the Final Draft Minneapolis-St Paul International Airport (MSP) 2040 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

### Recommended Motion

That the TAC Planning Committee recommend that the Metropolitan Council:

- Find that the Final Draft MSP International Airport 2040 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

### Background and Purpose

The Metropolitan Airports Commission (MAC) prepares a Long-Term Comprehensive Plan for each airport in its system regularly to update activity forecasts, identify airport needs and potential impacts to the surrounding community and environment.

Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The MSP International Airport 2040 LTCP replaces the 2035 plan approved in 2010 and moves the planning horizon to 2040. The MAC has adopted a preferred development alternative for MSP International Airport that retains its system role as the Major commercial service hub for the region and plans for modest capacity enhancements and airfield improvements, which is consistent with the Transportation Policy Plan.

### Relationship to Regional Policy

Under the aviation planning process and TPP policy, airport LTCPs are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCPs are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans. The 2040 MSP LTCP anticipates steady growth in both passengers and operations through 2040. However, this growth will not require significant new airside (runways and airfield including support facilities) improvements or capacity enhancements. Landside improvements include targeted terminal and parking expansions, terminal circulation improvements and increased terminal connectivity. Operations are anticipated

to be lower to the plan horizon than previous LTCPs and historical peaks. As such, environmental impacts are expected to be less than what previous LTCPs anticipated. It is also noted that a full understanding of potential impacts will be studied in the follow-up environmental review for outlined projects found in this Plan. MSP's footprint is not planned to increase, and its role in the regional system is not anticipated to change. As such, the MSP 2040 LTCP conforms to regional policy.

## Staff Analysis

MSP International Airport is located in Hennepin County, approximately six miles south of downtown Minneapolis. MSP International Airport is located within the unincorporated territory of Fort Snelling between Minneapolis, Richfield, Bloomington and St Paul. MSP is the main commercial service airport for the state and neighboring states and the 15<sup>th</sup> busiest airport in the nation. The airport has four runways, ranging from 8,000 feet to 11,000 feet in length. The airport can serve all types of aircraft.

MSP Airport is classified as the Major Airport in the regional aviation system and a Key Commercial Service airport in the state system. The airport's primary role in the airport system is to provide general commercial service for the region and state; the role and classification of the airport will not change with this plan. There are additional general aviation and military operations at the airport. However, these activities constitute a small share of total operations.

The MSP 2040 LTCP has been in the works since 2019, prior to the COVID-19 pandemic in 2020. The planning process was delayed as airports around the world were particularly hard hit by the pandemic related economic shutdowns. The first phase included inventory assessments and initial forecasting. The second phase proceeded in October 2021 which included revised forecasts that included the impacts from the pandemic, projecting infrastructure needs, evaluating alternatives and selecting a preferred alternative. Included through this entire process, continual community engagement took place to help inform the planning process.

The Plan identified three main objectives to be achieved through the 2040 LTCP:

- Plan for future facilities that will meet forecast Planning Activity Levels (PALs) in a manner that maintains and enhances customer service, while facilitating a seamless experience for users.
- Produce a development plan that positions the MAC to meet future demand levels, enhances financial strength, leverages environmental stewardship, and infuses sustainable thinking.
- Conduct the planning process in a way that includes meaningful stakeholder engagement.

### *Activity Forecasts:*

Overall, the plan projects continued passenger and cargo growth and flight activity at the airport to 2040, and outlines investments in order to facilitate that growth. The updated forecasts project that enplanements (passenger boardings) will increase from an existing condition in 2019 of 20 million to an estimated 28.1 million in 2040. This projected amount is the same as the estimate prior to the pandemic but includes a recovery period from the pandemic that will last from 2020 to 2024 or 2026. Aircraft operations (actual planes landing and taking off on airport runways) saw a decline over the previous decade prior to the pandemic while enplanements continued to increase. Updated forecast shows operations resume growth at a slower rate than passenger activity but will not reach peak operations seen in the past by 2040. Actual operations in 2019 totaled 407 thousand with an estimated increase to 517 thousand by 2040. For reference, peak aircraft operations at MSP were in 2004 with 543 thousand.

While the overall function of the airport will not change or expand in airfield capacity, the aviation industry has changed since the previous plan was adopted. These changes that the 2040 Plan address include the evolution of airline aircraft fleets, growth in non-traditional airline companies, development of the ride-share industry, changes in passenger characteristics and travel needs, and needing flexibility in development plans to accommodate demand. There have been two previous LTCPs for MSP. The 2010 LTCP, which was adopted in 1996, saw the construction of the fourth runway at the airport, 17-35, in 2005. The previous LTCP recommended the reassignment

of airlines between Terminal 1 and Terminal 2 to balance passenger demand and improve efficiency and customer service of both terminals. The 2030 Plan recommended T1 be utilized for Delta Air Lines and its partner airlines, while relocating all others to T2 with specific capital improvements based on this reassignment. In developing the alternatives for the 2040 LTCP, MAC used the 2030 LTCP preferred alternative as a guide and carried over some of the improvements recommended which have yet to be completed.

#### *Preferred Alternative:*

The MAC examined three overall “families” of alternatives for the airport terminals, two updating and expanding upon the 2030 preferred alternative and one which would establish a unified terminal by connecting both Terminal 1 and Terminal 2 with a direct airside connection behind security. Additionally, multiple alternatives were examined for the airfield, separate from the terminal alternatives. These alternatives covered aircraft taxiways, de-icing facilities, remain-overnight parking (RON), air cargo facilities, and fixed-based operator facilities. Finally, three families of landside alternatives were considered for improvements to parking and transit facilities: terminal curbside use, airport access and non-aviation revenue generating opportunities. These various alternatives were evaluated against each other in how they meet different evaluation criteria including passenger convenience, terminal, landside, airside, operation and capital expenses and mission/goals of the MAC.

Through the evaluation process, the MAC selected alternative 3.1A, which incorporates multiple elements from each of the three preliminary alternatives and the balance between airside, landside and terminal functions. The preferred alternative was then vetted and refined with extensive stakeholder input from airlines, airport tenants, MAC staff, other agencies, the stakeholder advisory panel and members of the public.

Projected growth in passenger and freight activity, obsolete facilities, and airport circulation improvements (both landside and airside) dominate the outlined improvements found in the preferred alternative. The 2040 Final Preferred Alternative is split between near-, medium- and long-term improvements. The preferred alternative includes general taxiway, deicing and other minor airfield improvements in addition to the following major items:

#### Near-Term:

- Terminal 2 South Expansion
- US Postal Service Site Redevelopment
- Orange and Purple Ramp Expansions
- Terminal 2 Curb Frontage Improvements

#### Medium-Term:

- Reconstruct Concourse A and F, Demolish Concourse B
- West Cargo Apron and Facility
- Fixed Operator Base Relocation
- Terminal 1 Roadway Reconstruction
- Green and Gold Ramp Reconstruction including new Federal Inspection Service Facility
- 34<sup>th</sup> Avenue Parking Development
- TH5 Interchange Reconstruction

#### Long-Term:

- Terminal 2 North Expansion
- Concourse G South Expansion and Concourse E Reconstruction
- Terminal 2 Curb Frontage Improvements
- Terminal 1 and 2 Airside Connection

Advantages of this preferred alternative include:

- Current airport classification does not change.



- Expanding operations capacity without the growth of the airport grounds or runways.
- Right sizing terminal facilities to accommodate changing aircraft types.
- Improved circulation and access to both Terminals.
- Maintaining and expanding federal inspection facilities at both terminals to allow for maximum flight flexibility.
- Providing an airside connection between terminals to enhance connectivity between terminals.
- Future activation of a street corridor (34<sup>th</sup> Ave S) with non-aviation and potential active uses.

The refined preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning objectives. The 2040 MSP LTCP underwent an extensive public engagement process that began prior to the COVID-19 pandemic and continued in 2021 after a year hiatus. The full list of public events and stakeholder meetings held can be found in attachment 4.

*Environmental compatibility:*

Due to the geographic location and immediate adjacency to densely developed land, the MSP 2040 LTCP includes discussion on land use and environmental compatibility including modeling future noise impacts from projected aviation operations to 2040. The Day-Night Average Sound Level (DNL) noise metric is used to reflect a person’s cumulative exposure to sound over a 24-hour period and is how the FAA and the MAC measure noise impacts around MSP. The Council has established noise compatibility guidelines relating to certain levels of noise and land use which are appropriate within those noise levels. The key levels of DNL which are measured are 75 DNL, 70 DNL, 65 DNL and 60 DNL. In general, the lower the DNL the less the noise impacts. Attachment 2 details land use compatibility with respect to DNL levels. As the runway configuration is not going to change, runway protection and safety zones will not change. However, it is anticipated that noise impacts will expand as flight operations increase to 2040. The following table compares how much land is within the existing noise impact contours and how much is modeled to 2040 preferred alternative contours.

DNL Level	2018 Acres within Contour	2040 Acres within Contour
75 DNL	638 acres (within airport property)	826 acres (within airport property)
70 DNL	1,588 acres	2,212 acres
65 DNL	4,444 acres	5,933 acres
60 DNL	11,323 acres	15,755 acres

The contours are projected to grow in acreage by 29% (75 DNL) to 39% (60 DNL) by 2040. The projected contours are meant to establish land use practices to avoid preventable incompatible uses in future years. The MAC tracks real impacts annually to understand noise impacts from aircraft operations. If existing properties become impacted by greater levels of noise, the MAC will continue its abatement program for properties that fall within the 60 DNL contour for three consecutive years as measured annually.

As this is a long-range plan, similar to community comprehensive plans, direct environmental impacts from the preferred alternative are not analyzed in the document, however following the adoption of the 2040 Plan, the MAC will begin the environmental review process for many of the projects outlined in the preferred alternative. The Council will work with the MAC on this effort to ensure that environmental impacts are minimized and mitigated for future airport development projects.

This plan will also give the surrounding communities assurance of the airport’s future footprint and impacts for comprehensive community planning. MAC staff will continue to work with the surrounding communities to ensure proper zoning exists and to address noise and other issues



that arise from airport activities. The attachments detail the preferred alternative, runway safety zones, 2040 noise contours and public engagement process overview. The Executive Summary of the Plan is also included as an attachment. The full plan can be found on the web at [Long-Term Planning | MSP Airport](#).

### Committee Comments and Actions

At its January 11, 2023 meeting, the TAC Planning Committee reviewed and discussed the 2040 MSP LTCP. Committee members commented on the age of previous environmental studies for MSP referring to air quality and emissions from operations. MAC staff noted that the 2040 LTCP is a conceptual document and that all required environmental review will need to be conducted and approved prior to any projects in the plan commencing construction. Committee members recommended acceptance of the staff analysis of the 2040 MSP LTCP and forwarding these comments to the Metropolitan Council for its consideration.

### Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review & Recommend	January 11, 2024
Technical Advisory Committee	Review & Recommend	February 7, 2024
Transportation Advisory Board	Review & Recommend	<i>February 21, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>March 11, 2024</i>
Metropolitan Council	Review & Adopt	<i>March 27, 2024</i>

### MAC Minneapolis-St Paul International Airport 2040 Long Term Comprehensive Plan

The MAC 2040 MSP LTCP material included in this memorandum reflects the actions of the Metropolitan Airports Commission to submit for the Council’s consistency determination review on Nov. 20, 2023.

Materials for the Met Council/TAB review are included in the following summaries:

Attachment 1: MSP 2040 LTCP Preferred Alternative and Project Descriptions

Attachment 2: MSP 2040 LTCP Runway Protection Zones

Attachment 3: MSP 2040 LTCP Preferred Alternative 2040 Noise Contours

Attachment 4: MSP 2040 LTCP Public Engagement Overview and Public Comments Summary

Attachment 5: MSP 2040 LTCP Executive Summary



# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** February 7, 2024

**Date:** January 31, 2024

## Action Transmittal: 2024-08

Program Year Extension Request: Oakdale's Greenway Avenue North Sidewalk Project

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

### Requested Action

The City of Oakdale requests a program year extension for its Greenway Avenue North Sidewalk Project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2025.

### Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Oakdale's requested extension of its Greenway Avenue North sidewalk project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2025.

### Summary

Oakdale requests a program year extension from 2024 to 2025 to ensure that pedestrian facility construction on Greenway Avenue North better aligns with construction of the Gold Line Bus Rapid Transit. While the Program Year Policy was written to allow for a one-time extension for traditional project delays, this request is made to integrate this smaller project into the larger Gold Line project. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request.

### Background and Purpose

In the 2020 Regional Solicitation, Oakdale was awarded \$400,000 to construct pedestrian facilities on the west side of Greenway Avenue North from Hudson Boulevard North to 7<sup>th</sup> Street North in 2024. The addition of pedestrian access on Greenway Avenue North would provide direct access to the Gold Line Bus Rapid Transit station at Greenway Avenue North and Hudson Boulevard North. The city is requesting a program year change from 2024 to 2025, to better align with the Gold Line Bus Rapid Transit construction, specifically the station construction at Hudson Boulevard North.

### Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

## Staff Analysis

The purpose of this project’s program year extension request is to ensure that construction on the Gold Line Bus Rapid Transit line is completed prior to beginning the Greenway Avenue North Sidewalk Project. The Gold Line Bus Rapid Transit is currently under construction and expected to be in service in calendar year 2025 so it is reasonable to expect that the sidewalk project would be let in program year 2026 (July 1, 2025 – June 30, 2026), though it is scheduled to be authorized in fiscal year 2025. The Program Year Policy is written to allow for a one-time one-year program year extension. However, this was written with a focus on responding to traditional project delays. This request, matching many recent requests, is made to better-integrate the project into a larger project. To this point, TAB has been approving such requests. The ongoing policy work group will address this trend when it reviews the Program Year Policy.

A prompting list of pros and cons is listed within Table 2 for the committees to consider.

**Table 2: Pros/Cons of Granting Exception to Program Year Policy**

Pros	Cons
Ensures that this relatively small project does not interfere with a new regionally significant transit line.	The approach is not consistent with the program year extension policy and provides no other option to be considered besides approval. Several like exceptions have been made in recent years.
Applications for the 2024 Regional Solicitation have closed. If applied for 2026 regional solicitation, this project might not be completed until program years 2030 or 2031.	Construction on this facility may hinder access to the Greenway Avenue Gold Line station right after the Gold Line opens.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

## Committee Comments and Action

At its January 18, 2024, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Oakdale’s requested extension of its Greenway Avenue North sidewalk project (SP# 185-236-003) from fiscal year 2024 to fiscal year 2025.

## Routing

To	Action Requested	Date Scheduled/ Completed
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	February 7, 2024
Transportation Advisory Board	Review & Adopt	February 21, 2024





December 21, 2023

Mr. Michael Thompson, P.E.  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Re: Program Year Extension Request for SP 185-236-003  
Greenway Avenue North Sidewalk Project

Dear Mr. Thompson

The City of Oakdale was awarded \$400,000 in federal funding for pedestrian facilities for FY 2024 to construct a pedestrian sidewalk on the west side of Greenway Avenue North from Hudson Boulevard North to 7<sup>th</sup> Street North. This sidewalk is to serve the area as a pedestrian access route to connect with developing public transportation and an existing pedestrian bike path on Hudson Boulevard North.

Metro Transit is currently in the process of constructing the METRO Gold Line Bus Rapid Transit from Woodbury to downtown St Paul. This route includes a bus stop at the intersection of Hudson Boulevard North and Greenway Avenue North with construction anticipated to be completed by Fall 2024.

The concurrent construction of these two projects would be challenging to effectively complete without creating additional burden on the construction process as well as the residents in the immediate area. Therefore, the City of Oakdale is seeking a one year program extension for its project to provide the necessary time to coordinate and construct the residential sidewalk in a manner that minimizes the impact to the area during the construction process.

At this time, Oakdale anticipates the Greenway Avenue North Sidewalk construction to take place no later than spring of 2026. This will be coordinated with Metro Transit and other governing organizations to further the advancement of the area's bicycle and pedestrian facilities.

Please refer to the enclosed documentation and attachments for additional information regarding this request. I would invite you to contact me with any questions at 651-739-5086 or by email at [jesse.farrell@oakdalemn.gov](mailto:jesse.farrell@oakdalemn.gov).

Sincerely,

Jesse Farrell  
City Engineer  
City of Oakdale

CC: Colleen Brown, MnDOT State Aid  
Todd Blank, SEH Engineering  
Terese Almquist, City of Oakdale



# **REQUEST FOR PROGRAM YEAR EXTENSION**

SP-185-236-003

Greenway Avenue North Sidewalk Project



## 1. Project Progress

### a. Progress Schedule

Please see Attachment 1

### b. Right of Way Acquisition

No permanent right of way acquisition will be required for this project. Temporary construction easements will need to be acquired from properties adjacent to the proposed sidewalk to support the construction of the project.

Please see Attachment 2 for the locations of the easements.

### c. Plans

Final plans are in the process of being created for this project. Please see Attachment 3 for current conceptual drawings.

### d. Permits

Anticipated permits on this project include the following:

Ramsey-Washington Watershed Permit

Permits will be obtained and approved prior to project letting.

### e. Approvals

In addition to the permit approvals noted above, plan approval will be required from MnDOT State Aid, Washington County and City of Oakdale.

### f. Funding/Expenditures

To date the City of Oakdale has utilized general operating funds for meetings, consultants, public engagements, and funding acquisition pertaining to the project.



## 2. Justification for Extension Request

**a. What is unique about this project that requires an extension of the program year?**

The funding for the Greenway Avenue North pedestrian sidewalk cannot be utilized within its intended year due to the current construction of the Metro Gold Line BRT route and bus stop which is scheduled to be completed in the fall of 2024.

**b. What are the financial impacts if this project does not meet its current program year?**

Funding for this project is programmed in the City Capital Improvement Projects as utilizing the grant funds to allow the development of the Greenway Avenue North pedestrian sidewalk in a timely manner to provide pedestrian access to the newly constructed Metro Gold Line BRT stop. Should these funds be unavailable due to delayed construction, the funding for similar municipal projects would need to be reallocated to account for the loss of the grant funding. This could potentially cause delays or omissions to other similar projects that have been scheduled for pedestrian access improvements.

**c. What are the implications if the project does not obtain the requested extension?**

The project will provide pedestrian access to newly developed public transportation. Any delay in the project would hinder the ability of the general public to utilize the newly implemented transportation service.

**d. What actions will the agency take to resolve the problems facing the project in the next three to six months?**

The agency will continue to develop the design of the project as the Gold Line BRT construction continues during 2024.



## **ATTACHMENT 1**

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

**Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION**

Enter request date  
**Program Year 2024**  
Note: **Development of  
Project Delayed Due to  
Gold Line BRT  
Construction**

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid \_\_\_\_\_ If checked enter 4. \_\_\_\_\_  
Date of approval \_\_\_\_\_

Completed/Approved \_\_\_\_\_ If checked enter 5. \_\_\_\_\_  
Date of approval \_\_\_\_\_

EA  
 Completed/Approved \_\_\_\_\_ If checked enter 2. \_\_\_\_\_  
Date of approval \_\_\_\_\_

EITHER

Not Complete  
Anticipated Date of Completion **Summer/Fall 2024** \_\_\_\_\_  
If prior to January 31 of the program year, enter 1. \_\_\_\_\_

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed  
Date of Hearing \_\_\_\_\_ If checked enter 2. \_\_\_\_\_

Not Complete  
Anticipated Date of Completion \_\_\_\_\_ **Note: Public Meeting Was  
Held 7/11/2018**  
If prior to February 28 of the program year, enter 1. \_\_\_\_\_

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved \_\_\_\_\_ If checked enter 2. \_\_\_\_\_  
Date of approval \_\_\_\_\_

**N/A** Not Complete  
Anticipated Date of Completion \_\_\_\_\_  
If prior to March 31 of the program year, enter 1. \_\_\_\_\_

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. \_\_\_\_\_  
Date of Approval \_\_\_\_\_  
 N/A Not Complete  
Anticipated Date of Completion \_\_\_\_\_

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)  
Date \_\_\_\_\_ If checked enter 3. \_\_\_\_\_  
 Completed (approved by District State Aid as to SA Standards but not signed)  
Date \_\_\_\_\_ If checked enter 2. \_\_\_\_\_  
 X Not Complete See attachment 3 for conceptual layout  
Anticipated Date of Completion Summer/Fall 2024  
If prior to June 30 of the program year, enter 1. \_\_\_\_\_

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. \_\_\_\_\_  
Date \_\_\_\_\_  
 X Not Complete See attachment 2 for anticipated temporary easements  
Anticipated Date of Completion Summer/Fall 2024  
If prior to December 31 of the year following the original program year, enter 1. \_\_\_\_\_

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. \_\_\_\_\_  
Date \_\_\_\_\_  
 X Not Complete  
Anticipated Date of Completion Summer/Fall 2024  
If prior to December 31 of the year following the original program year, enter 1. \_\_\_\_\_

AUTHORIZED

Anticipated Letting Date Spring 2026  
Anticipated letting date must be prior to June 30  
in the year following the original program year,  
so that authorization can be completed prior to  
June 30 of the extended program year.

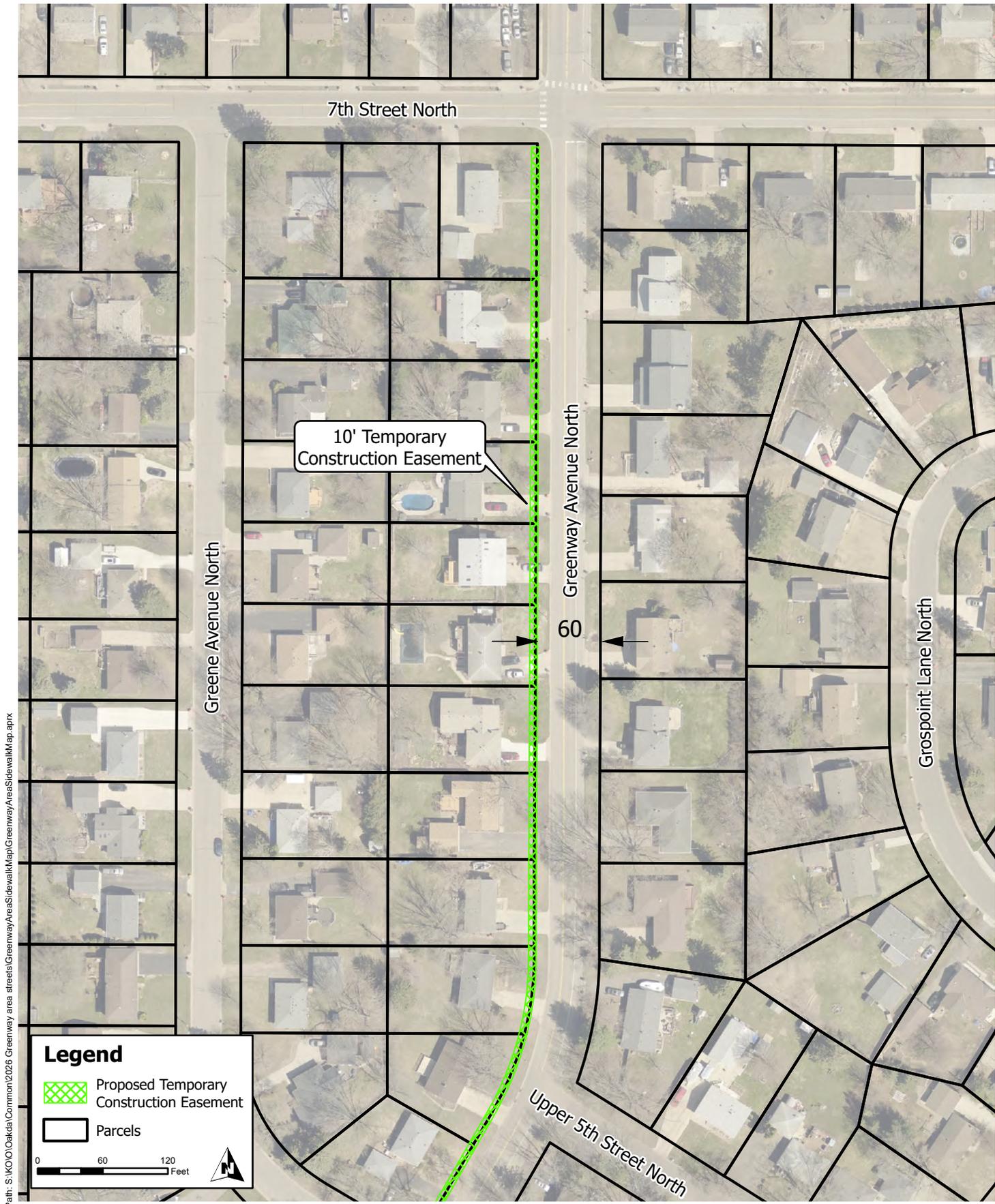
TOTAL POINTS 0

Note: Project Development was put on pause due to necessary  
coordination with the Gold Line BRT project



## **ATTACHMENT 2**

PROJECT RIGHT OF WAY PARCEL EXHIBITS



Project Number: OAKDA 170737  
 Print Date: 12/12/2023

Map by: tschwarz  
 Projection: NAD 1983 HARN Adj MN Washington Feet  
 Source: Washington County,  
 City of Oakdale, SEH, Inc

**GREENWAY AVE N - SIDEWALK IMPROVEMENTS**  
 Oakdale, MN

**FIGURE 1**  
 Right-of-Way  
 Acquisition

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: S:\K\O\Oakdale\Common\2026 Greenway area streets\GreenwayAreaSidewalkMap\GreenwayAreaSidewalkMap.aprx

**Legend**

- Proposed Temporary Construction Easement
- Parcels

0 60 120 Feet

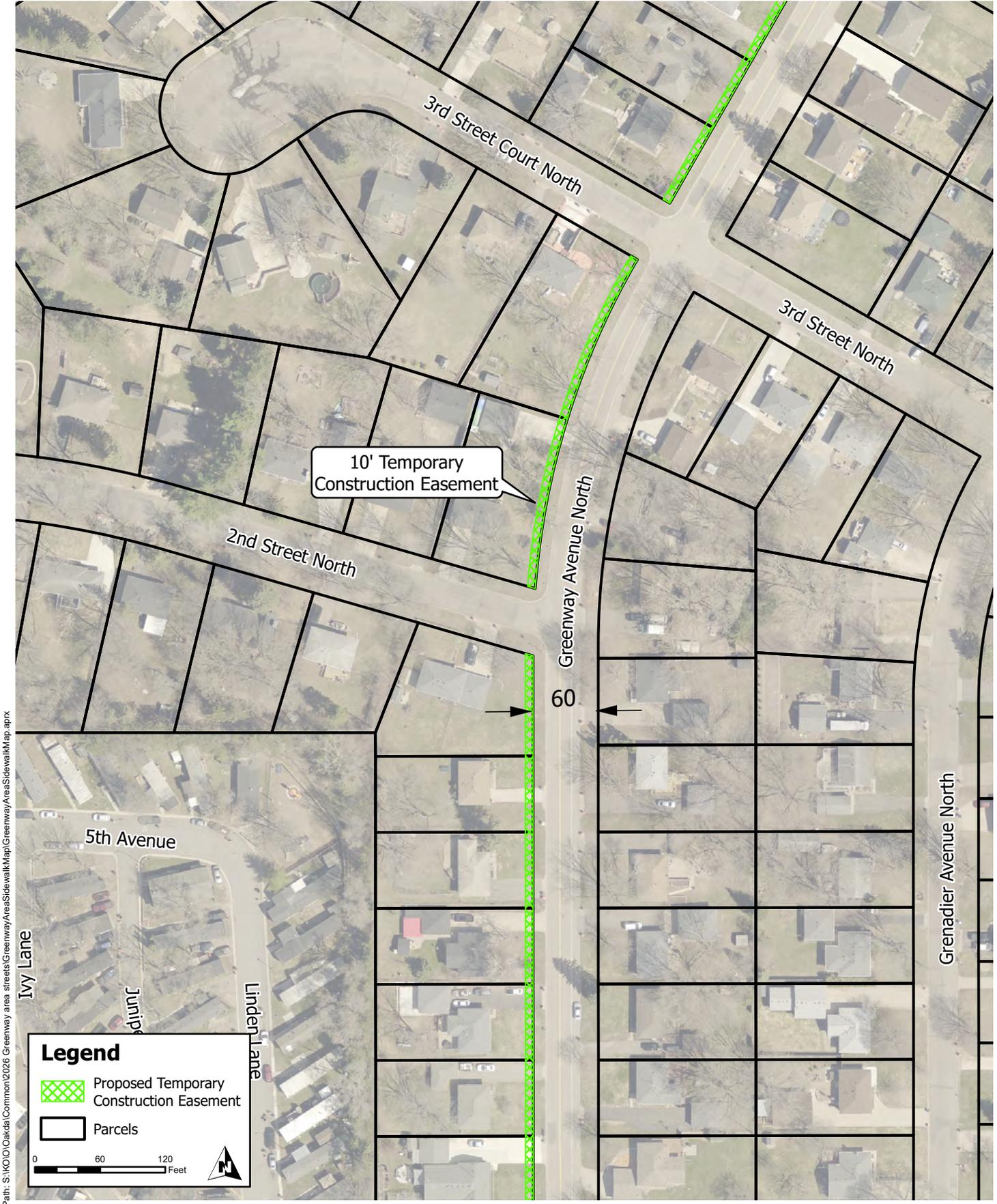
Project Number: OAKDA 170737  
 Print Date: 12/12/2023

Map by: tschwarz  
 Projection: NAD 1983 HARN Adj MN Washington Feet  
 Source: Washington County,  
 City of Oakdale, SEH, Inc

**GREENWAY AVE N - SIDEWALK IMPROVEMENTS**  
 Oakdale, MN

**FIGURE 2**  
 Right-of-Way Acquisition

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Path: S:\KOD\Oakdale\Common\2026 Greenway area streets\GreenwayAreaSidewalkMap\GreenwayAreaSidewalkMap.aprx

**Legend**

- Proposed Temporary Construction Easement
- Parcels

0 60 120 Feet

Project Number: OAKDA 170737  
 Print Date: 12/12/2023

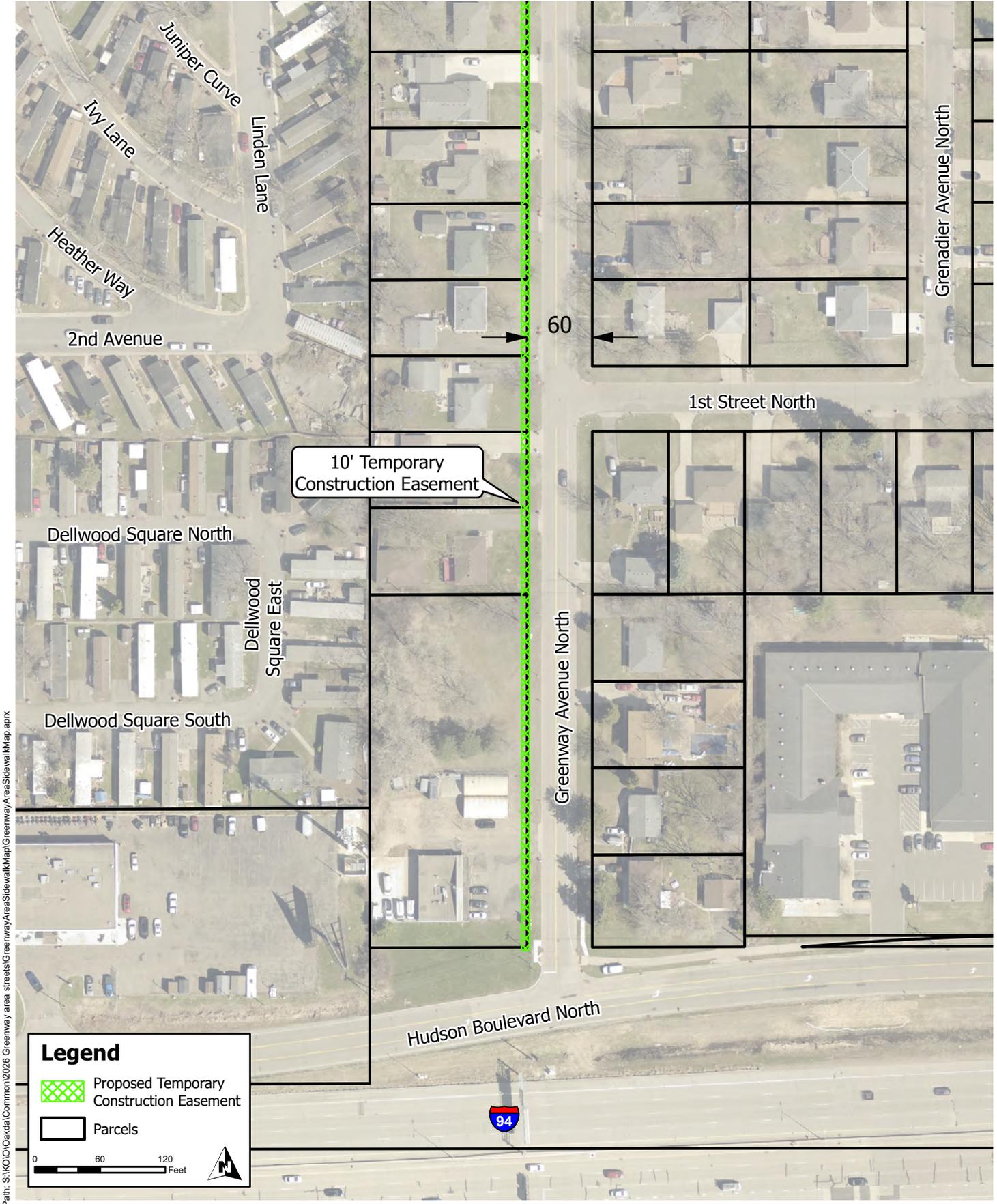
**GREENWAY AVE N - SIDEWALK IMPROVEMENTS**  
 Oakdale, MN

**FIGURE 3**  
 Right-of-Way Acquisition

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Map by: tschwarz  
 Projection: NAD 1983 HARN Adj MN Washington Feet  
 Source: Washington County,  
 City of Oakdale, SEH, Inc



Path: S:\KOD\Oakdale\Common\2026 Greenway area streets\GreenwayAreaSideWalkMap\GreenwayAreaSideWalkMap.aprx

**Legend**

-  Proposed Temporary Construction Easement
-  Parcels

0 60 120 Feet



Project Number: OAKDA 170737  
 Print Date: 12/12/2023

**GREENWAY AVE N - SIDEWALK IMPROVEMENTS**  
 Oakdale, MN

**FIGURE 4**  
 Right-of-Way  
 Acquisition

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** February 7, 2024

**Date:** January 31, 2024

## Action Transmittal: 2024-09

Program Year Extension Request: Anoka's 44<sup>th</sup> Avenue Bridge Bike/Pedestrian Trail Project

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

### Requested Action

Anoka County requests a program year extension for its 44<sup>th</sup> Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025.

### Recommended Motion

That the Technical Advisory Committee recommend that TAB approve Anoka County's requested extension of its 44<sup>th</sup> Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025.

### Summary

Anoka County requests a program year extension for its 44<sup>th</sup> Avenue Bridge bike/pedestrian trail project because of a deterioration in the bridge's condition. This program year extension would allow for the bridge to be rehabilitated prior to the completion of the bike/pedestrian trail. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request.

### Background and Purpose

Anoka County was awarded \$2,015,200 in the 2022 Regional Solicitation, within the Multiuse Trails and Bicycle Facilities category, to construct a new bike and pedestrian trail adjacent to the roadway on the 44<sup>th</sup> Avenue Bridge over the Burlington North Santa Fe (BNSF) railway from East River Road (CSAH 1) to Main Street (CSAH 102) in 2024. During the design engineering process, the county received three separate reports from BNSF that concrete was falling off the bottom of the bridge and into the railyard.

As a result of these reports, Anoka County, with BNSF and their consultant TKDA, performed an enhanced bridge inspection. This inspection resulted in a downgraded rating for the bridge's Local Planning Index from 80 to 52.3. This represents a significant decline in the bridge condition.

The bike/ped trail project is now recommended to be completed concurrently with the bridge rehabilitation that will begin in January 2025. The county requests a program year extension for the 44<sup>th</sup> Avenue Bridge bike/ped trail project so that it can be constructed along with the bridge rehabilitation.

### Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated

in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

### Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in a position to be able to be obligated with the one-year extension. The request obtained a score of 7. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

### Committee Comments and Action

At its January 18, 2024, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Anoka County's requested extension of its 44<sup>th</sup> Avenue Bridge bike/pedestrian trail project (SP# 002-602-015) from 2024 to 2025.

### Routing

To	Action Requested	Date Scheduled/ Completed
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	<i>February 7, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>February 21, 2024</i>





# Anoka County

## TRANSPORTATION DIVISION

Highway

Gerald J. Auge, Jr., P.E.  
Assistant County Engineer

December 29, 2023

Mr. Michael Thompson, P.E.  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Re: Program Year Extension Request for SP 002-602-015  
CSAH 2 (44<sup>th</sup> Avenue) Bridge Bike/Ped Trail Project from  
CSAH 1 (East River Road) to CSAH 102 (Main Street), Fridley, MN

Dear Mr. Thompson:

Anoka County, in partnership with the City of Fridley, was awarded \$2,015,200 in federal funding for FY 2024 to construct a Bike/Ped Trail adjacent to CSAH 2 (“44<sup>th</sup> Avenue”) over the 44<sup>th</sup> Avenue Bridge from CSAH 1 (“East River Road”) to CSAH 102 (“Main Street”), in Fridley, Minnesota. This Bike/Ped Trail project will connect the west side of the Burlington Northern Santa Fe (“BNSF”) railway to the east side, and to the existing Mississippi River Trail which runs north-south along on the west side of East River Road.

Anoka County began the design engineering process for the bike/ped trail project shortly after the notification of award of federal funding. The 44<sup>th</sup> Avenue Bridge was built by BNSF in 1973 and turned over to Anoka County as owner of the bridge. The bridge is unique for this area, as it is a curved steel bridge design and has stay-in-place deck forms that were part of the original design. During our design process, Anoka County received three separate reports from BNSF of concrete pieces falling into the rail yard below the bridge, posing a concern for worker safety and the potential for property damage. Anoka County, in partnership with BNSF and our consultant, TKDA, conducted an enhanced bridge inspection of the bridge. The bridge inspection noted deterioration in the hinges, joints and stay-in-place deck forms: a bridge in need of a major rehabilitation. The Local Planning Index rating of the bridge was downgraded from 80 to 52.3, demonstrating a significant decline in bridge condition ratings. Inspection and design engineering findings recommended the entire bridge deck be removed and replaced with a new reinforced bridge deck due to deterioration; it also noted the presence and deterioration of non-epoxy coated bridge deck rebar.

The County Engineer has recommended and was authorized by the Anoka County Board of Commissioners to proceed with bridge rehabilitation, in conjunction with the construction of the bike/ped trail project.

Early indications estimate construction of the 44<sup>th</sup> Avenue Bridge Trail/Ped Trail Project will begin in January 2025. The schedule will be coordinated with BNSF, to ensure construction activities on the bridge will allow for the removal of the concrete bridge deck from above without impacting BNSF’s railway operations below.

**Our Passion Is Your Safe Way Home**

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005  
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ [www.anokacounty.us/highway](http://www.anokacounty.us/highway)

**Affirmative Action / Equal Opportunity Employer**

Please refer to the enclosed documentation and attachments for additional information regarding this request. Please feel free to contact me with any questions at 763-324-3103 or by email at [jerry.auge@anokacountymn.gov](mailto:jerry.auge@anokacountymn.gov).

Sincerely,

A handwritten signature in cursive script that reads "Gerald Auge".

Gerald J. Auge, Jr., P.E.  
Assistant Anoka County Engineer

cc: Colleen Brown, MnDOT State Aid  
Joe MacPherson, P.E., Anoka County Engineer  
Mark Daubenberger, P.E., TKDA

# REQUEST FOR PROGRAM YEAR EXTENSION

SP 002-602-015

CSAH 2 (44<sup>th</sup> Avenue) Bridge Bike/Ped Trail Project from CSAH 1 (East River Road) to  
CSAH 102 (Main Street)

# 1. Project Progress

## a. Progress Schedule

Please See [Attachment 1](#).

## b. Right of Way Acquisition

Permanent highway easement is not anticipated to be required for the proposed project. There is one location where temporary easement/occupancy may be necessary. At the southwest quadrant of the intersection of CSAH 2 (44<sup>th</sup> Avenue) and Main Street, there is an apparent encroachment of the existing roadway on the adjacent parcel. The subject parcel is owned by BNSF and associated with the Northtown Yard operations. If it is concluded that there is no permanent easement present, a temporary easement/occupancy will be obtained together with the temporary occupancy/construction agreement required from BNSF for the bridge construction portion of the project to remove the encroachment.

Please see [Attachment 2](#) for the location of the potential temporary easement/occupancy required. The agreement for temporary easement/occupancy, if needed, will be completed by September 2024.

## c. Plans

Progress on preliminary bridge and roadway plans has been delayed due to changes in the project scope described below. Preliminary plans are scheduled for completion in February 2024 and final plan approval anticipated by September 2024.

## d. Permits

Anticipated permits on this project include the following:

- NPDES
- Mississippi Watershed Management Organization
- City of Fridley
- BNSF Temporary Occupancy, Construction and Maintenance Agreement

## e. Approvals

In addition to the permit approvals noted above, plan approval will be required from MnDOT State Aid, the City of Edina, and BNSF.

A draft of the environmental document (Categorical Exclusion) has been reviewed by MnDOT Metro State Aid and will need final approval by Anoka County and MnDOT State Aid for Local Transportation.

## f. Funding/Expenditures

To date, Anoka County has spent approximately \$315,000 on consulting fees for public engagement, bridge inspection, environmental documentation, and preliminary design for this project. In addition, Anoka County has incurred approximately \$15,000 in internal staff costs related to project management and consultant oversight. These costs to date have been financed solely by Anoka County. Remaining final design and project

procurement to be completed by a consultant is anticipated to cost an additional \$515,000.

## **2. Justification for Extension Request**

### **a. What is unique about this project that requires an extension of the program year?**

The project was originally programmed to modify the existing CSAH 2 bridge over BNSF and the roadway to the extent required to accommodate a multiuse path between CSAH 1 (East River Road) and Main Street in Fridley. The proposed layout is depicted as Figure 1 of Attachment 3. Design activities for the proposed project commenced shortly after receipt of the federal grant.

As preliminary design progressed, Anoka County received reports from BNSF on 3 separate occasions that pieces of concrete had fallen from the underside of the bridge onto the railyard below, posing a concern of worker safety and potential of property damage. Anoka County's design consultant conducted an inspection of the bridge, predominantly in areas that previously were not accessible. The bridge inspection noted deterioration in the hinges, joints, and stay-in-place deck forms, as well as bridge deck delamination. The Local Planning Index rating of the bridge was downgraded from 80 to 52.3, demonstrating a significant decline in the bridge condition ratings.

Several alternatives were evaluated to address the condition of the bridge deck, ranging from minor or major rehabilitation. Design engineering findings noted that the bridge was constructed with reinforcing steel that is susceptible to corrosion. Given that and the age of the bridge, recommendations were made to replace the entire bridge deck, as well as strengthening of the bridge piers to extend the service life of the substructure. The nature of the proposed bridge work requires full closure of the roadway and detouring of traffic. Given this, the County decided that it would be in the best interest of the public to improve the condition of the pavement between East River Road and Main Street while traffic is detoured for the bridge work. An Administrative Scope Change was requested and approved in November 2023 for this change.

As the preliminary design progressed, it was determined by County and design team staff that the preferred location of the new trail was on the north side of the roadway and bridge. The design team proceeded with the revised scope of the project, including meeting with MnDOT State Aid Bridge and BNSF staff to inform them of the significant change in scope of bridge work. BNSF indicated that, due to the nature and extent of the proposed scope of work, the existing Construction and Maintenance agreement with the County would need to be redone to account for current terms and conditions. The proposed layout is shown in Figure 2 of Attachment 3.

As the preliminary design was nearing completion in December 2023, the County continued engagement efforts with the City of Fridley. The City indicated that operations in the rail yard draws viewing interest from rail hobbyists and the general public. If the trail were to be positioned on the north side of the bridge, viewing opportunities would be lost. With this loss, there is a chance that people will park on the south side of the road or cross the roadway from the north to the south, creating a safety concern. Therefore, a design was made to revert to the original concept, placing the trail on the south side of the roadway. Figure 3 of Attachment 3 depicts the current layout.

Project development was on schedule to obtain federal authorization through the FHWA by the necessary deadline for program year 2024. However, given the scope changes and the need to process a new Construction and Maintenance Agreement with BNSF, meeting the schedule for program year 2024 is a significant concern.

A program year extension of one year is being requested to provide the necessary time for the design to account for the scope changes and allow sufficient time for railroad approvals and agreements.

**b. What are the financial impacts if this project does not meet its current program year?**

In addition to the original scope needs to address non-motorized transportation needs, the County is faced with an increased financial obligation to address the structural needs that were not anticipated. The original STIP Total Cost was \$2,619,761 and the revised Total Cost in the approved Administrative Scope Change is \$10,000,000. Additional federal money will not be available to help offset these cost increases. If the current program year is not met, the County's portion of the project will be further increased and is contingent on County Board approval.

**c. What are the implications if the project does not obtain the requested extension?**

If project approvals and agreements with BNSF are prolonged and the Program Year 2024 schedule is not met, there would be a substantial funding gap due to the forfeiture of \$2,619,761 in federal funds. The scope of the project would need to be re-evaluated and some of the needs identified for the project might go unmet, or the project could potentially need to be delayed by several years while the funding gap is addressed.

**d. What actions will the agency take to resolve the problems facing the project in the next three to six months?**

Coordination with the City of Fridley, BNSF, and MnDOT will continue to ensure the combined projects are completed by the program year extension deadline of June 2025. The original anticipated letting of November 2024 and start of construction in January 2025 is planned to remain the same with the extension request.

# Attachment 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION



STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. \_\_\_\_\_  
Date of Approval \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion \_\_\_\_\_

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)  
Date \_\_\_\_\_ If checked enter 3. \_\_\_\_\_  
 Completed (approved by District State Aid as to SA Standards but not signed)  
Date \_\_\_\_\_ If checked enter 2. \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion September 13, 2024  
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. \_\_\_\_\_  
Date \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion September 13, 2024  
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. \_\_\_\_\_  
Date \_\_\_\_\_  
 Not Complete  
Anticipated Date of Completion September 13, 2024  
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

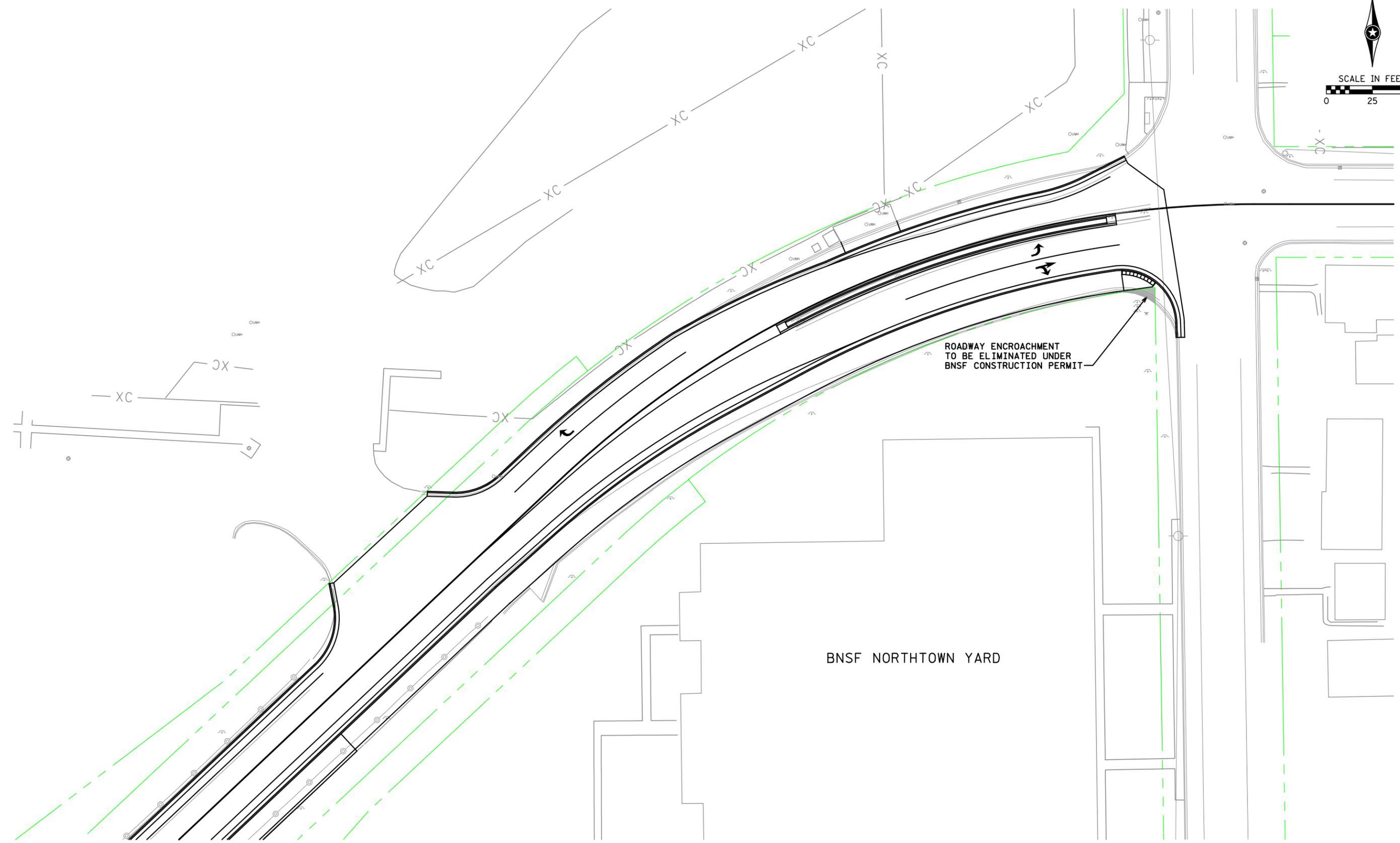
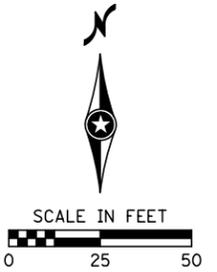
Anticipated Letting Date October 25, 2024.  
Anticipated letting date must be prior to June 30  
in the year following the original program year,  
so that authorization can be completed prior to  
June 30 of the extended program year.

TOTAL POINTS 7

# Attachment 2

RIGHT OF WAY PARCEL EXHIBIT

DATE: 12/29/2023 TIME: 9:13:14 AM  
 FILENAME: p:\tkda-pw-bentley.com\tkda-pw-ON Documents\Projects\AnokaCounty\20837000\04\_Production\01\_CAD\Highway Working\ADC\CSAH2\_ROW-Parcel.dgn



NO.	DATE	BY	DESCRIPTION OF REVISIONS

DES: I HEREBY CERTIFY THAT THIS SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA  
 DRW:  
 CHK: SIGNATURE: \_\_\_\_\_ LIC. NO. \_\_\_\_\_ DATE: \_\_\_\_\_



STATE PROJ. NO. 002-602-015  
 RIGHT OF WAY PARCEL EXHIBIT  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_ SHEETS

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** February 7, 2024

**Date:** January 31, 2024

## Action Transmittal: 2024-10

Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project

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

### Requested Action

MnDOT requests a scope change to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue (SP# 2710-60) with federal funding being included in the full project.

### Recommended Motion

That the Technical Advisory Committee recommend approval of MnDOT's scope change request to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue.

### Summary

MnDOT requests a scope change to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue as it was originally intended to be included in the initial HSIP application but was not included by accident. Typically, for a project with federal funds it would not be allowed to add additional elements to use that federal funding. However, these elements were an originally intended component of the project. The TAC Funding & Programming Committee voted unanimously to recommend approval of the request with allowance of federal funding to be included in the full project.

### Background and Purpose

MnDOT Metro District was awarded \$1,350,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP Solicitation, in the Reactive application category. The award was to fund bumpouts, protected intersections, and protected bikeways on TH65 (3<sup>rd</sup> Ave S) between 1<sup>st</sup> and 2<sup>nd</sup> Street. As a result of a mistake, one block between 1<sup>st</sup> Street and Washington Avenue on TH 65 (3<sup>rd</sup> Ave S) was not included in the original application materials.

In the original application materials, the following improvements were identified on TH 65 (3<sup>rd</sup> Ave S):

- Intersection Modifications at 1<sup>st</sup> Street
- Bike Lane between 1<sup>st</sup> and 2<sup>nd</sup> Street
- Intersection Modifications at 2<sup>nd</sup> Street
- Signal Modifications
- Drainage Modifications

- Lighting Modifications
- Curb Ramps
- APS Modifications

There is mention of the bike lane improvements to TH 65 (3<sup>rd</sup> Ave S) between 1<sup>st</sup> Street and Washington Avenue in the original application, though it was contained within a letter titled “HSIP TH 65 at 1<sup>st</sup> Street S and 2<sup>nd</sup> Street South pedestrian and bicycle improvements”. MnDOT requests that the original intention of this project to include protected bike lanes from 2<sup>nd</sup> Street to Washington Avenue be recognized with this scope change. The applicant requests full retention of federal funds because the scope change would reflect the application meant to be provided.

### Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

### Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through MnDOT’s HSIP Solicitation process. This project is going to be enhanced so any potential scoring impacts would potentially result in an increase in total points. The application’s score of 370 points is 115 points above the highest scored unfunded project in the Reactive category. Given that the project may have some potential for an increase in scoring and the assertion that the entire project will be built, staff recommends approval of this request. This is an addition of work that would not necessitate the full scope change process if it was to be a locally funded addition.

**Table 1: Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1. Benefit Cost Analysis	600	60	0	No change
2. Meets Intent of HSIP Program	200	176	0	No change
3. Correctable F and A Crashes	100	34	0	No change
4. Ped and Bike Safety Points	100	100	+	Potential for some change
<b>TOTAL</b>	<b>1,000</b>	<b>370</b>	<b>0/+</b>	<b>Likely minimal change</b>

\* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

-- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: The addition of new elements to the original project scope does not result in a change in the original budget. The original application and current cost estimates are shown in Table 2 below. While standard policy is to allow for locally (or in this case, state) added work without access to the federal funding, the applicant requests allowing the federal funding to be used for the addition because it was meant to be included in the application.

**Table 2: Federal and Local Costs**

	Application Budget	Current Budget
Federal Funding Amount	\$1,350,000	
Local Contribution	\$150,000	
Total Cost	\$1,500,000	\$1,500,000

### Committee Comments and Action

At its January 18, 2024, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of MnDOT’s scope change request to add protected bike lanes to TH 65 (3<sup>rd</sup> Ave S) between 2<sup>nd</sup> Street and Washington Avenue.



## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	January 18, 2024
Technical Advisory Committee	Review & Recommend	<i>February 7, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>February 21, 2024</i>



December 22, 2023

Mr. Michael Thompson  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: HSIP Project on TH65 between 1<sup>st</sup> St and Washington Ave – Formal Scope Change Request

MnDOT Metro District is requesting a Formal Scope Change for the 2022 Regional HSIP project on TH65 (3<sup>rd</sup> Ave S). Application titled: *TH65 Bumpouts & Protected Intersection, Protected Bikeway Between 1st & 2nd St.*

Unfortunately, when putting together the application packet, an earlier draft of the project was used to develop the application materials. This earlier version only had one block of protected bike lane between 1<sup>st</sup> and 2<sup>nd</sup>. The intended project has two blocks of bike lane between 1<sup>st</sup> and Washington Ave and minor impacts to the intersection at Washington Ave. There is reference to the full project in the original HSIP application packet (see Attachment 2) but the front page and much of the other documentation incorrectly refers to the draft project.

The inclusion of the additional block of bike lane improves the project significantly as it provides connectivity to Washington Ave which is a major connection through the city of Minneapolis. The additional block of protected bike lane will provide significant safety benefits by providing a link between the recently updated 3rd Ave bridge (which included many upgrades to bike and pedestrian facilities) and Washington Ave. Limiting the bike lane to between 1<sup>st</sup> and 2<sup>nd</sup> St reduces the effectiveness of the project. The complete project also provides benefits in connecting bike riders to the transit options available on Washington Ave.

No additional funds are being requested with this request. Information about the cost breakdown for the work that was not included in the packet is included in Attachment 3. The cost of the additional block of protected bike lane and minor work at Washington Ave is approximately \$93,000 for a project that was awarded \$1,500,000 in HSIP funding.

Sincerely,  
Kaare Festvog  
Metro Traffic Engineering  
651-440-2855  
[Kaare.festvog@state.mn.us](mailto:Kaare.festvog@state.mn.us)

cc: Colleen Brown

**ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST**

**Original Application:**

Regional Solicitation Year	2022
Application Funding Category	Regional HSIP
HSIP Solicitation?	Yes No
Application Total Project Cost	\$1,500,000
Federal Award	\$1,350,000
Application Federal Percentage of Total Project Cost	90%

**Project Elements Being Removed:**

	Original Application Cost
N/A	

**New Project Elements:**

	Cost (Based on Year of Costs in Original Application)
Bike Lane Between 2nd St and Washington Ave	\$52,745
Intersection Modifications at Washington Ave	\$40,000

## Recommendations Report SP 2710-60 TH 65

<b>Intersection Modifications at 1st</b>					
	<b>SUBTOTAL</b>				<b>\$90,000.00</b>
<b>Bike Lane between 1st and 2nd</b>					
	<b>SUBTOTAL</b>				<b>\$52,745.25</b>
<b>Intersection Modifications at 2nd</b>					
	<b>SUBTOTAL</b>				<b>\$120,000.00</b>
<b>Bike Lane between 2nd and Washington</b>					
	6" AGGREGATE BASE	CU YD	54	\$30.00	\$1,620.00
2521.518/00130	3" BITUMINOUS TRAIL PAVEMENT	TONS	109	\$80.00	\$8,720.00
2104.504/00120	REMOVE BITUMINOUS PAVEMENT SF	SQ FT	5800	\$1.96	\$11,368.00
2104.503/00315	REMOVE CURB AND GUTTER	LF	725	\$4.78	\$3,465.50
2531.603/24070	CONCRETE CURB AND GUTTER LF	LF	725	\$38.03	\$27,571.75
	<b>SUBTOTAL</b>				<b>\$52,745.25</b>
<b>Intersection Modifications at Washington Ave</b>					
	RELOCATE CATCH BASIN	EACH	4	\$5,000.00	\$20,000.00
	CURB EXTENSION	EACH	2	\$10,000.00	\$20,000.00
2531.603/24070	CONCRETE CURB AND GUTTER LF	LF	0	\$38.03	\$0.00
2104.503/00315	REMOVE CURB AND GUTTER	LF	0	\$4.78	\$0.00
2104.518/00220	REMOVE CONCRETE MEDIAN	SF	0	\$4.22	\$0.00
	<b>SUBTOTAL</b>				<b>\$40,000.00</b>
<b>Signal Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$600,000.00</b>
<b>Drainage Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$100,000.00</b>
<b>Lighting Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$146,000.00</b>
<b>Curb Ramps</b>					
	<b>SUBTOTAL</b>				<b>\$32,240.00</b>

<b>APS Modifications</b>					
	<b>SUBTOTAL</b>				<b>\$23,540.00</b>
<b>Risk</b>					
	<b>SUBTOTAL</b>				<b>\$30,000.00</b>
					<b>\$1,287,270.50</b>
<b>Non-HSIP Sidewalk Repairs</b>					
	<b>SUBTOTAL</b>				<b>\$162,000.00</b>

Date: May 27, 2022

Subject: HSIP TH 65 at 1<sup>st</sup> Street S and 2<sup>nd</sup> Street South pedestrian and bicycle improvements

Meets the Intent of the HSIP Program:

This project meets the intent of the HSIP program as it seeks to improve safety by enhancing crossings for people walking and biking. These intersections are located in downtown Minneapolis on a busy multimodal corridor. This section of TH 65 serves as a key connection to the 3<sup>rd</sup> Avenue Bridge over the Mississippi River, linking downtown Minneapolis with Northeast and Southeast Minneapolis. The project would include curb extensions, also known as bump outs, which reduce pedestrian crossing distances, and improve sight distance and sight lines for both pedestrians and motorists. By reducing pedestrian crossing distances at crosswalks, curb extensions reduce exposure and increase safety. The proposal also includes a protected intersection design for bicycles, which maintains the physical separation through the intersection, thereby eliminating the merging and weaving movements inherent in conventional bike lane and share lane designs. This reduces the conflicts to a single location where turning vehicle traffic crosses the bike lanes. **The proposal would provide separated bikeway between 1<sup>st</sup> Street and Washington Avenue on TH 65.**

Daily counts for this section of TH 65 show 15,900 vehicles, 2,000 pedestrians, and 1,200 bicycles. There have been 15 documented crashes at these two locations involving people walking and biking since 2012, including a fatal crash involving a pedestrian in 2015, a serious injury crashes involving a bicycle in 2019, and a serious injury crash involving a pedestrian in 2020. MnDOT's *Best Practices for Pedestrian and Bicycle Safety* indicates that both curb extensions and protected intersections are proven strategies to improve safety. Studies show a reduction in crashes up to 45% after installing curb extensions. Receiving HSIP funding would help move the project forward and have significant impacts on safety for all users.

This section of TH 65 serves people walking, biking, and using micromobility devices such as scooters. TH 65 is designated as part of the Regional Bicycle Transportation Network (RBTN) by the Metropolitan Council and within MnDOT's District Bicycle Plan. The City of Minneapolis has identified this section of TH 65 as a High Injury Street in its Vision Zero Action Plan, meaning there is a disproportionately high number of crashes. The City has also identified this section on their pedestrian and bicycle networks.

There are many destinations within walking and biking destinations of the proposed project location in downtown Minneapolis, including Central Mississippi Riverfront Regional Park, numerous professional sports stadiums, the University of Minnesota, museums and performing centers, and the major employment center of downtown Minneapolis. The area is well served by transit, with multiple bus lines and is within 1/3 mile of a light rail station.

# Scope Change Request MnDOT TH 65 Bumpout and Bikeway Project



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2/1/2024



## Inclusion in HSIP Application

-  Bikeway Included in Original Application
-  Bikeway Not Included in Original Application
-  Bumpout Location