

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | September 2, 2020

9:00 AM

Call-in number: 1-888-742-5095

Conference code number: 375-153-7050

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

June 3, 2020 meeting of the TAB Technical Advisory Committee

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)
2. Planning Committee (Kevin Roggenbuck, Chair)
 - a. **2020-29:** 2021 Unified Planning Work Program (UPWP)
3. Funding & Programming Committee (Paul Oehme, Chair)
 - a. **2020-30:** Program Year Extension Request: City of St. Paul Bridge Reconstruction
 - b. **2020-31:** Program Year Extension Request: City of St. Paul Minnehaha Avenue Safety Improvements
 - c. **2020-32:** 2020 Regional Solicitation: Arterial Bus Rapid Transit Project Selection Timeline Revision
 - d. **2019-33:** Streamlined TIP Amendment for MnDOT's I-94 Frontage Road Pedestrian Improvements

VI. SPECIAL AGENDA ITEMS

1. Draft Regional Solicitation Scores (Steve Peterson, MTS)
2. Freeway System Interchange Study (Tony Fischer, MTS and Michael Corbett, MnDOT)

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 3, 2020
9:00 A.M.**

Members Present: Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgenson, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Molly McCartney, Innocent Eyoh, Andrew Emanuele, Matt Fyten, Karl Keel, Ken Ashfeld, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Nathan Koster, Joe Bernard, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

1. Call to Order

The meeting was called to order by Chair Freese at 9:02 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

A motion to approve the agenda was made by Ms. Koutsoukos and seconded by Mr. Keel. Motion carried.

3. Approval of Minutes

A motion to approve the May 6, 2020 TAC minutes was made by Mr. Roggenbuck and seconded by Mr. Oehme. Motion carried.

(Meeting minutes for the March 4, 2020 minutes will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a summary of the May 20, 2020 TAB meeting to the TAC. She also provided an overview of the draft 2020 Regional Solicitation application summary and next steps. Joe Barbeau of MTS provided a brief update of the scoring committee process. There were no questions or clarifications from TAC members.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese noted that the Executive Committee met in the morning and discussed items on the agenda and future agenda items.

2. TAC Action Items

a) 2020-25: Streamlined 2020-2023 TIP Amendment: Anoka US 10/169 Interchange

Joe Barbeau of MTS presented this item. He noted that the City of Anoka is requesting an amendment to the 2020-2023 TIP to add right-of-way acquisition to the City's US 10/169 interchange project. He continued by stating the amendment is necessary in order to split National Highway Freight Program (NHFP) funds for the purchase of right-of-way, which is eligible under the NHFP.

A motion to approve the amendment was provided by Mr. MacPherson and seconded by Mr. Keel. Motion carried.

3. Planning Committee (Kevin Roggenbuck, Chair)

No items.

4. Funding and Programming Committee (Paul Oehme, Chair)

a) 2020-24: Release of the Draft 2021-2024 Transportation Improvement Program (TIP) for a Public Comment Period

Mr. Oehme introduced this item. The TIP is a four-year list of federally funded transportation projects that will be built within the Council's MPO planning area. It also includes regionally significant projects, whether or not they are funded via federal money.

Mr. Barbeau provided a presentation to the Committee on the 2021-2024 TIP, noting that it includes a total of \$4.7 billion of funds for transportation projects.

A motion to recommend to TAB the release of the TIP for public comment was made by Mr. Eyoh and seconded by Mr. Oehme. Motion carried.

6. Special Agenda Items

1. Sensitivity Analysis for Twin Cities Highway Mobility Studies (Steve Peterson, MTS; Angie Bersaw, Bolton & Menk; Ross Tillman, Bolton & Menk)

Mr. Peterson introduced this item, which is a summary of a recently completed consultant study performed within the metro area. The goal of the study was to identify NHS routes with the greatest mobility and reliability issues and compare these results with other studies of the metro area. Evaluation criteria included mobility, reliability, safety, and route characteristics. The consultant team provided maps and descriptions of the roadways with low, medium, and high issues.

2. Update on Regional Solicitation Before and After Study 2 (David Burns, MTS)

Mr. Burns provided an update on the Before and After Study 2, which kicked off in April of 2020. The purpose of the study is to evaluate the Regional Solicitation projects and inform updates to the 2022 and 2024 criteria. The consultant team consists of Hoisington Koegler Group (HKGi) and Bolton & Menk, with the TAC Funding and Programming Committee serving as the steering committee. Mr. Burns outlined the major tasks of the study, of which there are six, and provided the Committee with a schedule for the study. It is anticipated that the study will be complete by spring/summer of 2021.

7. Agency Reports

Ms. McCartney provided an update on behalf of MnDOT, noting that the Governor signed an executive order to authorize the use of MnDOT right-of-way for outdoor dining. MnDOT Metro will also be

providing a draft 2025-2030 CHIP to MnDOT Central Office and will follow up with local cities and counties to coordinate.

8. Other Business and Adjournment

A motion to adjourn was made by Mr. Ashfeld and seconded by Mr. Keel. The meeting adjourned at 10:29 a.m.

Prepared by:

David Burns

ACTION TRANSMITTAL 2020-29

DATE: August 28, 2020
TO: TAC
FROM: TAC Planning Committee
PREPARED BY: David Burns, Senior Highway Planner, 651-602-1887
SUBJECT: 2021 Unified Planning Work Program (UPWP)
REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) recommend adoption of the 2021 Unified Planning Work Program (UPWP).
RECOMMENDED MOTION: That the TAC recommend that TAB recommend adoption of the 2021 Unified Planning Work Program.

BACKGROUND AND PURPOSE OF ACTION: The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of many participants. Projects with Metropolitan Council participation are detailed with staff hours and consultant costs that detail how the estimated \$4.5 million of federal planning money will be spent, along with the 20 percent local match. In 2021 the Council is committing to "overmatching" the federal grant to approximately 25 percent in order to support the transportation planning program.

Many of the tasks included in the UPWP are required by state or federal law and are ongoing, including the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the Regional Solicitation.

As the UPWP goes through the review process there may be changes as edits are incorporated at the request of a particular committee, or as new budgeting information is made available.

RELATIONSHIP TO REGIONAL POLICY: The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area.

COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	8/13/2020
Technical Advisory Committee	Review & Recommend	Expected 9/2/2020
Transportation Advisory Board	Review & Recommend	Expected 9/16/2020
Metropolitan Council Transportation Committee	Review & Recommend	Expected 9/28/2020
Metropolitan Council	Review & Adopt	Expected 10/7/2020

**2021 TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM FOR
THE TWIN CITIES METROPOLITAN AREA**

Adopted October, 2020

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

Metropolitan Council Members

Charles Zelle	Chair	Raymond Zeran	District 9
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Abdirahman Muse	District 8		



The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The Contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.

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ACRONYMS

3-C - Continuing, Cooperative, Comprehensive
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
ATM – Active Traffic Management
ATP – Area Transportation Partnership
BRT – Bus Rapid Transit
CAA – Clean Air Act
CAM – Clean Air Minnesota
CAV – Connected and Automated Vehicles
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
CTS – Center for Transportation Studies
DBE – Disadvantaged Business Enterprise
EA – Environmental Assessment
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FAST Act – Fixing America’s Surface Transportation Act
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HSIP – Highway Safety Improvement Program
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LRT – Light Rail Transit
MAC – Metropolitan Airports Commission
MnDOT – Minnesota Department of Transportation
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NEPA – National Environmental Policy Act
NHS – National Highway System
RTMC – Regional Transportation Management Center
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STPBG – Surface Transportation Program Block Grant
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TBI – Travel Behavior Inventory
TED – Transportation and Economic Development
TH – Trunk Highway
TIP – Transportation Improvement Plan
TMA – Transportation Management Area
TOD – Transit Oriented Development
UPWP – Unified Planning Work Program

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2021. The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the region and facilitates the cooperative, continuing and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council jurisdiction includes seven counties surrounding the core cities of Minneapolis and St. Paul. In addition, the 2010 Census identified the developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) and a small portion of Houlton, Wisconsin to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. A map depicting the MPO boundaries is provided on page 2 of this document. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2020 Transportation Planning and Programming Guide](#).

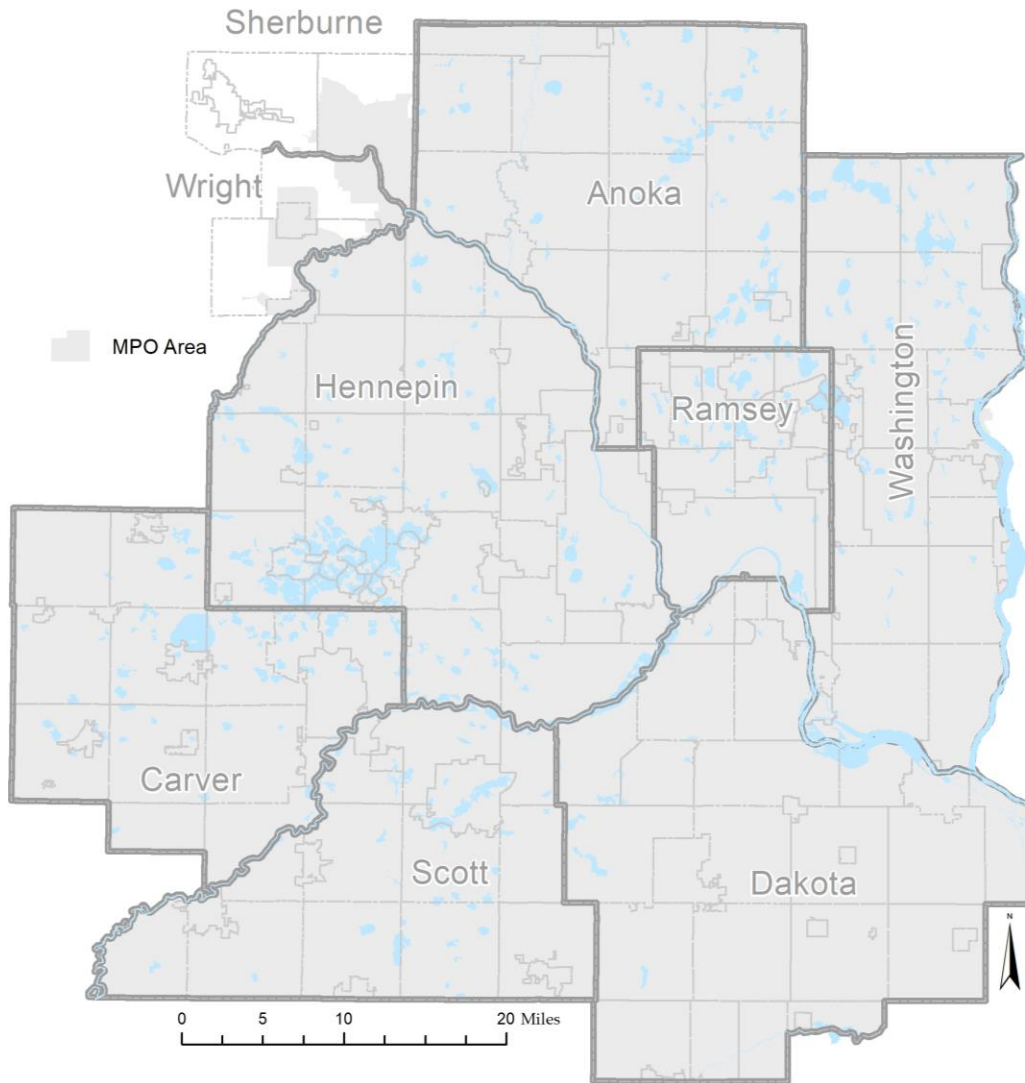
The participants in the UPWP include four agencies: the Metropolitan Council (Council), the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See section F in this document for roles and responsibilities of the participants.) Since the 2021 UPWP also serves as the Metropolitan Council's application to the USDOT for transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how the federal planning money will be spent. All federal transportation planning funds must be "matched" with at least a 20 percent local contribution, which is also detailed in this document.

Many of the tasks are required by state or federal law and are continuous and ongoing. Such activities include the TAC/TAB committee process and the creation of the region's annual Transportation Improvement Plan (TIP). The long-range transportation plan for the Council, the *2040 Transportation Policy Plan* (TPP) was updated in 2020 and adopted in November 2020. This plan complements the region's overall development plan, *Thrive MSP 2040*, which is mandated by state law and last updated in 2014.

Many of the projects in this UPWP have been reviewed for consistency and stem from the goals and objectives articulated within the *2040 Transportation Policy Plan* and are listed in the Work Program chapter of the TPP as future planning studies. Other projects have emerged as priorities from stakeholders as the *TPP Update* was developed over the past year. The *TPP Update* was informed by enthusiastic feedback and input from local agency partners, which in turn provided direction to the Council on the most pressing issues to be studied. During 2020, the world, nation, state and region were impacted by the unforeseen development of the Covid-19 pandemic. The Work Program included in the 2020 update to the TPP reflects significant planning studies that will be undertaken in 2021 and beyond to analyze and understand the long-term impacts of this event. This cycle of project identification, planning work, learning, recommendations and inclusion between the TPP to UPWP is part of the continuous process of regional transportation planning.

The Metropolitan Council is committed to a proactive, effective public participation process, and uses a variety of internal and external strategies, including newsletters, telephone comment lines, e-mail, information posted on the Council's website, an online forum, media relations, social media, community meetings, public hearings, and public information campaigns. These public participation strategies help keep the public and interested stakeholders informed as the Council carries out the programmed work program activities. An updated *Transportation Public Participation Plan* was adopted in 2017 after two public comment periods and considerable review

and feedback from local partners, the Federal Highway Administration (FHWA), and MnDOT.



B. Organization of the UPWP

The individual work activities and projects are divided into six major activities. They are:

1. Planning and Programming Process
2. Modal System Planning
3. Long Range System Planning
4. Travel Forecasting and Model Development
5. Short Range Planning and Performance Monitoring
6. Non-CPG (Locally Funded) Planning Activities

Work activities, their products, and their relationship with the work of other agencies is detailed in Section II.

C. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since there are no federal transportation funds expended on the study, or federally funded transportation staff of the Metropolitan Council are not involved to a significant level. No major transportation studies are expected to be conducted in 2021 that are not mentioned in this UPWP. Council staff will continue to work with local partners on work impacting the region.

D. Status of Metropolitan Council Planning Documents

The following table lists the most recent status (as of July 2020) of the Transportation Policy Plan, the Transportation Improvement Program, and other key planning documents produced by the Council.

Document	Action/Date
<i>Thrive MSP 2040</i>	Adopted May 2014
<i>2040 Transportation Policy Plan</i>	Adoption of updated plan anticipated November 2020
2021-2024 Transportation Improvement Plan	Adoption anticipated November 2020
Aviation Policy Plan (included in TPP)	Adoption anticipated November 2020
Transportation Public Participation Plan	Adopted May 2017
Congestion Management Process Plan	Plan completed 2020; process on-going
Public Transit-Human Services Transportation Coordination Action Plan	Adopted January 2020
Title VI Plan	Adopted January 2020

E. 2020 Accomplishments

Major activities completed in 2020 include¹:

- Updated the 2040 Transportation Policy Plan
- Released 2019 Travel Behavior Inventory data
- Monitored and analyzed traffic data as the COVID-19 pandemic began
- Performed special Covid-19 travel survey
- Completed Congestion Management Process Plan
- Developed Regional STOPS transit forecasting model.
- Completed the Bus Service Allocation Study and began identifying implementation actions
- Completed an update of the Transportation Planning and Programming Guide
- Completed the Freeway System Interchange Study
- Completed the Sensitivity Analysis for Twin Cities Highway Mobility Studies
- Adopted 2021 Unified Planning Work Program
- Adopted 2021-2024 Transportation Improvement Program
- Approved/adopted federally required performance measure targets
- Approved changes to the Streamlined TIP Amendment Policy
- TIP Amendments: 18 approved by TAB and Council from January to July 2020
 - 17 of the 18 TIP Amendments were streamlined
 - None of the 18 TIP Amendments were regionally significant
 - Approved one scope change as of July 2020
 - Three projects were re-programmed in the TIP through Program Year Extension as of July 2020

¹ Some accomplishments anticipated to be completed in 3rd and 4th quarters of 2020.

- Solicited for projects through the 2020 Regional Solicitation for fiscal years 2024 and 2025
- Led Regional Solicitation scoring groups to evaluate and score submitted applications
- Started the Twin Cities Highway Mobility Needs Analysis
- Adopted Title VI Plan
- Started an Electric Vehicles Planning Study
- Started a Pedestrian Safety Action Plan
- Started the Regional Solicitation Before-and-After Study Phase 2
- Started a study aimed at developing a regional guide for conducting detailed CMP corridor analyses
- Provided assistance on Transportation Corridor Studies: Rush Line, Highway 36 Transit Study, Riverview, Gold Line, Highway 13/Port of Savage Corridor Evaluation and Improvements, Rethinking I-94, I-494 – Minneapolis Airport to Highway 169 Project, Highway 252/I-94 Environmental Review, I-35W North Gateway, Highway 65 Planning and Environmental Linkage (PEL), Ramsey Gateway Project (US 10/169), Highway 77 Congestion Mitigation Study , TH 36 and Manning Avenue Interchange Study, and I-694/494/94 System Interchange Planning Study

F. Roles and Responsibilities of Participants

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the regional transportation planning process.

Participants in the transportation planning process include the Metropolitan Council, including Metro Transit; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; tribal nations; local (city/county/township) officials; residents of the region; and the U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the technical- and policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board (TAB). Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 3 in the [Transportation Planning and Programming Guide](#) for a flowchart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

G. Work Continuing From 2020

The 2040 TPP was updated in November 2020. The update (and previous plans) includes a Work Program with studies that will be completed over the next four years. Many of these studies will require consultant assistance and began prior to 2021 or will begin sometime during 2021 in order to be completed prior to the next update of the TPP, expected in late 2024. In most instances these are major planning studies that require two to three years to complete and thus carry through into subsequent UPWPs. Specifically, the Travel Behavior household survey work began in 2018 and will continue into 2021 and beyond with related work tasks. Other consultant work that began prior to 2021 and carrying into 2021 and subsequent years includes the following:

- Regional Highway Mobility Needs Study;
- Pedestrian Safety Action Plan;
- Regional Solicitation Before and After Study II;
- Detailed CMP Corridor Analysis Study;
- Mobility Hub Planning Guide;
- RBTN Guidelines and Measures Study;
- A Path to Acceleration of Electrical Vehicle Adoption in the Twin Cities study; and
- Regional Model Update work.

II. WORK ACTIVITIES

This section of the 2021 UPWP identifies the Council's work activities for the year, including a description of the purpose of the work, the activities that will be performed, and the products that will be produced as result of the activity. There are six major work activities, identified previously, in which projects are categorized. Also included in this section is a table with the cumulative staff time, consultant costs, estimated expenditures, and total cost for the projects within the activity area. The tables identify staff time by the number of weeks in which staff will spend on a particular activity. Staff weeks are considered to be 40 hours of work.

A. Planning and Programming Process

The Tasks and Activities in this section support the management of the MPO functions including the work of the Council and Transportation Advisory Board, creation of the annual Transportation Improvement Program, UPWP and the Regional Solicitation for federal funds.

TASK A-1 PLANNING PROGRAM PROCESS SUPPORT

PURPOSE: To provide planning and administrative support to the metropolitan transportation planning process of the Council, Transportation Advisory Board, TAB's Technical Advisory Committee and others pursuant to state and federal statutes and regulations. The process is required under federal law to certify the region for continued federal transportation funding. For specific information of the TAB, TAC, or Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the *Transportation Planning and Programming Guide*.

ACTIVITIES:

- Provide a forum and input process for regional transportation decision making and review of plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and residents.
- Draft Action Items and move necessary actions through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed when necessary by action from the Council Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB and TAC members due to membership changes.
- Provide general support, background and information on the upcoming meetings and related decision-making to the Council members, TAB members and other regional policy makers as needed.
- Prepare the UPWP in cooperation with MnDOT, FHWA, MPCA, and MAC
- Attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO workshop.

PRODUCTS	COMPLETION DATES
TAB, TAC, Council Committee Agendas, Minutes, Reports	Monthly
Updates to TAB and TAC Bylaws and Policies	As needed
Training/background sessions for TAB and Council members	As needed
Submittal of Functional Classification Changes	As needed
Audited (Consolidated Planning Grant) Fund Statements	April
Annual Update of Title VI and DBE Goals	July
2022 Unified Planning Work Program	October
UPWP Progress Reports to MnDOT	Quarterly

RELATIONSHIP TO OTHER AGENCIES' WORK:

- MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues.
- MnDOT administers the federal planning funds that finance a majority of the planning work done by the Council and provides guidance to ensure that federal planning requirements are met.
- MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the FAST Act by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serving as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

PURPOSE: Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP) inclusive of the spending of all federal funds. The Council prepares a TIP each year for review by TAB and approval by the Council.

ACTIVITIES:

- Prepare the draft 2022-2025 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and adopt the 2022-2025 TIP.
- Review and process requests for TIP amendments.
- Prepare the Annual Listing of Obligated Projects showing projects with federal funds obligated in the previous fiscal year (2021).
- Develop online map depicting location and pertinent information of projects within the 2021-2024 TIP.

PRODUCTS	COMPLETION DATES
Draft 2022-2025 TIP	June
TIP Public Comment Process	July
Final 2022-2025 TIP	September
Annual Listing of Obligated Projects	December
TIP amendments	On-going (as needed)
Online TIP Map	Q4 2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions and a program of projects for approval.
- MnDOT coordinates and monitors TIP data for all federally funded projects, along with MnDOT Trunk Highway projects.
- MnDOT also processes the STIP and administers STIP amendments to reflect the TIP and TIP amendments, respectively.
- MPCA participates in air quality conformity analysis.

TASK A-3 REGIONAL SOLICITATION

PURPOSE: The Regional Solicitation for federal transportation project funding selects projects as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality Improvement (CMAQ).

ACTIVITIES:

- Review 2020 Solicitation measures, criteria, scoring and overall process with TAB and TAC and update for 2022 Solicitation
- Develop criteria and scoring for Unique Projects application category
- Complete the Before-After-Study Phase 2 study.
- Survey stakeholders, proposed changes to the application, and seek application approval.
- Showcase project successes of completed projects funded through the Regional Solicitation, including before-and-after photography and video of funded projects.
- Update online mapping tool and database of past funded projects.

PRODUCTS	COMPLETION DATES
2022 Regional Solicitation Application	Q4 2021
Regional Solicitation Project Showcase	2021
Regional Solicitation Project Before-and-After Phase 2 Study	2021
Update Online Mapping tool of Funded Projects	Q2 2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- State and local partners are involved with the creation of the Solicitation criteria, the scoring of projects, and the selection of a final program of projects.
- The Solicitation awards projects to state, county, and transit agency project applicants.
- MnDOT works cooperatively with Council staff to ensure that projects are developed on time and as applied for. Those unable to do so are subject to the Council's Program Year and Scope Change Policies.
- The Council works closely with MnDOT on the development and approval of the Highway Safety Improvement Program (HSIP) solicitation.

Activity A	Staff Weeks	2021 Budget
Total	260	\$1,336,990
SOURCES OF FUNDS:		
Federal (CPG)		\$1,001,247
Local (Metropolitan Council):		\$335,743
Consultant Studies:		
Regional Solicitation Before-and-After Phase 2 Study	2	\$40,000
Total Consultant	2	\$40,000

B. Modal System Planning

Metropolitan Council staff work closely with MnDOT and regional partners to plan and invest in all modes of transportation within the regional transportation system. The tasks and activities within this section are meant to further refine the investment philosophy and direction for each mode and identify modal system investment priorities for the region.

TASK B-1 HIGHWAY SYSTEM PLANNING

PURPOSE: To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2040 Transportation Policy Plan. This includes leading and participating in regional studies that inform highway investment decisions.

ACTIVITIES:

- Council staff will lead system studies and contribute to corridor studies or statewide efforts led by partner agencies.
- Participate in MnDOT’s update of the State Multimodal Transportation Plan and State Highway Investment Plan (MnSHIP).
- Contribute to MnDOT’s metro area functional classification review.
- Start a consultant study to implement recommendations from MnDOT’s metro area functional classification review and to update Appendix D of the 2040 TPP, as well as related functional classification change processes.
- Help to prioritize bridge replacements based, in part, on other identified needs on the bridge besides its condition.
- Participate in the development of MnDOT’s Capital Highway Investment Plan (CHIP).
- Track approved highway performance measures.
- Assist with Highway Safety Improvement Program (HSIP) application changes.
- Complete a consultant study to analyze the highway mobility needs in the Twin Cities against selected congestion performance measures to help inform the next update to the Minnesota State Highway Investment Plan (MnSHIP).
- Complete analysis on telework as a Travel Demand Management strategy and its potential to reduce congestion and emissions.
- Initiate a consultant study to update the Principal Arterial Intersection Conversion Study.

PRODUCTS	COMPLETION DATES
Preliminary Interchange Approvals (as outlined in Appendix F of TPP)	As Needed
Metro Freeway Project Approvals	As Needed
Functional Classification (Appendix D Update of the TPP) Consultant Study	2021
Twin Cities Highway Mobility Needs Analysis Consultant Study	2021
Principal Arterial Intersection Conversion Study Update Consultant Study	2022

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- The Council works closely with MnDOT partners in both the Central Office and Metro District to coordinate planning activities for roadways across the region. These MnDOT offices lead planning studies from the statewide level through a corridor or interchange level and the Council engages where appropriate.
- The Council works closely with local regional partners, commonly the counties but also including the areas in region 7W and the Shakopee Mdewakanton Sioux Community, on roadway needs connecting to and running through these jurisdictions.

TASK B-2 FREIGHT PLANNING

PURPOSE: To continue an integrated regional freight planning program for the Twin Cities Metropolitan Area that is implemented by MnDOT, Metropolitan Council, and public and private sector transportation partners.

ACTIVITIES:

- Initiate an update of Regional Truck Freight Corridor data analysis tool and develop process for more regular updates based on evolving local conditions.
- Represent the Council on the Minnesota Freight Advisory Committee (MFAC) and its Executive Committee
- Support MnDOT and the University of Minnesota, Center for Transportation Studies in planning the Annual Freight & Logistics Symposium program.

- Coordinate with MnDOT on regional and state freight policy directives and Metro Freight Initiative strategies implementation.
- Provide assistance to the Council's update of *Thrive MSP 2040* and the Economic Competitiveness Implementation Team.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Provide technical research and peer region assessments on freight trends or planning initiatives that could inform regional plans and policies, including any ongoing impacts due to COVID-19
- Support integration of freight needs in land use and transportation planning work of the Council and provide technical assistance to local agencies, as needed.

PRODUCTS	COMPLETION DATES
Regional Truck Freight Corridors data analysis tool update	Q2 2021
<i>Thrive MSP 2040</i> economic competitiveness initiatives	Ongoing
Technical research of peer region assessments on freight trends	Ongoing

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Metropolitan Council staff work closely with MnDOT's Office of Freight and Commercial Vehicle Operations on regional and statewide freight planning efforts, including collaborating in planning MFAC meetings and events, coordination in regional and state policy directives and technical review/assistance in state freight project solicitation process.
- Council staff works closely with counties and key cities in identifying Regional Truck Freight Corridors which are used in the state freight project funding solicitations and the Regional Solicitation.

TASK B-3 TRANSIT PLANNING

PURPOSE: To work with partners to plan a regional transit system that is consistent with the goals and objectives in the *2040 Transportation Policy Plan (TPP)* and policies in *Thrive MSP 2040*. To conduct the short-, mid- and long-range regional transit studies, policy, and planning activities that inform transit corridor and transit system implementation activities for the whole region.

ACTIVITIES:

- Continue regional studies and policy developments started in previous years to guide the implementation of the regional transit system including:
 - Draft and consider policy changes to address study recommendations from the Bus Service Allocation Study.
 - Continue to participate in and support the work of Metro Transit's multipurpose Network Next initiative and address any outcomes of the initiative that affect regional policies or plans.
 - Convene a working group to discuss updates to the TPP Appendix G to address outcomes of ongoing transit planning studies, analysis, and policy coordination with regional transit providers.
 - Finalize the Mobility Hub Planning Guide, which will provide regional guidance for mobility hub planning and implementation.
- Provide technical research and peer region assessments on transit trends or planning initiatives that could inform regional plans and policies, including any ongoing trends resulting from COVID-19.
- Complete the development of a regional Mobility Hub Planning Guide through a consultant project began in 2020.

- Consult with partners to identify regional transit planning studies that would inform investment opportunities and priorities for the regional transit system.
- Develop technical planning resources and planning guidance to help implementation of regional plans by transit agencies and other implementing partners.
- Provide technical expertise on transit planning and regional policy perspectives for coordination with other planning efforts, including other modal efforts and local community planning.

PRODUCTS	COMPLETION DATES
Metro Transit Network Next Initiative and Implementation	2021
Transportation Policy Plan Appendix G Refinements	2021
Mobility Hub Planning Guide	Q4 2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The Council works closely with regional transit providers that plan and implement local transit improvements to coordinate the evaluation and planning of the regional transit system.
- The Council works closely on various committees with local governments (primarily counties or county regional railroad authorities) on corridor-specific work to ensure consistency with regional system planning and development. This includes coordination with cities, counties, and transit providers that may be leading specific efforts or be affected by plans through their own land use planning or implementation activities. Metropolitan Transportation Services (MTS) planning staff generally serve as technical liaisons to corridor efforts after a locally preferred alternative has been identified and adopted into the Transportation Policy Plan. Metro Transit staff generally take a more prominent implementation role at this stage. More information on partner-agency-led studies can be found in Task B5.
- MnDOT, the Council, Metro Transit, other transit providers, and local governments work jointly on various ad-hoc committees to coordinate the planning and implementation of the regional transit system (e.g. Team Transit for transit advantages and Regional Solicitation review subcommittees).

TASK B-4 BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: To participate in bicycle and pedestrian planning in the region and provide technical assistance to and coordination with transportation agency partners. Collaborate with agencies on regional, sub-regional or transportation corridor studies, as needed and when relevant to forwarding Council goals, objectives and planned outcomes.

ACTIVITIES:

- Coordinate with and provide technical assistance to state and local agencies on bicycle/pedestrian planning issues, studies, and initiatives.
- Oversee the Regional Bicycle Transportation Network (RBTN) planning/implementation and updates, including:
 - Review and process requests for changes and additions and coordinate with transportation agencies as needed.
 - Continue consultant study that will develop guidelines for the implementation of a range of bicycle facility treatments on Regional Bicycle Transportation Network alignments, and a set of measures consistent with the RBTN guiding principles across varying community types (e.g., urban core, urban, suburban, rural).
- Participate on and coordinate with key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad-hoc committees such as:

- MnDOT Bicycle and Pedestrian Data Task Force
- Minneapolis Pedestrian Advisory Committee
- Minneapolis Bicycle Advisory Committee
- Washington County Bicycle and Pedestrian Plan technical committee
- Provide technical assistance on Regional Solicitation application development by working on changes required to reflect policies or react to feedback on the process.
- In coordination with the Bicycle-Pedestrian Peer Discussion Group and regional technical committees, develop a process for regularly updating the Regional Bicycle Transportation Network and Regional Bicycle Barriers prior to each Regional Solicitation.
- Coordinate with Council Regional Parks staff in identifying and implementing methods & means to improve collaboration with local agencies in planning regional bikeways and regional trails.
- Coordinate with local agencies to formalize process for annual updates to the Regional Bicycle System Inventory; work to establish common regional system attributes to enhance bicycle planning and collaboration at all levels.
- Participate on study advisory committees or panels (e.g., Technical Advisory Panel for MnDOT research project on pedestrian crossings)
- Continue and complete the consultant-led Pedestrian Safety Action Plan started in 2020. Begin considering implications for regional plans and policies, once complete.

PRODUCTS	COMPLETION DATES
Regional Bicycle System Inventory update process	Ongoing
Regional Bicycle Transportation Network (RBTN) planning/implementation	Ongoing
RBTN and Regional Bicycle Barriers Update Process	2021
RBTN Bikeway Facility Guidelines & Measures Study	2020-2021
Bicycle and Pedestrian Data Development	Ongoing
Pedestrian Safety Action Plan	2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Coordination, review and advise on state and local bicycle and pedestrian plans and plan updates to ensure consistency with Council transportation policies, to incorporate regional studies into partner agency project development and/or funding processes, and to facilitate incorporation of regional planned networks and systems. Partner agency planning processes that have been reviewed and/or collaborated on with respect to Council transportation policies and regional studies/network plans have included:
 - MnDOT Statewide Bicycle System Plan
 - MnDOT Metro District Bicycle Plan
 - Minnesota GO
 - MnDOT Statewide Pedestrian Plan
 - Regional Trail Master Plans
 - Washington County Bicycle and Pedestrian Plan
 - City of Minneapolis Transportation Action Plan Bicycle Element
 - Dakota County Bicycle and Pedestrian Plan
- Collaborate and advise on bike and pedestrian transportation policies by sharing best practices and regional policy perspectives through the following groups and committees:
 - Bicycle-Pedestrian Peer Discussion Group
 - TAC/TAB
 - County Boards/Commissions and City Councils, as appropriate
 - Council's Land Use and Transportation Accessibility Advisory Committees

TASK B-5 CORRIDOR STUDIES AND WORK LED BY PARTNER AGENCIES

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies outlined in the 2040 TPP and Thrive MSP 2040.

ACTIVITIES:

- Participate in transitway studies or transit area studies that evaluate and/or prioritize transit improvements for recommended implementation, typical on a corridor or sub-regional level for the following:
 - Highway 36 Transit Study
- Participate in ongoing work for transitway corridor development including environmental review, engineering, station-area planning, and other implementation-related planning work for the following corridors:
 - Green Line Extension
 - Blue Line Extension
 - Orange Line
 - Gold Line
 - Red Line Future Stages
 - Rush Line Dedicated Bus Rapid Transit
 - Riverview Modern Streetcar
 - Nicollet-Central Modern Streetcar
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users:
 - MnDOT’s Rethinking I-94 Study
 - MnDOT’s Highway 65 Planning and Environmental Linkages (PEL) Study
 - Northwest Metro Mississippi River Crossing Study
 - Hennepin County’s Highway 252/I-94 Study
 - MnDOT’s I-494 – Minneapolis Airport to Highway 169 Project,
 - MnDOT’s I-35W North Gateway Study (Ramsey County Road C to Mississippi River)
 - MnDOT’s I-94/I-494/I-694 System Interchange Study
 - MnDOT’s Highway 13 Study
 - MnDOT’s Highway 120 PEL
 - MnDOT’s Highway 47/65 PEL
 - MnDOT’s Hwy 77 Congestion Mitigation Study
 - Dakota County’s Highway 42 Corridor Study
 - Carver County’s Highway 5 Corridor Study
- Participate in corridor studies for intercity passenger rail including environmental review, engineering, and other implementation-related planning work for the following corridors:
 - Twin Cities to Milwaukee-Chicago Passenger Rail Service Improvements
 - Northern Lights Express Passenger Rail

PRODUCTS	COMPLETION DATES
Rush Line Station Area Planning	2021

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- MnDOT is usually the lead agency for state highway corridors although some are led by local governments, particularly counties.
- For transit corridors, the regional railroad authorities are often the lead agencies for feasibility, alternatives analysis or environmental studies, although responsibility is usually transferred to the implementing agency when project development or engineering commences. The cities of Minneapolis and Saint Paul, Metro Transit, and MnDOT have also led a limited number of corridor and subsystem transit studies in the past. MnDOT typically leads when transit analyses are coordinated as part of a highway corridor study.
- Local governments collaborate on transit corridors work by coordinating with or leading land use planning efforts. These efforts are often station- or corridor-specific where a county or transit agency is leading the transportation project but the authority for land use implementation falls on cities.

Activity B	Staff Weeks	2021 Budget
Total	380	\$2,262,431
SOURCES OF FUNDS:		
Federal (CPG)		\$1,694,293
Local (Metropolitan Council):		\$568,138
Consultant Studies:		
Functional Classification Process Study	2	\$30,000
Twin Cities Highway Mobility Needs Analysis	4	\$50,000
Principal Arterial Intersection Conversion Study Update	2	\$50,000
Regional Truck Freight Corridors Data Model Update	2	\$35,000
RBTN Bikeway Facility Guidelines & Measures Study	2	\$45,000
Pedestrian Safety Action Plan	8	\$150,000
Mobility Hub Planning Guide	4	\$100,000
Total Consultant	24	\$460,000

C. Long-Range System Planning

This work relates to planning policies, studies and federal and state requirements for regional transportation planning that cross all modes including preparing and implementing the region's long-range plan, informing land use planning activities as it relates to transportation, equity and environmental justice planning, environmental and air quality planning activities and transportation finance.

TASK C-1 TRANSPORTATION POLICY PLAN

PURPOSE: To coordinate with MnDOT and other partners on TPP investment changes and as necessary, move amendments through a public review and participation and adoption process; incorporate any necessary administrative modifications to the TPP; and ensure implementation of the Council's long-range *2040 Transportation Policy Plan* goals and investment direction.

ACTIVITIES:

- In 2021, the priority for this task will focus on implementing the policies from the 2020 Update to the *2040 Transportation Policy Plan* and working on studies for future incorporation into the next update to the TPP expected in late 2024.
- Work with Community Development and other Council divisions on planning and work groups for the 2050 Regional Development Guide (Thrive) update.
- Review changes in revenue allocation and proposed projects and scope for major highway and transitway projects to prepare and process TPP amendments.
- Host public participation and comment and review processes for TPP amendments as needed.
- Incorporate administrative modifications to the TPP as needed due to federal, state or regional policy initiatives and changes.
- Make presentations and work with regional partners to communicate the TPP investment goals and direction and relationship to proposed regional investments.

PRODUCTS	COMPLETION DATES
TPP Amendments	As needed
TPP Administrative Modifications	As needed
Regional plan update and TPP Engagement Activities	Ongoing

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The 2020 TPP Update was created with significant input from local and regional partners. Collaboration with counties and MnDOT on roadway revenue and spending and transit providers on transit investment will continue to identify and prepare any necessary TPP amendments and prepare for future updates.
- Major regional investments by MnDOT and counties in the highway system and by transit providers in the transit system must be articulated in the TPP and shared through a public process. TPP amendments and modifications are made in cooperation with, and with participation by, all the region's transportation planning partners.

TASK C-2 LAND USE PLANNING

PURPOSE: To ensure land use planning and development activities are supported by and consistent with the Council's *Thrive MSP 2040*, the region's metropolitan development guide, and the Transportation Policy Plan.

ACTIVITIES:

- Ongoing review of the transportation components of comprehensive plans, comprehensive plan amendments, and environmental review documents for major developments.
- Participate in the review and scoring of Livable Communities grant program applications and other funding opportunities that support development and have a transportation relationship.
- Participate in on-going station area planning work on transitway corridors including Rush Line and Riverview corridors.
- Ongoing analysis of the relationship between land use and development patterns and regional travel, as needed, to support transportation planning and policy development and implementation.
- Continued participation in early Optimizing Regional Planning work to integrate transportation planning in the development of the next Metropolitan Development Guide. In 2021, this includes participation at the Co-sponsor Team, Integration Team, and working group team levels. 2021 products will feature topical green papers and technical white papers to document early explorations that lead to formal policy development. MTS staff will likely serve a lead role in aspects of transportation policy development.

PRODUCTS	COMPLETION DATES
Reviews of local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests	Ongoing
Review of Livable Communities Act Grant Applications	Semi-annually
Regional Plan Work Group green or white papers	As needed

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Local governments implement land use policies and strategies through their comprehensive plans and other land use implementation tools. These are reviewed by the Council for consistency with regional policies and systems, such as *Thrive MSP 2040* and the Transportation Policy Plan.
- The Metropolitan Council works with other cabinet-level state agencies to implement the wide-ranging impacts of *Thrive MSP 2040*.
- The region's Metropolitan Development Guide (currently titled *Thrive MSP 2040*) integrates work from the Council's various divisions, including transit and wastewater operations as well as various system planning and investment authorities.

TASK C-3 ENVIRONMENTAL JUSTICE AND EQUITY

PURPOSE: To ensure planning addresses the needs of people who have been historically underrepresented, including people with disabilities, communities of color, and low-income residents, and to coordinate specialized transportation services in accordance with the Americans with Disabilities Act (ADA).

ACTIVITIES:

- Develop a Scope of Work for a regional Transportation Investment Equity Evaluation project, through coordination and discussion with the Council, TAB, MnDOT and Metro Transit.
- Issue a request for proposals, select a consultant and begin work on the Transportation Investment Equity Evaluation.
- Begin work on the Equity Evaluation project for completion in 2022.
- Participate in the MnDOT led statewide Advancing Transportation Equity initiative including identifying and implementing equity measures for transportation planning and decision-making.
- Discuss and identify regional equity metrics and evaluation measures to be used in transportation planning work and investment decision-making.

- Continue TAB discussions on equity measures and scoring for the Regional Solicitation and revise scoring as necessary.
- Hold Equity implementation and scoring workshops in fall 2021 in preparation for 2022 Solicitation.
- Participate in internal organization-wide and division equity committees to change policies, practices, and procedures to implement the Council's Racial Equity Work Plan.
- Initiate metro area policymaker and technical staff committees to discuss, learn and incorporate equity considerations into transportation planning and investment policies and practices.

PRODUCTS	COMPLETION DATES
Create and Participate in Equity Related Internal and External Committees	Ongoing
Revised Equity scoring for Solicitation	Q4 2021
Transportation Equity Implementation & Scoring Workshops	Q3&Q4 2021
Transportation Investment Equity Evaluation consultant study	2021-2022

RELATIONSHIP TO OTHER AGENCIES' WORK:

- As part of the I-94 corridor study between the downtowns, Metropolitan Council staff will work with MnDOT project leaders to enhance the engagement activities for users of and residents near the corridor.
- Provide support to other agencies in learning best practices and capacity building for outreach and engagement through the Regional Solicitation Transportation and Equity workshops.
- Work with MnDOT in the Advancing Transportation Equity initiative to better understand how the transportation system, services and decisions-making processes help or hinder the lives of people in underserved and underrepresented communities in the Twin Cities.

TASK C-4 AIR QUALITY AND CLIMATE CHANGE PLANNING

PURPOSE: To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA). CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. The roles and responsibilities of the MNIAQTPC are defined in the interagency consultation procedures developed collaboratively. In November 2019, the region completed its maintenance period for carbon monoxide and is in full attainment of federal air quality standards from transportation-related sources, with the exception of a small portion of Ramsey County which remains in maintenance status for coarse particulate matter (PM₁₀) until 2022.

ACTIVITIES:

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIAQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Conduct any required air quality conformity analysis.
- Participate in the activities and leadership of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- Participate in research work led by Council Community Development to identify strategies for reducing regional greenhouse gas emissions and develop a tool for predicting emission levels and comparing strategy effectiveness.

- Participate in work led by Community Development on scenario planning related to greenhouse gas emissions strategies as part of 2050 regional plan update activities.
- Prepare for a potentially needed SIP revision to comply with the anti-backsliding provisions of the CAA.
- Collaborate on internal climate change and sustainability initiatives.
- Collaborate on inter-agency efforts to address climate change.
- Provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- Work with regional partners to develop a process for evaluating project-level emissions for TPP and TIP evaluation when federal Conformity regulations no longer apply.
- Develop and integrate transportation planning strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and the Statewide Multimodal Transportation Plan.

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council, MPCA, MnDOT, FHWA, FTA, and EPA all play key roles in the development of regional response strategies to reduce formations of greenhouse gases, ozone, and PM2.5. Council staff works with other council divisions on emissions reduction planning efforts.

PRODUCTS	COMPLETION DATES
SIP Revision	Ongoing
Greenhouse Gas Scenario Planning work	Ongoing to 2024

TASK C-5 TRANSPORTATION FINANCE

PURPOSE: To track and coordinate estimates of projected revenues and expenditures for the regional highway and transit systems with MnDOT, Metro Transit and other transit providers, counties and cities to assure that the planned major investments in the TPP and TIP meet the requirement of fiscal constraint and to research and prepare information on transportation funding and spending within the region.

ACTIVITIES:

- Work with Council Finance and Metro Transit to incorporate impacts of the Covid-19 event on projections of revenues and spending allocations for regional transit operations and adjust future investments as necessary.
- Participate on MnDOT Project Update Workgroup to provide input and understanding on revisions to statewide revenue projects and district allocations as necessary in response to impacts from the Covid-19 event.
- Maintain and update as necessary a regional 20-year spreadsheet of expected highway and transit revenues and expenditures for the region.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects.
- Review and comment on MnDOT plans and financial estimates including MnSHIP and the metro area CHIP.
- Work with Metro Transit and counties on funding plans for transitway investments
- Update the legislatively required Transit Financial Capacity Analysis report for submittal in winter 2021.
- Review Council transit capital and operating budget plans and assure consistency with the TPP

PRODUCTS	COMPLETION DATES
Analysis of Transportation Funding/Covid-19 Impacts	Ongoing
Transit Financial Capacity Analysis Report	Q1 2021

Transit Unified Operating Budget	December
Transit Unified Capital Budget	December

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Council staff works with the transit operating agencies and suburban transit providers on transit operating and capital planning and on preparation of the Transit Financial Capacity Analysis Report
- MnDOT works in cooperation with the Council on estimating metro area revenues and spending and identifying major highway investments.
- The Council staff work with county transportation staff to estimate local transportation revenues and spending and track local contributions to regional highway and transit investments.

TASK C-6 AUTOMATED, CONNECTED, AND ELECTRIC VEHICLES

PURPOSE: Support national and state research and collaboration on automated, connected and electric vehicle technologies; analyze anticipated impact of automated, connected and electric vehicle implementation on the region’s transportation system and work with MnDOT and local transportation entities to share knowledge and prepare for implementation.

ACTIVITIES:

- Participate in implementation of MnDOT State Connected and Automated Vehicle (CAV) Strategic Plan and planning activities led by MnDOT
- Participate on Association of Metropolitan Planning Organizations (AMPO) national CAV planning work and potential Phase II national work group sponsored by AMPO and FHWA.
- Participate in research work led by Council Community Development to identify strategies for reducing regional greenhouse gas emissions, including the adoption of electric vehicles, and develop a tool for predicting emission levels and comparing strategy effectiveness.
- Provide information and educational materials on automated, connected and electric vehicle planning and implementation efforts to new Council members
- Cooperate and coordinate on research activities related to CAV and electrification with the Center for Transportation Studies and other regional partners
- Work with the Council’s Community Development division to determine how to include CAV and electrification scenario planning into the next update of the Regional Development Guide (Thrive MSP 2040).
- Continue and complete consultant study began in 2020 aimed at Accelerating Electric Vehicle Adoption in the region.

PRODUCTS	COMPLETION DATES
Study on Accelerating Electric Vehicle Adoption in the Twin Cities	Q3 2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

In 2019, MnDOT completed and released its Statewide Strategic plan for CAV implementation work in MN. MnDOT also has created an office, CAV-X Office, devoted to exploring and implementing CAV in the state. Council staff will partner with MnDOT to participate in metro area activities including on-going committees related to CAV planning and testing activities occurring in the metro area work.

Activity C	Staff Weeks	2021 Budget
Total	141	\$817,101
SOURCES OF FUNDS:		
Federal (CPG)		\$611,912
Local (Metropolitan Council):		\$205,189
Consultant Studies:		
Accelerating Vehicle Electrification Study	8	\$60,000
Regional Transportation Investment Equity Evaluation	10	\$25,000
Peer Review of Other Regions	2	\$10,000
Total Consultant	18	\$95,000

D. Travel Forecasting and Model Development

This work area focuses on tasks and activities that provide research and survey data for the regional travel model primarily through the Travel Behavior Inventory; technical work to maintain and update the regional model as needed and also research work on travel changes, behavior and tools and methods that can be used for modeling travel.

TASK D-1 TRAVEL BEHAVIOR AND RESEARCH

PURPOSE: To continue a program of travel and socio-economic data research including the Travel Behavior Inventory (TBI). The TBI is a continuing program including a biennial household travel survey, an every five-year transit on board survey, and additional travel behavior data collection. The work forms the factual basis for the region's forecasting models. The scope of the TBI program is managed in consultation with a regional travel forecasting technical committee.

During, and in the aftermath of the COVID-19 (coronavirus) outbreak, the Met Council will use available data sources, including Travel Behavior Inventory household survey data, roadway traffic counts, and passive origin-destination travel data to study the short- and long-term effects of COVID-19. During the outbreak, travel has gone down substantially with school and workplace closures reducing the number of people commuting. In addition, people are taking fewer non-essential retail, social, and cultural trips. This has had significant impacts on transit ridership, highway congestion, and air pollution. At this time, it is unknown how and to what extent long-term travel behavior will be affected, and whether or not there will be permanent increases in telecommuting and on-line commerce. The Met Council will study and monitor these long-term effects for different population groups and on all modes of passenger transportation and on freight moving over the region's highways, for possible application in future travel forecasts.

ACTIVITIES:

- Implement Travel Behavior Inventory Program
- Coordinate regional travel forecasting technical committee
- Analyze and distribute TBI data, including the 2016 transit on board survey and wave 1 of the household travel survey
- Continue expansion, analysis, and publishing of first wave of TBI household travel survey from Oct 2018 to Sep 2019.
- Conduct second wave of TBI household travel survey from Fall 2020 to Fall 2021. Analyze and publish data.
- Conduct 2021 transit on board survey.
- Plan for future waves of TBI household travel survey and transit on board survey.

- Plan for future special generator surveys, including at MSP airport, regional colleges and universities.
- Perform and support research on research on regional travel
- Perform additional data collection as needed to support model development and improvement
- Cooperate with research into regional travel forecasting conducted at the University of Minnesota and other research institutions as appropriate
- Provide technical assistance to and satisfy data request from other agencies, local units of government, and consultants.
- Review and analyze information from federal data sources such as the Census Transportation Planning Package, and American Community Survey, the National Household Travel Survey, and other data sources.
- Work with MnDOT and other partners to coordinate assessment and purchase of third-party transportation data where appropriate.
- Collaborate with peer agencies on best practices for data collection and analysis. This will include membership and active participation with the Zephyr Foundation.
- Work with the UMN Accessibility Observatory to participate in the National Accessibility Pooled Fund and other accessibility research.
- Facilitate the purchase of StreetLight InSight subscriptions to assist with understanding travel patterns within the region.

PRODUCTS	COMPLETION DATES
2021 TBI Household Travel Survey	2022
2021 Transit On-Board Survey	2022
Special Generator Survey	2023
Third Party Data Purchase	2023
StreetLight InSight Subscription	2021
University of Minnesota Transitways Impact Research Program	Ongoing
University of Minnesota Accessibility Observatory Work	Ongoing

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council coordinates closely with MnDOT in public and local government outreach related to transportation data collection. Council staff works closely with other Council divisions, including Community Development and Metro Transit, and with suburban transit providers and the University of Minnesota to plan data collection work. Data is shared with partner agencies and with local governments.

TASK D-2 TRAVEL MODEL DEVELOPMENT AND FORECASTING

PURPOSE: To maintain and apply travel forecast models to support planning for orderly development and operation of transportation facilities. To maintain model inputs and to monitor, revise, and update travel forecast to 2040 and beyond. To provide projections of travel demand, greenhouse gas and air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments. The scope of the forecasting program is managed in consultation with a regional travel forecasting technical committee.

ACTIVITIES:

- Work with Community Development to produce land use and socio-economic forecasts for the region and with GIS to receive regional GIS databases.
- Work with MnDOT to further explore integration of dynamic traffic and transit assignment into the regional model
- Investigate and implement additional model improvements such as more detailed bicycle/pedestrian forecasting

- Take advice from and collaborate with peer agencies, federal partners, and industry organizations locally and nationally in understanding the need for and implementing model improvements.
- Continue to support, enhance, and keep current Tourcast activity-based travel model
- Participate in the national ActivitySim collaborative project. Implement the ActivitySim activity-based model in the region.
- Provide technical assistance to other divisions, other agencies, and local units of government in travel forecasting.
- Provide technical assistance and review of major highway and transit corridor and project forecasting
- Distribute socio-economic forecasts, regional transportation forecasting networks, and the regional model to partners as needed
- Produce forecasts for Council and MnDOT plans and studies
- Model development, enhancement, and re-calibration considering recent sensitivity testing and new survey data
- Continue rebuild of travel demand model input networks
- Development and implementation of alternative and/or backup modeling approaches
- Continue to review reasonableness of forecasts in local comprehensive plans, environmental documents, etc. that are submitted to the Council
- Improve methods for developing forecast model inputs, including networks
- Develop a regional implementation of the FTA STOPS model for transitway forecasting
- Explore and implement, as appropriate, alternative and/or backup methods for conducting travel forecasts.

PRODUCTS	COMPLETION DATES
ActivitySim Local Initial Implementation	2021
Tourcast Software Upgrades	2021
Zephyr Foundation Membership	Ongoing
Multimodal Network Design	2021
ABM Recalibration	2021
CityCast	2021
AMPO Activity Sim	2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The Council coordinates closely with MnDOT in development and operation of forecasting models and techniques. Through the Regional Travel Forecasting Committee, the Council coordinates with local and partner agency stakeholders in the forecasting process.

Activity D	Staff Weeks	2021 Budget
Total	143	\$1,016,316
SOURCES OF FUNDS:		
Federal (CPG)		\$761,100
Local (Metropolitan Council):		\$255,216
Consultant Studies:		
UMN Transitway Impacts Research	3	\$15,000
UMN Accessibility Observatory	3	\$20,000
ActivitySim Local Implementation	7	\$70,000
Regional STOPS Transitway Model Consolidation	8	\$65,000

Tourcast Software Updates	5	\$50,000
Zephyr Foundation	2	\$10,000
CityCast	1	\$20,000
AMPO Activity Sim	2	\$35,000
Model Network Rebuild	2	\$25,000
StreetLight InSight Data Subscription	1	\$30,000
Total Consultant	34	\$340,000

E. Short-Range Planning and Performance Monitoring

This work in this area relates to regional transportation system modal performance monitoring; evaluation; comparison to adopted regional measures and targets; and subsequent reporting on regional performance. There is a special emphasis on the Congestion Management Process and monitoring and evaluating the impacts of congestion in the region.

TASK E-1 CONGESTION MANAGEMENT PROCESS

PURPOSE: Federal law requires Transportation Management Areas (MPOs serving metropolitan areas with populations greater than 200,000) to develop and coordinate the implementation of a comprehensive Congestion Management Process (CMP). The CMP is a cooperative, multi-faceted process that includes establishing objectives; measuring and closely monitoring system performance; identifying causes of both recurring and non-recurring congestion; and implementing strategies to mitigate congestion on the transportation system. This results in the establishment of regional multi-modal performance measures and strategies which inform both long- and short-range planning activities and is used as a component in project selection processes.

ACTIVITIES:

- Host meetings of the CMP Advisory Committee, which is composed of partners and stakeholders representing transportation agencies and operators throughout the metro area. This Committee coordinates efforts and performs several activities in order to develop strategies that mitigate congestion on the transportation system.
- Continue and complete work on CMP Corridor Analysis Study, which will be coordinated with and vetted by the CMP Advisory Committee.
- Update and apply methodologies for analyzing congestion levels on the entire transportation system, including non-freeway principal and minor arterials systems.
- Implement mechanisms to incorporate prioritized CMP strategies/corridors into the project selection process.
- Continue to revise CMP Plan to better align with regional goals and priorities
- Report upon traffic trends and congestion data within the region
- Regularly assess the effectiveness of previously implemented strategies.
- Coordinate a comprehensive and coordinated program for collecting data used to assess system performance and determining both the extent and causes of congestion in the metro area.
- Implement regionally identified performance measures and targets, including recommended measures from the Twin Cities Highway Mobility Needs Analysis, to report upon and monitor system congestion.

PRODUCTS	COMPLETION DATES
Detailed CMP Corridor Analysis Study	Q3 2021

Assessment of effectiveness of CMP strategies	Ongoing
Assessment and revisions to CMP Plan	Ongoing
Report upon traffic trends and congestion data within the region	Q4 2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council coordinates closely with regional stakeholders to identifying areas of concern for congestion. Through the CMP Advisory Committee, the Council has established a coordinated and transparent process that allows for all regional stakeholders and transportation officials to be informed and have a forum for input into the region's CMP.

TASK E-2 TRANSPORTATION SYSTEM PERFORMANCE MONITORING AND DATA COLLECTION

PURPOSE: This task involves the development, maintenance, and dissemination of information on the performance of the Twin Cities transportation system. This assists in informing policy decisions and funding allocations in the region. This tasks also involves the adoption of federally required transportation system performance targets and measures. Also included in this task is the monitoring of the region's transportation system performance and condition.

ACTIVITIES:

- Update federally required performance targets as necessary to fulfill federal requirements.
- Utilize Streetlight Insight or similar data to track travel time impacts of congestion on travel speeds, producing reports and maps illustrating congestion on the region's A-minor arterial system and non-instrumented principal arterials.
- Explore alternative "big data" sources for speed and origin-destination flow data
- Develop and integrate data management plan to improve transportation data management, reduce redundancy in analysis, improve consistency in communication, and facilitate the production of analysis products.
- Develop transportation data management plan to improve data management, visualize and present data more effectively, reduce redundancy in analysis procedures, create a platform for future analysis, and clarify data management roles.
- Develop and implement a dashboard to illustrate performance levels on the region's transportation system.
- Evaluate the performance of the regional transportation system with trend analysis, peer region comparisons, and on-request data analysis.
- Evaluate the application of transit service planning guidelines and performance standards.
- Develop annual Route Analysis that evaluates all routes in the regional transit system against regional transit performance standards.
- Coordinate with regional transit providers on transit asset management performance management, evaluation, and planning.
- Organize and distribute key safety data and trends to metro area stakeholders.
- Convene stakeholders to discuss potential elements of an MPO Safety Program and future regional safety study.

PRODUCTS	COMPLETION DATES
Twin Cities Regional Performance Dashboard	Q4 2021
Updated Safety Performance Measure Targets	February 2021
Update Other Performance Measure Targets	As Needed
Updated Transit Asset Management Targets	As Needed
Transit Safety Targets	Q2 2021
2020 Transit Route Analysis	Q4 2021
Comprehensive Transit Financial Report	Q4 2020

RELATIONSHIP TO OTHER AGENCIES WORK:

- Council staff works closely with MnDOT, WisDOT, and other MPOs to coordinate on statewide performance targets. The Council will continue to work closely with regional and federal partners as it develops a performance dashboard for the region.
- Council staff monitors MnDOT’s Annual Congestion Report. The Council also works with MnDOT to develop the required data needed for the federal performance measures.

Activity E	Staff Weeks	2021 Budget
Total	101	\$546,675
SOURCES OF FUNDS:		
Federal (CPG)		\$409,395
Local (Metropolitan Council):		\$137,280
Consultant Studies:		
Detailed CMP Corridor Analysis Study	4	\$40,000
Total Consultant	4	\$40,000

F. Non-CPG Planning Activities

The activities in this work area are components of the work performed by the MPO, however federal planning (CPG) dollars are not used. These activities are included as part of the narrative of the whole body of work that the department produces. The Council has been involved in this work for several decades and this work relates to the efficient operation of the region’s transportation system.

TASK F-1 RIGHT OF WAY ACQUISITION LOAN FUND

PURPOSE: The Metropolitan Council administers the Right of Way Acquisition Loan Fund (RALF), established by the Minnesota legislature in 1982, to give loans to cities and counties for advance acquisition of property located within an officially mapped metropolitan highway right-of-way. This work is funded locally since it is not eligible for federal planning funds, but it is included here to more fully illustrate the work of the Council’s transportation planning department.

ACTIVITIES:

- Council staff consults with interested cities and MnDOT to determine the eligibility of specific parcels for RALF loans, prepares reviews of RALF loan applications for Council approval and if approved, processes loan documents and check requisitions.
- Staff processes loan repayments after the property is sold to the road building authority, which is generally MnDOT.
- Staff reports to the Council on the status of the RALF program and the available balance in the revolving loan fund each year.
- The Council originally levied a property tax to fund this program, but loan repayments made into the revolving fund when the highway is constructed have been sufficient to support the program for many years without the need for an annual levy.

PRODUCTS	COMPLETION DATES
Process loan applications and repayments	As needed

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- Council staff works with MnDOT to determine whether parcels proposed for acquisition are needed for future state highway expansions.

TASK F-2 AVIATION TRANSPORTATION PLANNING

PURPOSE: To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness. To develop and implement long-range regional aviation policy, monitor and periodically review and update the Aviation Policy Plan, which is included in the TPP. This Plan ensures that aviation plans are consistent with current and anticipated technical, economic and political conditions. Other aviation planning activities include reviewing and coordinating aviation planning activities among agencies and municipalities. The Council is the lead agency on metro airport system planning and works closely with Metropolitan Airports Commission (MAC), who owns and operates most of the region's public airports and MnDOT Office of Aeronautics for statewide air system planning and airport project funding. Staff will conduct COVID-19 research to analyze the impacts of the disease on the aviation industry in general as well as the regional aviation industry and facilities. Other cities and agencies participate in aviation planning activities through the Council's TAC/TAB process.

ACTIVITIES:

- Continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance.
- Coordinate activities with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities.
- Review/approval of Minneapolis- St. Paul (MSP) International Airport 2040 long-term comprehensive plan.
- Review airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning.
- Include ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments.
- Participate in the Stakeholder Engagement Group for the MSP Long term Comp plan.
- Participate in the Lake Elmo Airport Joint Airport Zoning Board.
- Coordinate a review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.
- Begin the process of scoping out the Update to the Regional Aviation System Plan

PRODUCTS:	COMPLETION DATES:
Update Regional Aviation System Plan (pending FAA Grant)	As needed/2022
Review MAC's Capital Improvement Program	Q1 2021
Review of Local Plan Amendments and EAs	Ongoing
Long-Term Comprehensive Plan for MSP	2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

Council staff works with MnDOT Aeronautics and the Metropolitan Airports Commission to coordinate and review aviation system needs throughout the region. The MAC is responsible for planning and development for the many of the region's airports in the regional aviation system.

Activity F	Staff Weeks	2021 Budget
Total	61	\$154,761
SOURCES OF FUNDS:		
Federal (CPG)		\$0
Local (Metropolitan Council):		\$154,761
Consultant Studies:		
Total	0	\$0

III. APPENDICES

Appendix A: 2021 Unified Planning Work Program Budget

Task	Task Title	Staff Weeks 2021	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal (CPG)	Local Match (20%)	Other Federal	Local Overmatch	Local MAC	Total	Percent Local
A	Planning and Programming Process	260	\$632,737	\$40,000	\$664,254	\$1,336,990	\$1,001,247	\$250,312	\$0	\$85,431	\$0	\$1,336,990	25%
B	Modal System Planning	380	\$831,599	\$460,000	\$970,832	\$2,262,431	\$1,694,293	\$423,573	\$0	\$144,565	\$0	\$2,262,431	25%
C	Long Range System Planning	141	\$361,872	\$95,000	\$360,230	\$817,102	\$611,912	\$152,978	\$0	\$52,211	\$0	\$817,102	25%
D	Research and Travel Forecasting	143	\$310,977	\$340,000	\$365,339	\$1,016,316	\$761,100	\$190,275	\$0	\$64,941	\$0	\$1,016,316	25%
E	Short Range Planning and Monitoring	101	\$249,915	\$40,000	\$256,760	\$546,675	\$409,395	\$102,349	\$0	\$34,932	\$0	\$546,675	25%
Eligible for Federal Funding		1,025	\$2,387,099	\$975,000	\$2,617,414	\$5,979,514	\$4,477,947	\$1,119,487	\$0	\$382,080	\$0	\$5,979,514	25%
F-1	RALF Aviation Transportation Planning	6	\$16,060	\$0	\$2,048	\$18,108	\$0	\$18,108	\$0	\$0	\$0	\$18,108	100%
F-2	Planning	55	\$117,884	\$0	\$18,769	\$136,653	\$0	\$4,653	\$0	\$0	\$132,000	\$136,653	100%
Not Eligible for Federal Funding		61	\$133,944	\$0	\$20,817	\$154,761	\$0	\$22,761	\$0	\$0	\$132,000	\$154,761	100%
Total Planning Budget		1,086	\$2,521,044	\$975,000	\$2,638,231	\$6,134,275	\$4,477,947	\$1,142,248	\$0	\$382,080	\$132,000	\$6,134,275	27%
Task	Task Title	Staff Weeks 2021	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Match	Other Federal	Local Overmatch	Local MAC	Total	Percent Local
D	Travel Behavior Inventory Program			\$2,596,899		\$2,596,899	\$0	\$456,072	\$1,824,289	\$316,538	\$0	\$2,596,899	30%

2021 UPWP Program Budget -- Salary Portion				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
A	Planning and Programming Process			\$632,737
A-1	Planning Program Support	\$126,547	\$31,637	\$158,184
A-2	Transportation Improvement Program	\$101,238	\$25,309	\$126,547
A-3	Regional Solicitation	\$278,404	\$69,601	\$348,005
B	Modal System Planning			\$831,599
B-1	Highway	\$266,112	\$66,528	\$332,640
B-2	Freight	\$33,264	\$8,316	\$41,580
B-3	Transit	\$199,584	\$49,896	\$249,480
B-4	Bicycle and Pedestrian	\$99,792	\$24,948	\$124,740
B-5	Corridors and Work Led by Partner Agencies	\$66,528	\$16,632	\$83,160
C	Long Range System Planning			\$361,872
C-1	Transportation Policy Plan	\$43,425	\$10,856	\$54,281
C-2	Land Use	\$14,475	\$3,619	\$18,094
C-3	Environmental Justice & Equity	\$72,374	\$18,094	\$90,468
C-4	Air Quality	\$72,374	\$18,094	\$90,468
C-5	Transportation Finance	\$57,900	\$14,475	\$72,374
C-6	Connected and Autonomous Vehicles	\$28,950	\$7,237	\$36,187
D	Research and Travel Forecasting			\$310,977
D-1	Travel Behavior & Research	\$124,391	\$31,098	\$155,488
D-2	Model and Forecasting	\$124,391	\$31,098	\$155,488
E	Short Range Planning and Monitoring			\$249,915
E-1	Congestion Management Process	\$139,952	\$34,988	\$174,941
E-2	Traffic Monitoring & Evaluation	\$59,980	\$14,995	\$74,975
F	Non-UPWP Activities			\$133,944
F-1	Right of Way Loan Acquisition Fund		\$16,060	\$16,060
F-2	Aviation Transportation Planning		\$117,884	\$117,884

Appendix B: Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a “Consolidated Planning Grant” (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is funded almost entirely with non-federal dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur pending funding availability. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local monies. These activities are included in the 2021 UPWP to illustrate the full work completed by the Metropolitan Council; however the money spent on these activities is excluded from federal funding as shown in the budget table.

2. Statement of Metropolitan Council Regarding Audits as required by 2 CFR 200.501 (b),

A non-Federal entity that expends \$750,000 or more during the non-Federal entity’s fiscal year in Federal awards must have a single audit conducted in accordance with § 200.514 Scope of audit except when it elects to have a program-specific audit conducted in accordance with paragraph (c) of this section.

3. Metropolitan Council Cost Allocation Plan

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council’s cost allocation plan. The cost allocation plan is in accordance with the provisions of 2 CFR 200. The Metropolitan Council’s cognizant agency is the U.S. Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan.

4. Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide at least a 20% local match the federal CPG grant, as required. The UPWP budget does not include the contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

Appendix C: Description of 2021 Consultant Projects

This appendix provides a more detailed description for each of the consultant work projects programmed for 2021. Each study includes a breakdown of the total project cost and the funding from both federal planning funds (CPG) and local match funds. Also included is a discussion of how each project reflects goals, objectives, and strategies included in the Transportation Policy Plan (TPP). The TPP provides an avenue for which projects are prioritized and ultimately selected, and each project is linked to priorities outlined in the 2040 TPP. A summary of each consultant project is provided below.

Task A: Planning and Programming Processes

Before and After Study Phase 2: This project will continue previous work efforts to measure existing, proposed, and actual levels of Regional Solicitation scoring criteria and determine the outcome of projects on the region. It will focus in particular on what types of projects ultimately lead towards achieving the goals of the Transportation Policy Plan and whether the Regional Solicitation is using the correct measures in its scoring criteria. It will also identify how the scoring criteria can better tie in with federal performance targets and the Congestion Management Process.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: April 2020
2021 Budget: \$40,000

Task B: Modal System Planning

Twin Cities Highway Mobility Needs Analysis: The goal of this study is to provide MnDOT with a mobility need monetary value to be incorporated into the next Minnesota State Highway Investment Plan (MnSHIP) Update. It will identify a mobility need monetary value based upon performance measures and targets. The study began in 2020 and will conclude in 2021. The analysis is directly called for in the 2040 TPP Update's Work Program under the Highways Performance Measures and Funding Decisions work task.

Total Budget: \$225,000
Federal CPG Funds: \$180,000
Local Met Council Match: \$45,000
Start Date: April 2020
2021 Budget: \$40,000

Functional Classification Process Updates: This is the first year of a two-year effort to implement recommended changes from MnDOT's metro-wide functional classification study. This study will work closely with TAC Planning to update Appendix D of the 2040 Transportation Policy Plan and complete a peer review of how other MPOs review functional classification change requests. Based on these findings and stakeholder input, the functional classification change request forms, website, and process will be amended. MnDOT will also be a close partner in the study.

Total Budget: \$60,000
Federal CPG Funds: \$48,000
Local Met Council Match: \$12,000
Est. Start Date: September 2021
2021 Budget: \$30,000

Principal Arterial Intersection Conversion Study Update: This is the first year of a multi-year effort to update the Principal Arterial Intersection Conversion Study, which was first completed in 2017. The project will be co-led by MnDOT and will update the data used in the first study. A database will be created in such a way that it can be updated with current data every two years prior to each Regional Solicitation as the study results are used in the scoring.

Total Budget: \$300,000
Federal CPG Funds: \$240,000
Local Met Council Match: \$60,000
Est. Start Date: September 2021
2021 Budget: \$50,000

Regional Truck Freight Corridors Data Analysis Tool Update: The original Regional Truck Highway Corridors Study analysis tool used to identify and prioritize regional truck freight corridors will be updated to:

- Incorporate systematic adjustments based on newer data
- Reflect potential local changes to roadway systems, and/or
- Account for the additions of new or expanded freight facilities that generate significant increases in truck volumes

The enhanced analysis tool will facilitate Council reviews of agency-proposed additions or extensions to the regional truck corridors which are used in scoring applications for federal transportation funds. Any additions or extensions of the regional truck corridors resulting from these Council reviews will be incorporated into the official map of Regional Truck Freight Corridors prior to each Regional Solicitation.

Total Budget: \$35,000
Federal CPG Funds: \$28,000
Local Met Council Match: \$7,000
Est. Start Date: March 2021
2021 Budget: \$35,000

RBTN Bikeway Facility Guidelines and Measures Study: As the RBTN is expected to expand to serve regional growth, formalized measures for evaluating corridor spacing and route directness are needed to improve regional network planning and to supplement the review process for future RBTN additions. This study will be conducted to fulfill two primary purposes: to provide recommendations for preferred facility treatments on RBTN alignments in urban, suburban, and rural areas hosting the RBTN; and to develop guidelines for applying quantifiable measures when evaluating potential RBTN corridors and alignments.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: August 2020
2021 Budget: \$45,000

Pedestrian Safety Action Plan: This project will include systemic crash data analysis to identify crash characteristics and risk factors for pedestrians, as well as working with regional stakeholders on identifying countermeasures and program recommendations, including the regional solicitation. The need for pedestrian crash data analysis is identified in the 2040 TPP's Work Program and supports the Plan's safety goal and its objective to reduce fatal and serious injury crashes and improve safety for all modes. Pedestrians are the initial focus for this crash data analysis because of the increase in fatalities

and serious injuries for the most vulnerable travelers on the transportation system as other types of traffic deaths and injuries decrease.

Total Budget: \$200,000
Federal CPG Funds: \$160,000
Local Met Council Match: \$40,000
Start Date: August 2020
2021 Budget: \$150,000

Mobility Hub Planning Guide: This project will develop a planning guide for regional stakeholders involved in the development of mobility hubs -- places where travelers can easily access and connect among multiple transportation options (including public transit, shared vehicles, and other modes). The project will document the various mobility hub design and implementation options and provide specific guidance for both regional and local stakeholders as they plan, design, implement, and manage mobility hubs within the different contexts they are being considered. The planning guide is needed to ensure a consistent and successful customer experience for mobility hubs across different jurisdictions and in different contexts. The project will also deliver an analysis of local land use and transportation contexts where mobility hubs are best supported. The guide will also include an analysis of existing transportation services, land use, demographics and other factors in order to highlight areas with the highest need for and the most benefit from mobility hubs.

Total Budget: \$120,000
Federal CPG Funds: \$96,000
Local Met Council Match: \$24,000
Start Date: October 2020
2021 Budget: \$100,000

Task C: Long-Range System Planning

A Path to Accelerate Electric Vehicle Adoption in the Twin Cities: As metropolitan regions begin to shift to connected and autonomous vehicles and implement shared mobility options, there is a general consensus that both public and private vehicle fleets will become electrified. Electric vehicles in fact already widely exist in the market. Fleet electrification can have many positive environmental benefits including climate mitigation and public health but may also require substantial changes in the regional electric grid and where and how vehicles are charged. This study on vehicle electrification is to plan a network of charging stations to support and encourage electric vehicle (EV) purchase and use in the Twin Cities. This study would summarize the role EVs can play in local climate mitigation, the hurdles to widespread EV adoption, current and planned energy production capacity and greenhouse gas mix, the capital and operating costs of EVs as compared to internal combustion engine vehicles and, national and local best practices and resources. The work will include determining how and if scenarios related to vehicle electrification should be included in the next update of the Regional Development Guide (*Thrive MSP 2040*) and seek to quantify regional benefits of electrification.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: September 2020
2021 Budget: \$60,000

Regional Transportation Investment Equity Evaluation: This study will engage the Council and Transportation Advisory Board in a discussion and evaluation regarding how transportation planning

and investment decision-making occurs in the region and use an equity lens and evaluation process to determine where and how the planning and engagement processes can be changed to make the system more representative and transportation investment decisions more equitable. Specific recommendations and actions for improving equity in the regional planning and decision-making process will be developed, prioritized and identified for implementation. During 2021 a work scope will be developed with input and engagement of Equity populations and a consultant selected and hired to begin the overall work, with the anticipation that the majority of the project work will continue on into 2022. This process will also coordinate with the work of MnDOT in its Advancing Transportation Equity Initiative to select and utilize equity metrics and select metrics.

Est. Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Est. Start Date: September 2021
2021 Budget: \$25,000

General Peer Regional Research and Comparison: A best practice for long-range planning is to understand the issues and work of other peer metropolitan regions and learn from our national peers on similar concerns and issues. . This work will engage a consultant on an identified issue(s) to help determine where and how innovative planning work is occurring. At this time the particular issues that might be researched have not been identified. Two potential peer region comparisons for 2021 are understanding how other regions prioritize and invest in their regional transportation system and understanding how other regions are planning for climate change. Early in 2021 Council staff will engage the TAC Planning committee and other partners to determine research interests and identify a scope of work.

Est. Total Budget: \$10,000
Federal CPG Funds: \$8,000
Local Met Council Match: \$2,000
Est. Start Date: April 2021
2021 Budget: \$10,000

Task D: Travel Model Development and Forecasting

ActivitySim Local Initial Implementation: The goal of this project is to locally implement the ActivitySim advanced open-sourced activity-based travel behavior modeling software in the MSP region, and to estimate models based on local travel behavior inventory data. This implementation will be following similar implementations in the Atlanta and Detroit regions, and will benefit from their experience. This will lay the foundation for the next generation travel demand model in this region.

Est. Total Budget: \$70,000
Federal CPG Funds: \$56,000
Local Met Council Match: \$14,000
Est. Start Date: January 2021
2021 Budget: \$70,000

Regional STOPS Transitway Model Consolidation: This is a consultant-led project to implement the FTA Simplified Trips on Project modeling software on a regional scale. This will provide the ability to coordinate different corridor-level STOPS projects more effectively, as well as to more easily respond to transit way forecast requests.

Est. Total Budget: \$65,000
Federal CPG Funds: \$52,000
Local Met Council Match: \$13,000
Est. Start Date: January 2021
2021 Budget: \$65,000

University of Minnesota Transitways Impact Research: This project funds a portion of a transitway research project to be selected in late 2020 by the funding partners of the Transitways Impact Research Program at the UMN.

Est. Total Budget: \$15,000
Federal CPG Funds: \$12,000
Local Met Council Match: \$3,000
Est. Start Date: January 2021
2021 Budget: \$15,000

U of M Accessibility Observatory Work: This work funds the Council's participation to the Accessibility Across America pooled fund study, providing locally focused accessibility data sets and reports from the Accessibility Observatory, as well as funding a set of Council-directed accessibility analyses that focus on specific analytical needs.

Est. Total Budget: \$20,000
Federal CPG Funds: \$16,000
Local Met Council Match: \$4,000
Est. Start Date: January 2021
2021 Budget: \$20,000

Tourcast Software Upgrades: This is a consultant project to improve the Tourcast software, which is the backbone of the current travel demand model. Potential tasks include improving model run times, changing file structure to use more updated file formats, and simplifying the scenario management to allow for better integration with scripting workflow and better reproducibility of scenarios.

Est. Total Budget: \$50,000
Federal CPG Funds: \$40,000
Local Met Council Match: \$10,000
Est. Start Date: January 2021
2021 Budget: \$50,000

Zephyr Foundation: Agency membership dues in the Zephyr Foundation. The mission of Zephyr is The Foundation's mission is to advance rigorous transportation and land use decision-making for the public good by advocating for and supporting improved travel analysis and facilitating its implementation. Foundation goals are to advance the field through flexible and efficient support, education, guidance, encouragement, and incubation.

Est. Total Budget: \$10,000
Federal CPG Funds: \$8,000
Local Met Council Match: \$2,000
Est. Start Date: January 2021
2021 Budget: \$10,000

CityCast: This is a subscription to cloud-based travel forecasting platform based on national data. The goal is to provide access to alternate travel forecasting tools, both as a check of current methods and to provide a faster access to forecasts for smaller projects.

Est. Total Budget: \$20,000
Federal CPG Funds: \$16,000
Local Met Council Match: \$4,000
Est. Start Date: January 2021
2021 Budget: \$20,000

AMPO ActivitySim Consortium: Agency membership in the ActivitySim consortium. The mission of the ActivitySim project is to create and maintain advanced, open-source, activity-based travel behavior modeling software based on best software development practices for distribution at no charge to the public. The ActivitySim project is led by a consortium of Metropolitan Planning Organizations (MPOs) and other transportation planning agencies, which provides technical direction and resources to support project development. All member agencies help make decisions about development priorities and benefit from contributions of other agency partners.

Est. Total Budget: \$35,000
Federal CPG Funds: \$28,000
Local Met Council Match: \$7,000
Est. Start Date: January 2021
2021 Budget: \$35,000

Task E: Short Range Planning and Performance Monitoring

Detailed Congestion Management Process Corridor Analysis Methodology: This study will be used by regional partners as a step-by-step process so that each of them can identify specific CMP strategies that apply to their corridors. This study will seek to develop of a user-friendly handbook that details the processes required to develop an in-depth corridor congestion assessment. This handbook will list the data required to perform a corridor assessment; a detailed description of how to process the data; templates for analyzing and presenting the results; an outline of how the results will be verified by the Council; and guidance on presenting and documenting the results of the corridor assessment. It is anticipated that the guidance provided in this study will be used in the Council's Regional Solicitation selection process in the future.

Est. Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Est. Start Date: August 2020
2021 Budget: \$40,000



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ACTION TRANSMITTAL – 2020-30

DATE: August 26, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Saint Paul Kellogg Boulevard Bridge

REQUESTED ACTION: Saint Paul requests a program year extension for its Kellogg Boulevard Bridge project (SP# 164-158-025) from fiscal year 2021 to fiscal year 2022.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of Saint Paul's program year extension request to move its Kellogg Boulevard Bridge project (SP# 164-158-025) from fiscal year 2021 to fiscal year 2022.

BACKGROUND AND PURPOSE OF ACTION: Saint Paul received \$7,000,000 from the 2016 Regional Solicitation to fund reconstruction of the Kellogg Boulevard bridge from East 7th Street to Market Street (near the RiverCentre and Xcel Energy Center) in program year 2021. The City is requesting an extension of the program year to 2022 as it awaits the results of its request for state funds from the 2020 legislative session.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it 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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2022.

The project is on track for completion in terms of milestones. Existing right-of-way is adequate and construction plans and environmental documentation are on track to be completed by December of 2020. The request has been submitted because the city is requesting state funds from the 2020 legislative session. The request includes a scoresheet, scored by MnDOT Metro District's State Aid office, that tracks progress. The minimum score of seven points was achieved on this request.

It is important to note that 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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case

the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its August 20, 2020, meeting the Funding & Programming Committee voted unanimously to recommend approval of the City of Saint Paul's request for a program year extension for its Kellogg Boulevard Bridge project from fiscal year 2021 to fiscal year 2022.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Accept	9/16/2020

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 164-158-025

MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE # 90378, WALLS,
APPROACH ROADWAYS AND SIGNAL REPLACEMENTS

City of Saint Paul, MN

REQUESTED BY:

Paul Kurtz

Phone: +1-651-266-6203

Email:

Paul.Kurtz@ci.stpaul.mn.us

1. PROJECT BACKGROUND

a. Project Name: Reconstruct Bridge No. 90378 Kellogg Boulevard (MSAS 158), from W 7th St to Market St in Saint Paul, including Retaining Walls and Approach Roadways

b. Location Map: City of Saint Paul, MN (**Figure 1 – Project Location Map**)

c. Sponsoring Agency: City of Saint Paul, MN

d. Other Participating Agencies: N/A

e. Project Description: Reconstruct Bridge No. 90378, walls, approach roadways and replace signals on MSAS 158, From W 7th St to Market St in St Paul

f. Funding Category:
The project is funded with STP funds.

g. Federal Funds Allocated:
Federal funds in the amount of \$7,000,000 have been secured for Fiscal Year 2021.

2. PROJECT PROGRESS

a. Project Schedule:

The list below outlines the project schedule from preparation of preliminary plans to approval of project memorandum to approval of final plans for construction. The dates highlight current status and upcoming milestones for the project without the program year extension.

Activity / Milestone Date Completed

Design - Conceptual Layouts Completed – May 2020
ROW Certs #1A Completed – June 2020
Design – Preliminary Bridge Plans Submit/Approve – July/August 2020
Design – 30% Preliminary Layouts Underway – October 2020
Design - Draft Project Memorandum – November 2020
Design - Project Memorandum Approval – December 2020
Design – 60% Plan Layouts – December 2020
Design – 90 % Plan Layouts – March 2021
Final Plans Approval and Authorization – June 2021
Project Bid Opening – September 2021
Desired Construction Start – October 2021

b. Right of Way Acquisition:

The City has issued Right of Way Certification No. 1A certifying that existing Right of Way is adequate to facilitate construction of the Project.

c. Plans:

The project involves the reconstruction of the Eastbound Kellogg Bridge No. 90378 at RiverCentre. The bridge is approximately 1000 feet long and carries two eastbound lanes on Kellogg Boulevard between W. 7th Street and Market Street. The bridge spans over the Exchange Street viaduct, which carries one lane of traffic in each direction. Additionally, the Xcel Energy/RiverCentre Loading Dock Exit Road runs parallel to the Exchange Street viaduct underneath the bridge. Commercial delivery vehicles and buses use the Loading Dock Road to exit onto the Exchange Street viaduct.

Adjoining properties add to the complexity of this project. The bridge is situated near or adjacent to major attractions in downtown Saint Paul including Xcel Energy Center, RiverCentre, the Science Museum of Minnesota, RiverCentre Parking Ramp and District Energy Downtown Plant. The City convened a stakeholder meeting in May 2020 and has started the coordination with property owners, facility managers, and utility operators.

30% preliminary plans are current being developed and the plan preparation will be at 60% completion by December 2020. To date, TKDA used a 3D model to check minimum State Aid standards for speed, lane widths, and horizontal and vertical alignments. The City of Saint Paul does not anticipate requesting any variance to meet minimum State Aid requirements.

Attached are plan layout sheets for the City's preferred option including typical sections and profile sheets. **(Figure 2 – Project Layout)**

d. Permits:

Table 1 – Permits required

PERMITS		
Permitting Agency	Required (Y/N)	Permit Status
DNR - Water	No	No DNR properties will be impacted
DNR – Public Waters	No	No DNR properties will be impacted
DNR – Retaining Walls	No	No DNR properties will be impacted
MPCA – NPDES	Yes	City will obtain permit prior to construction
Watershed District	Yes	City will obtain permit prior to construction
Railroad	No	No RR property will be impacted

e. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Table 2 – Agency Approval Required

AGENCY APPROVAL REQUIRED		
Agency for Approval	Requirement	Status
MnDOT State Aid	Project Memorandum	Approval by December 1, 2020
	Preliminary Plans	Prelim bridge plans due July 2020 30% plans due October 2020 60% plans due December 2020
	Final Plans and Specifications	Approved by June 1, 2021
City of Saint Paul	Conceptual Layouts	Completed – <i>May 2020</i>
	Preliminary Bridge Plans	Complete by July 2020
	30% Plans	Complete by October 2020
	60% Plans	Complete by December 2020
	Final Plans and Specifications	Complete by June 2021

f. Identified Funds Spent to Date on Project:

The City of Saint Paul has encumbered more than \$1 million of local funds to advance the design of this project in 2020. The City will advance local funding to carry out the design and aims to complete all design phase engineering work by June 2021, in anticipation of securing full construction phase funding for this project.

The City of Saint Paul has committed an additional \$2.71 million of local funds in 2021 to complete the design of this project and to gain State Aid approval of final plans and specifications. Since 2018, the City has dedicated staff resources to administer project design and to carry forward its high-priority bonding request at State legislative sessions.

3) Justification for Extension Request:

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

Bridge No. 90378, originally built in 1936, has served downtown Saint Paul for more than 84 years. As the only remaining load-posted structure on Kellogg Boulevard, the bridge is impeding on the unrestricted movement of freight through downtown. Advancement of steel corrosion and concrete degradation have rendered the bridge structurally deficient. At 84 years old, the bridge is beyond its useful service life and unable to sustain its function in the road transportation network. Recognizing a need for reconstruction, the City of Saint Paul placed the bridge on its 5-year bridge replacement prioritization plan and has since submitted capital funding requests to the State Legislature (beginning in the 2018 session). Currently, the City is requesting State funds for the 2020 legislative session. In the meantime, the City assumed the cost of engineering and design of the bridge and will proceed with design in anticipation of construction funding assistance from the State level.

It is possible that the State funds may be deferred in 2020 and the City will then submit request to the State again in 2021/22. If an extension of the program year is granted, the City of Saint Paul may be able to guarantee full project funding ahead of the 2022 federal authorization.

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

If the project does not meet its current program year, the City will continue to incur a budget shortfall. The City has committed all available local funds to advance the project, but it will not be able to start construction until the funding gap is narrowed. The size and complexity of this bridge, as well as its role in the regional transportation network, places the City in an untenable funding situation without external funding support.

The expected financial impact of program year extension to 2022 is that there may be construction cost escalation to address factors including inflation, changes in labor and industry, or material cost changes due to the introduction of tariffs or resource availability. In recent prior years the City has estimated an annual escalation rate of 3.5%. Increased construction cost will add to the project funding shortfall.

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

Without obtaining the requested program year extension, financing the project in its program year will not be feasible and Federal funding will be forfeited, placing the City in an even less manageable position to reconstruct the bridge, which is a core component of Kellogg Boulevard and a major key to providing continued access to major Saint Paul attractions. The City must rely on leveraging all available Federal (and State) funds to accomplish the Project

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

The project follows an aggressive design schedule. Our goal is to continue to work with MnDOT to deliver final plans and specifications by June 1, 2020. In terms of the project schedule, the City of Saint Paul issued a design RFP at the beginning of this year and had an agreement in force with its design consultant TKDA on April 1, 2020. TKDA immediately developed multiple alternative plans for review and comments by City traffic engineers, roadway engineers and transportation planning group.

In May 2020, the City narrowed the concept plans to two main options and Bridge Division held its first key stakeholder meeting (virtual) to discuss the vision and gather information about logistical and operational needs of nearby facilities. TKDA presented their 3D model of the proposed bridge.

In June 2020, TKDA completed plan layouts for the City's preferred option and compiled preliminary cost estimate for the project. The design of the project is on schedule to deliver 30% plans to Metro State Aid in July 2020 and 60% plans in December 2020.

The following activities have been planned and scheduled to occur in the next few weeks and months:

1. Soil boring and environmental investigations – June 2020 through July 2020
2. Topographic survey work of project area – June 2020 through July 2020
3. Utility locates and verification – June 2020
4. Obtain ROW Certificates – June 2020
5. Bridge Preliminary Plans Approved – July 2020
6. Stakeholder Coordination – Ongoing
7. 30% plans to Metro State Aid – October 2020
8. 60% Plans to Metro State Aid – December 2020
9. Design Project Memorandum Approved – December 1, 2020

The City and its design consultant in partnership with stakeholders, Metro State Aid, and City Public Works will strive to remain on schedule for completing design for this project.

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

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) 2
Date December 2020 If checked enter 2. _____
_____ Not Complete
Anticipated Date of Completion _____
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. 2
Date June 2020 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

_____ Completed May 2020 If checked enter 2. 2
Date _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

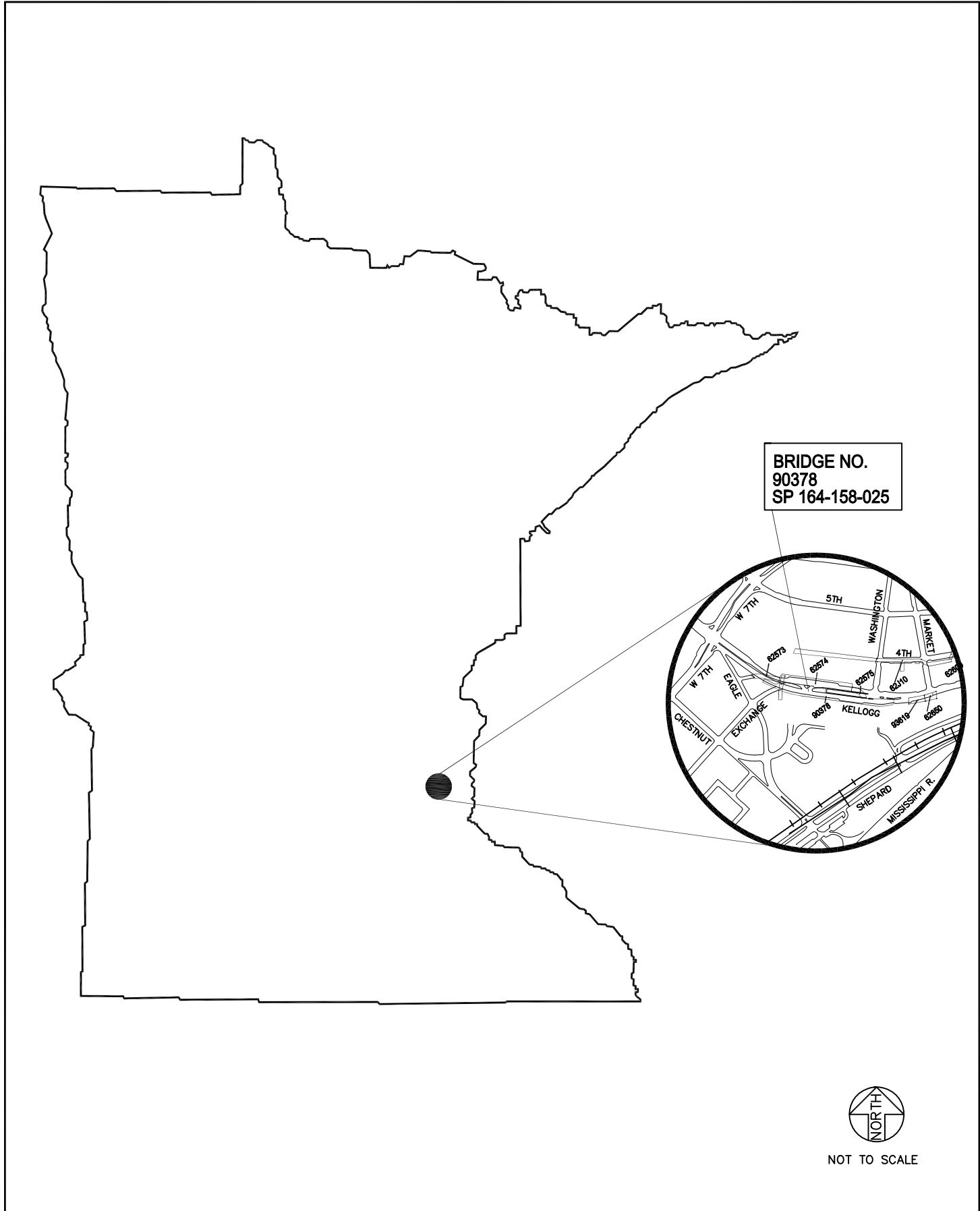
AUTHORIZED

Anticipated Letting Date September 1, 2021
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.

7

TOTAL POINTS

FIGURE 1 - PROJECT LOCATION MAP



Z:\bridges\dwgs\B1212 EB kellogg Bridge no. 90378 @ river Centre\Financing\Federal Extension Request\location-map.dwg Jun 19, 2020 - 9:05am

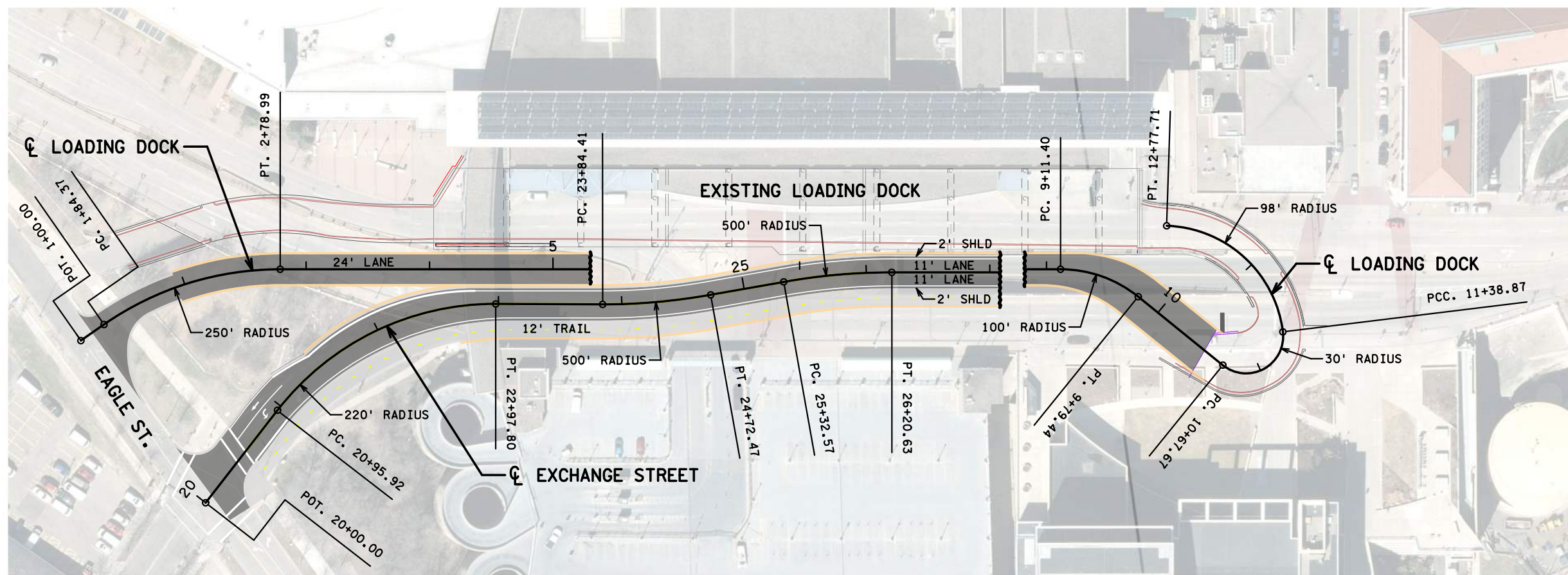
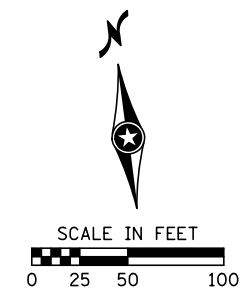
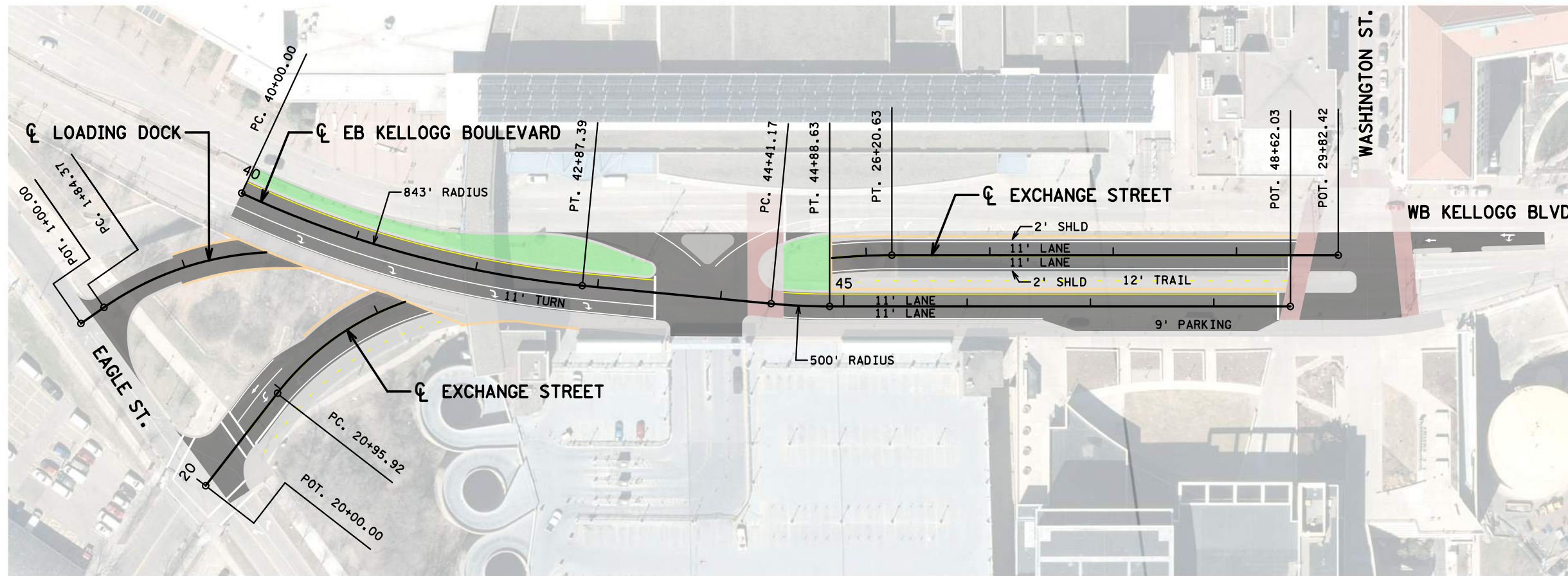


DESIGNED
 DGN CHECK
 DRAWN
 DWG CHECK

PREPARED BY **BRIDGE DIVISION** FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS
EASTBOUND KELLOGG BOULEVARD
BRIDGE NO. 90378
STATE LOCATION MAP

STATE AID
 PROJECT NUMBER:
 S.P. NO. 164-158-025
 CITY PROJECT NO.:
 B-1212
 DATE: 06/19/2020
 PAGE:





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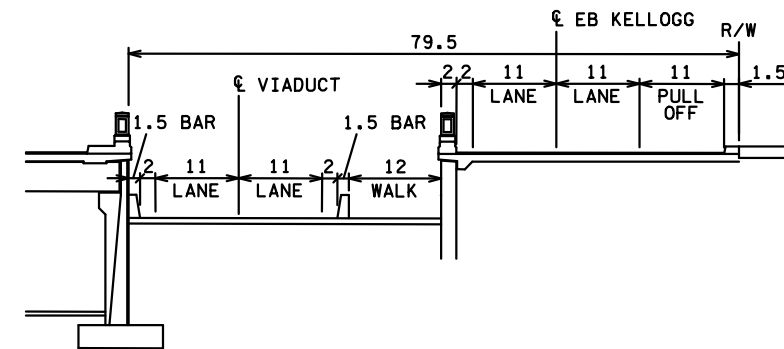
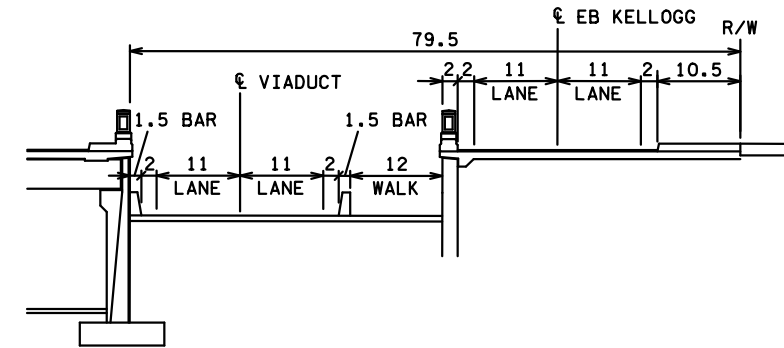
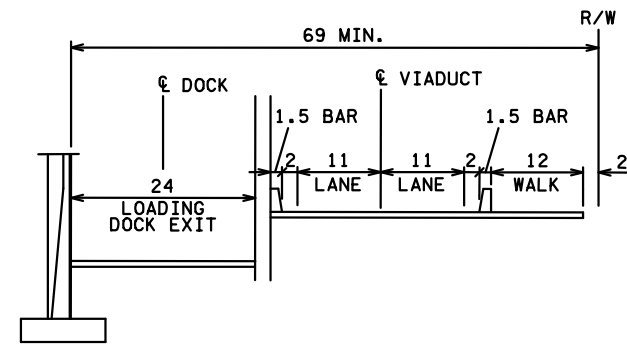


CITY OF SAINT PAUL

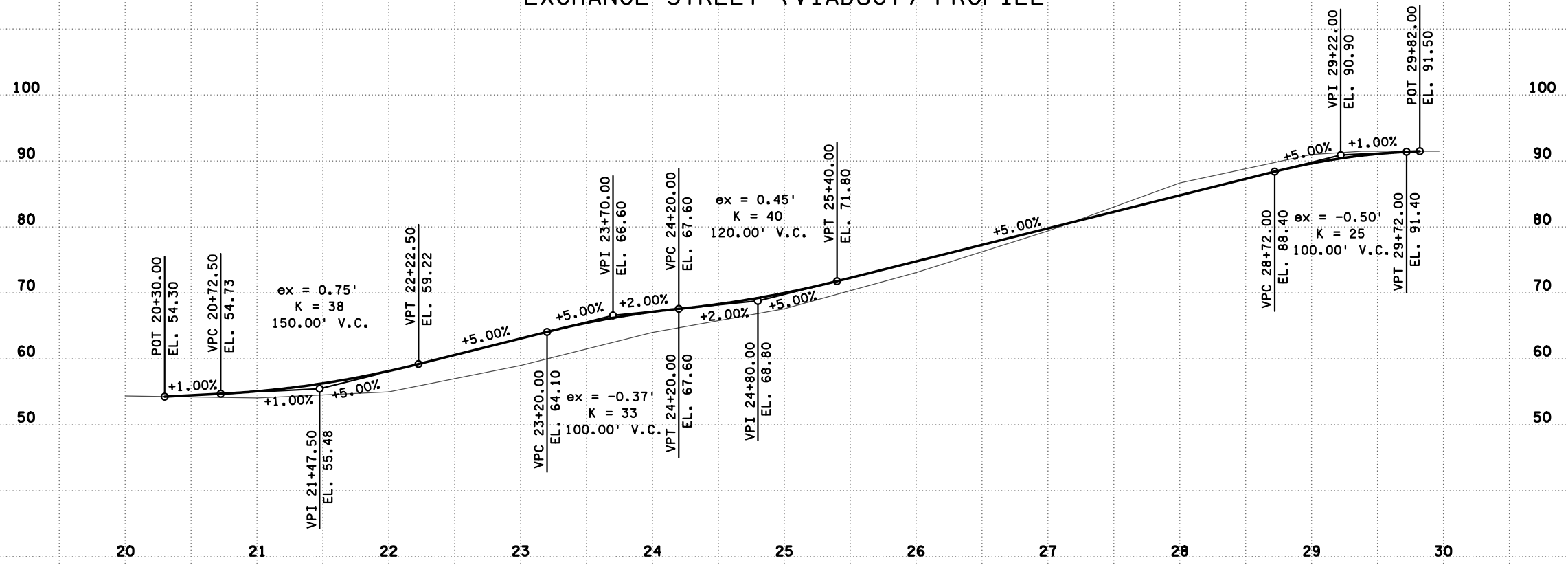
EB KELLOGG BLVD. BRIDGE REPLACEMENT

PLAN LAYOUT

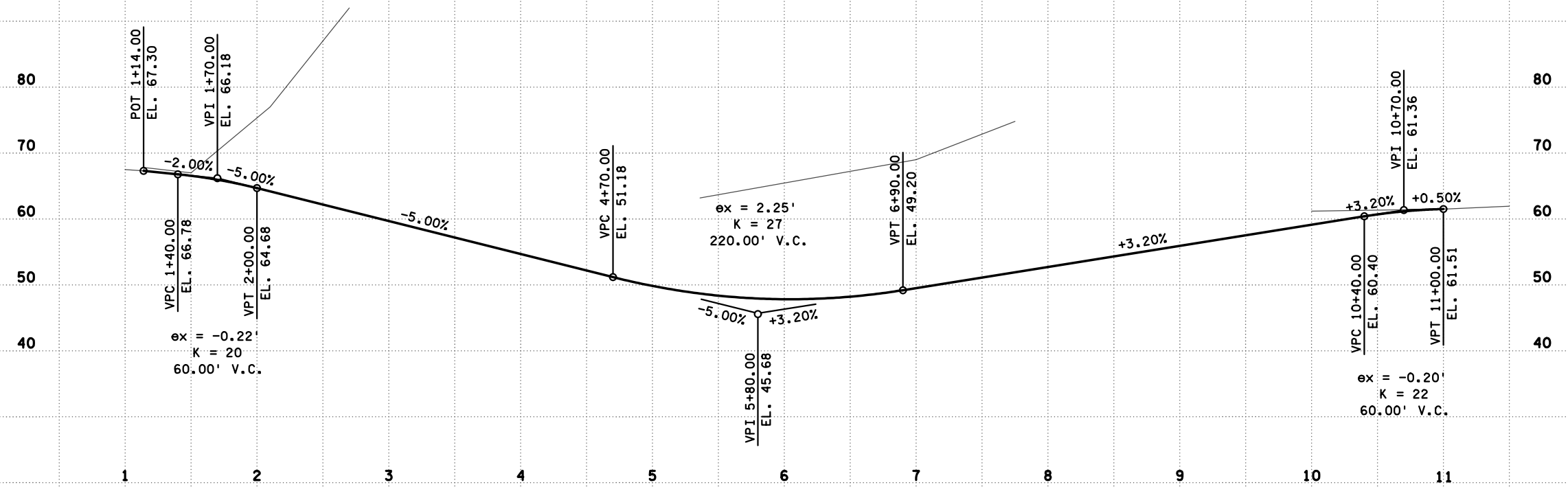
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EXCHANGE STREET (VIADUCT) PROFILE



LOADING DOCK PROFILE



DATE: 6/18/2020 TIME: 2:46:17 PM
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Transportation Advisory Board Regional Program Year Policy

- The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.
- Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.
- The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).
- By April 1 of the program year, the project must meet the criteria on the attached sheet.
- Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.
- Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.
- The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.
- If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.
- Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.
- "Procedure to Request a Program Year Extension" is provided as Attachment 1.

CRITERIA FOR MEETING PROGRAM YEAR

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved –April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
- Engineer's estimate – April 1
- Utility relocation certificate – April 1
- Permit applications submitted – April 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

TRANSPORTATION ADVISORY BOARD PROCEDURE TO REQUEST A PROGRAM YEAR EXTENSION

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Requests for a program year extension must be submitted by December 31 of the project's program year.

The answers provided on the Progress Schedule for Program Year Extension on Attachment 1 will determine whether a project is **eligible** for a one-year extension. In addition to responding to the Progress Schedule for Program Year Extension, the project sponsor must submit the following materials to the Funding and Programming Committee so it can determine if a program year extension is reasonable:

- 1) Project Background (will be provided by TAB Coordinator).
- 2) Project Progress:
 - a) Complete attached progress schedule with actual dates.
 - b) Right of way acquisition - provide map showing status of individual parcels.
 - c) Plans - Provide layout and discussion on percent of plan completion.
 - d) Permits - provide a list of permitting agencies, permits needed and status.
 - e) Approvals - provide a list of agencies with approval authority and approval status.
 - f) Identify funds and other resources spent to date on project.
- 3) Justification for Extension Request:
 - a) What is unique about this project that requires an extension of the program year?
 - b) What are the financial impacts if this project does not meet its current program year?
 - c) What are the implications if the project does not obtain the requested extension?
 - d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

Adopted by the Transportation Advisory Board

April 17, 2013

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 _____
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 _____
 Not Complete
Anticipated Date of Completion _____
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 _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date _____.
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 _____

ACTION TRANSMITTAL – 2020-31

DATE: August 26, 2020

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Saint Paul Minnehaha Avenue
Signal Safety Improvements

REQUESTED ACTION: Saint Paul requests a program year extension for its Minnehaha Avenue Signal Safety Improvements (SP# 164-010-075) from fiscal year 2022 to fiscal year 2023.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of Saint Paul's program year extension request to move Minnehaha Avenue Signal Safety Improvements (SP# 164-010-075) from fiscal year 2022 to fiscal year 2023.

BACKGROUND AND PURPOSE OF ACTION: Saint Paul received \$1,080,000 from the 2018 Highway Safety Improvement Program (HSIP) solicitation to fund signal safety improvements on Minnehaha Avenue East from Forest Street North to Ruth Street North in program year 2022. The project includes construction of four new traffic signals. The City is requesting an extension of the program year to 2023 to remain consistent with MnDOT's mill-and-overlay project that has moved from 2022 to 2023.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it 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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2023.

The project is on track for completion in terms of milestones. The project is also on track to be completed on time. The request has been submitted to maintain the efficiency of being completed along with MnDOT's mill-and-overlay project. The request includes a scoresheet, scored by MnDOT Metro District's State Aid office, that tracks progress. The minimum score of seven points was achieved on this request.

It is important to note that 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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case

the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its August 20, 2020, meeting the Funding & Programming Committee voted unanimously to recommend approval of the City of Saint Paul's request for a program year extension for its Minnehaha Avenue Signal Safety Improvements from fiscal year 2022 to fiscal year 2023.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Accept	9/16/2020



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

Paul T. Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

June 29, 2020

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: PROGRAM YEAR EXTENSION REQUEST FOR 164-010-075 Signal safety improvements on Minnehaha Avenue East from Forest to Ruth

Dear Mr. Oehme,

The City of Saint Paul respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2022 and includes construction of four new traffic signals on Minnehaha Avenue (also called Trunk Highway 5).

The City applied for and was awarded \$1,080,000 of HSIP funds for program year 2022. The City applied for funding in this year to take advantage of opportunities to let the project as part of MnDOT's planned mill and overlay of Trunk Highway 5 (SP 6229-37). This creates efficiencies in the design and construction process, reduces duplicate work in constructing curbs, and minimizes construction disruption in the neighborhood. MnDOT has moved the construction year of the mill and overlay project to FY 2023. Therefore, the City is requesting that this HSIP funding be extended to FY 2023 so that the two projects can still be constructed together.

We request the Funding and Programming Committee's support for extending the City of Saint Paul's program year to 2023.

If additional information is needed on this request, please contact Ben Hawkins at 651-266-6256 or by email at ben.hawkins@ci.stpaul.mn.us.

Paul T. Kurtz

Sincerely,
Paul Kurtz - Interim Public Works Director / City Engineer

cc: Colleen Brown, MnDOT Federal Aid; Joe Barbeau, Metropolitan Council



An Affirmative Action Equal Opportunity Employer



REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 164-010-075

Minnehaha (TH5) Signal Safety Reconstruction Project

City of Saint Paul, MN

REQUESTED BY:

Paul Kurtz

Interim Public Works Director / City Engineer

Phone: 651-266-6203

paul.kurtz@ci.stpaul.mn.us

Project Contact

Ben Hawkins P.E.

Phone: 651-266-6256

ben.hawkins@ci.stpaul.mn.us

Project Background

The City applied for and was awarded \$1,080,000 of HSIP funds for program year 2022. The City applied for funding in this year to take advantage of the opportunity to let the project as part of MnDOT's planned mill and overlay of Trunk Highway 5 (SP 6229-37). This creates efficiencies in the design and construction process, reduces duplicate work in constructing curbs, and minimizes construction disruption in the neighborhood. MnDOT has moved the construction year of the mill and overlay project to FY 2023. Therefore, the City is requesting that this HSIP funding be extended to FY 2023 so that the two projects can still be constructed together.

Project Progress

Progress Schedule

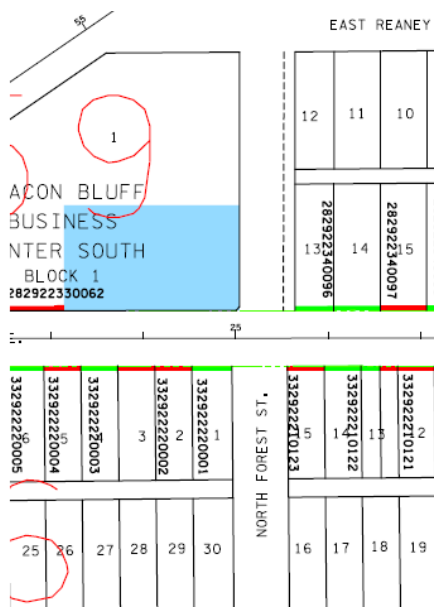
- a) See attached progress schedule.

Right of Way Acquisition

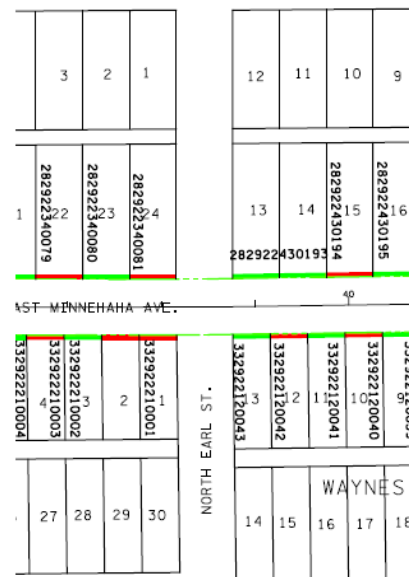
- b) MnDOT's mill and overlay project includes acquisition of temporary easements on parcels adjacent to traffic signals being replaced with the city's HSIP project. MnDOT will acquire all right-of-way necessary as part of its mill and overlay project. MnDOT's right-of-way acquisition map is excerpted below to show parcels identified for temporary easement acquisition adjacent to traffic signal locations.

Right of way acquisition has not been completed. Permanent and temporary easement needs have been identified for over 400 parcels along SP 6229-37. MnDOT is in the process of acquiring the proposed easements. The extraordinary number of parcels needed for acquisition on this project have lengthened the project timeline considerably and this is the reason that MnDOT's mill and overlay project was moved from 2022 to 2023.

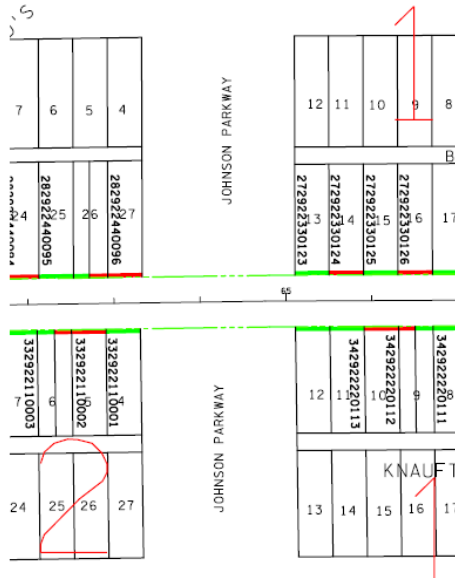
Minnehaha Ave. and Forest St.



Minnehaha Ave. and Earl St.



Minnehaha Ave. and Johnson Pkwy.



Minnehaha Ave. and Ruth St.



Plans

- c) Survey work has been completed on the project. Preliminary construction limits are being established. Attached is an exhibit showing the locations of the four traffic signals to be replaced as part of this project.



Permits

- d) MnDOT will obtain all necessary permits as part of its mill and overlay project. Below is a summary of the permitting status.

Unit of government	Type of application	Current Status		
		To be requested	Requested	Complete
Federal				
FHWA	Categorical Exclusion determination	X		
MnDOT CRU on behalf of FHWA	Section 106 (Historic / Archeological) determination		X	
MnDOT OES on behalf of FHWA	Endangered Species Act Section 7 determination		X	
US Army Corps of Engineers	Section 404 Clean Water Act Permit (exact permit type unknown until impact quantities are known)	X		
State				
MnDOT	Categorical Exclusion document	X		
MPCA	National Pollutant Discharge Elimination System (NPDES) - Construction Stormwater Permit	X		
MPCA	Storm Water Pollution Prevention Plan (SWPPP)	X		
Local				
Watershed District	Watershed Permit	X		

Approvals

- e) The Minnesota Department of Transportation (MnDOT). The City of Saint Paul is working cooperatively with MnDOT on the project.

Identify funds and other resources spent to date on the project

- f) The City of Saint Paul has invested staff time in scoping the needs of this project and coordination activities with MnDOT. MnDOT has invested staff time in project management, environmental review, survey, design, and preparation for right of way acquisition on the corridor.

Justification for Extension

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

Saint Paul coordinated closely with MnDOT in applying for HSIP funding to reconstruct four traffic signals along Minnehaha Ave. in Saint Paul. MnDOT has a programmed mill and overlay project on Minnehaha Ave (SP 6229-37) that includes extensive work to improve ADA accessibility on the corridor, including reconstruction of curb ramps, sidewalks, and signal upgrades.

The delivery schedule of MnDOT's mill and overlay project has been moved to 2023 because the right of way needs of this project require acquisition from over 400 property owners. The sheer volume of this work has slowed down MnDOT's typical project delivery process, resulting in the project being pushed out an additional year.

What are the financial impacts if the project does not meet its current program year?

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured, or the project will be eliminated. The MnDOT mill and overlay project would continue, but the scope of the project would not include safety improvements to traffic signals beyond meeting ADA accessibility standards. Since signal reconstruction typically involves rebuilding the curb ramps below the signals and moving existing underground utilities, if future funding is found for this project and it is performed independently of the MnDOT project, it would result in duplicate spending on construction costs.

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

There are no alternative funding sources identified for the signal replacement project. If the project does not receive the requested extension, it is highly likely that these signals will not be replaced and existing safety needs will go unmet.

What actions will the agency take to resolve the problem facing the project in the next three to six months?

The City of Saint Paul will continue to coordinate with MnDOT's project manager to finalize the schedule for SP 6229-37 and produce all required design deliverables for signal design on time in keeping with the schedule set by the mill and overlay project.

Regional Program Year Policy

TAB Adopted: April 17, 2013
Administrative Modifications: August 20, 2014

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

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. 4

Date of approval June 12, 2020

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

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 May 2021

If prior to February 28 of the program year, enter 1. 1

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2.

Date of approval

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

Not Complete

Anticipated Date of Completion

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

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 December 2022
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 _____

Not Complete
Anticipated Date of Completion March 2023
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 December 2022
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date April 2023.
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

ACTION TRANSMITTAL No. 2020-32

DATE: August 26, 2020

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Cole Hiniker, Manager of Multimodal Planning (612-743-2215)
Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819)

SUBJECT: 2020 Regional Solicitation: Arterial Bus Rapid Transit Project Selection Timeline Revision

Metro Transit requests that the Transportation Advisory Board (TAB) approve the following:

REQUESTED ACTION:

- Allow a timeline extension of the project selection for F Line in the Arterial Bus Rapid Transit Project funding category from December 2020 to April 2021.
- Include \$25 million for the F Line arterial bus rapid transit project in the 2020 Regional Solicitation project selection.

That the Technical Advisory Committee recommend that TAB approves the following:

RECOMMENDED MOTION:

- Allow a timeline extension of the project selection for F Line in the Arterial Bus Rapid Transit Project funding category from December 2020 to April 2021.
- Direct staff to include \$25 million for the F Line arterial bus rapid transit project in all 2020 Regional Solicitation funding options brought forward for TAB consideration.

BACKGROUND AND PURPOSE OF ACTION: When the 2020 Regional Solicitation was released, a new funding category was created to allow for a single arterial bus rapid transit project to receive up to \$25 million without needing to submit a formal application for funding. This new category was created in acknowledgement of the past success of arterial bus rapid transit applications and also the inefficient approach to funding corridors one \$7 million award at a time. It was also viewed as a positive step in making other transit applications more on par with each other from a competitiveness perspective, since arterial bus rapid transit projects would no longer compete in Transit Expansion or Transit Modernization.

The selection process for the Arterial Bus Rapid Transit Project category states the following:

“The arterial bus rapid transit project will not be evaluated with a scored application. TAB will select the arterial BRT project concurrent with other Regional Solicitation project selections. Background information on the potential arterial BRT lines and the prioritization through Network Next will be provided by Metro Transit along with a funding recommendation for TAB decision-making.”

Since the time when the Regional Solicitation applications were released, there have been some significant changes to the schedule for Network Next in response to the COVID-19 pandemic and the recent civil unrest following George Floyd's murder. There are increased expectations for authentic and robust community engagement in Network Next in addition to new challenges resulting from the pandemic. Metro Transit is proposing to expand the engagement around Network Next and the specific plan to develop a list of arterial bus rapid transit projects, which includes specifically naming the F Line. Specific to the selection of the F Line, Metro Transit is planning to engage communities in fall 2020 and winter 2021 prior to asking the TAB to select and confirm the F Line in spring 2021 as part of the ongoing Regional Solicitation.

With this delay in the F Line identification, there is no reasonable way to identify a specific project in time for the Regional Solicitation project selection process that is scheduled to occur at TAB in December 2020. Metro Transit is requesting a delay until April 2021 to accommodate their revised schedule, meaning project selection will occur after the rest of the Regional Solicitation. Metro Transit is committed to bringing an update to TAB in December 2020 to share the top tier of potential F Line corridors (likely 3-4 corridors). In addition, because the staff will begin drafting funding scenarios for the Regional Solicitation in September 2020, they need direction on how to accommodate the Arterial Bus Rapid Transit Project category in the funding scenarios. Metro Transit is requesting that \$25 million be allocated for the selection of an F Line, which is expected to be necessary given the recent experience with arterial bus rapid transit project costs and the estimated length of the ABRT lines on the potential corridor list.

The Regional Solicitation Policymaker Work Group met on August 6, 2020 and were supportive of the proposed action, including the information brought forward by Metro Transit on the Network Next schedule adjustments. The item is scheduled for an information presentation at TAB on August 19 and any feedback from that discussion will be brought forward to the technical committees.

RELATIONSHIP TO REGIONAL POLICY: TAB approves Regional Solicitation project selections for concurrence by the Metropolitan Council and recommends the Transportation Improvement Program for approval to the Metropolitan Council.

COMMITTEE COMMENTS AND ACTION: At its August 20, 2020, meeting the Funding & Programming Committee voted unanimously to recommend the following:

- Allowing a timeline extension of the project selection for F Line in the Arterial Bus Rapid Transit Project funding category from December 2020 to April 2021.
- Direct staff to include \$25 million for the F Line arterial bus rapid transit project in all 2020 Regional Solicitation funding options brought forward for TAB consideration.

ROUTING

TO	ACTION REQUESTED	SCHEDULED / COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	8/20/2020
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Adopt	9/16/2020

ACTION TRANSMITTAL No. 2020-33

DATE: August 26, 2020

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2020-2023 and 2021-2024 Streamlined TIP Amendment for MnDOT: I-94 Frontage Road Pedestrian Improvements

REQUESTED ACTION: MnDOT requests an amendment to the 2020-2023 and 2021-2024 TIPs to increase the cost of its I-94 frontage road pedestrian project (SP# 6282-231)

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adopt of an amendment to the 2020-2023 and 2021-2024 TIPs to increase the cost of MnDOT's I-94 frontage road pedestrian project (SP# 6282-231)

BACKGROUND AND PURPOSE OF ACTION: This amendment is requested to increase the cost of MnDOT's I-94 frontage road pedestrian project to \$1,846,146, as the project cost ended up being higher than projected. The amendment is proposed for both the 2020-23 and 2021-24 TIPs, as it is uncertain whether the latter will be approved when the project is obligated.

The project is funded with National Highway Preservation Program (NHPP) funds, programmed by MnDOT.

The project is included in the current (2020-2023) TIP and the draft 2021-2024 TIP. The latter is scheduled to be approved by the Metropolitan Council on September 23, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2021-2024 TIP, it will not be official until after that approval is granted. Should the 2021-24 TIP be approved prior to obligation, the action to the 2020-23 TIP will be unnecessary.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	9/2/2020
Transportation Advisory Board	Review & Adopt	9/16/2020
Metropolitan Council Transportation Committee	Review & Recommend	9/28/2020
Metropolitan Council	Adopt	10/12/2020

Please amend the 2020-2023 and 2021-2024 Transportation Improvement Programs (TIPs) to include this project in program year 2021. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP / DIST	Route System	Project Number (S.P. #)	Agency	Description	Miles
2021	M	I-94	6282-231	MNDOT	I94, frontage road along I94 from Cretin Ave to Griggs St. in St Paul, ADA improvements, signals, ped Br 62849	2.08

TIP	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$	Other \$
2020-23	SC	Bike/Ped	NHPP	934,000	781,000	86,800	66,000
				<u>1,846,146</u>	<u>1,602,132</u>	<u>178,014</u>	
2021-24	SC	Bike/Ped	NHPP	782,000	647,100	71,900	63,000
				<u>1,846,146</u>	<u>1,602,132</u>	<u>178,014</u>	<u>66,000</u>

PROJECT BACKGROUND:

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

This formal amendment is required due to a total project cost increase to \$1,846,146, including \$1,602,312 in federal NHPP funding. The project is listed at different costs in the 2020-2023 and 2021-2024 TIPs and both are being proposed for amendment, as it is unknown whether the later will be approved when the project is obligated.

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

OTSM/Finance Office provides an annual program capacity review and reports those findings to FHWA after federal fiscal close in October 2020. It is MnDOT’s intention to use that unprogrammed capacity for the additional federal funds (for 20-23), or after 1st AND 2nd quarter letting. MnDOT will capture bid savings for the additional federal funds required (21-24). Therefore, fiscal constraint will be maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category AQ2. Bicycle and Pedestrian Facilities per Section 93.126 of the Conformity Rules.

Information Item

DATE: August 27, 2020

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

BY: Steve Peterson, Mgr. Highway Planning and TAB/TAC Process (651-602-1819)

SUBJECT: 2020 Regional Solicitation Scores

The projects submitted during the 2020 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. They are organized by the 11 application types. Applicants have until August 28th to appeal scores on specific measures from their applications only. TAC Funding & Programming Committee will consider challenges at its September 17th meeting.

The Highway Safety Improvement Program (HSIP) scoring process is also underway. Attached is a map of the applications received.

The below table summarizes the total number of qualifying applications and total funding requested for the Regional Solicitation.

Application Type	Applications	Funding		
		Federal	Match	Total
Traffic Management Technologies	5	\$11,616,885	\$2,904,221	\$14,521,106
Spot Mobility and Safety	10	\$24,097,023	\$14,138,427	\$38,235,450
Roadway Strategic Capacity	18	136,647,753	\$137,127,038	\$273,774,611
Roadway Reconstruction/Modernization	17	\$94,380,592	\$53,023,043	\$147,403,635
Bridges	7	\$33,411,765	80,104,770	113,515,535
Transit Expansion	10	\$34,288,421	\$14,993,052	\$49,281,473
Transit Modernization	9	\$29,389,920	\$9,097,480	\$38,487,400
Travel Demand Management	4	\$1,315,044	\$389,083	\$1,740,127
Multiuse Trails & Bicycle Facilities	38	\$86,952,429	\$27,857,684	\$114,810,113
Pedestrian Facilities	8	\$8,795,040	\$3,073,760	\$11,868,800
Safe Routes to School	6	\$4,113,343	\$1,796,336	\$8,882,679
TOTAL	128	\$465,008,034	\$344,477,893	\$809,485,928

Project Schedule

DATE	TAC/TAB PROCESS
May 14	Application deadline – 4:00 P.M.
June 18	TAC F&P Committee meeting: Qualifying appeals heard.
June 25 – Aug 3	Scoring committees evaluate and score applications
Aug 20	The TAC F&PC approves the ranked lists of projects
Aug 28	Scoring re-evaluation requests are due.
Aug 28- Sep 4	Staff reviews all the scoring reevaluation requests, consults with the individual scorer and chair and prepares a report for TAC F&PC.
Sep 17	Scoring evaluation (F&PC)
Late Sep- mid-Nov	Staff develops funding options
November	TAC F&PC recommend.
December	TAC recommend; TAB approve.
January 2021	TC and Council Concur.

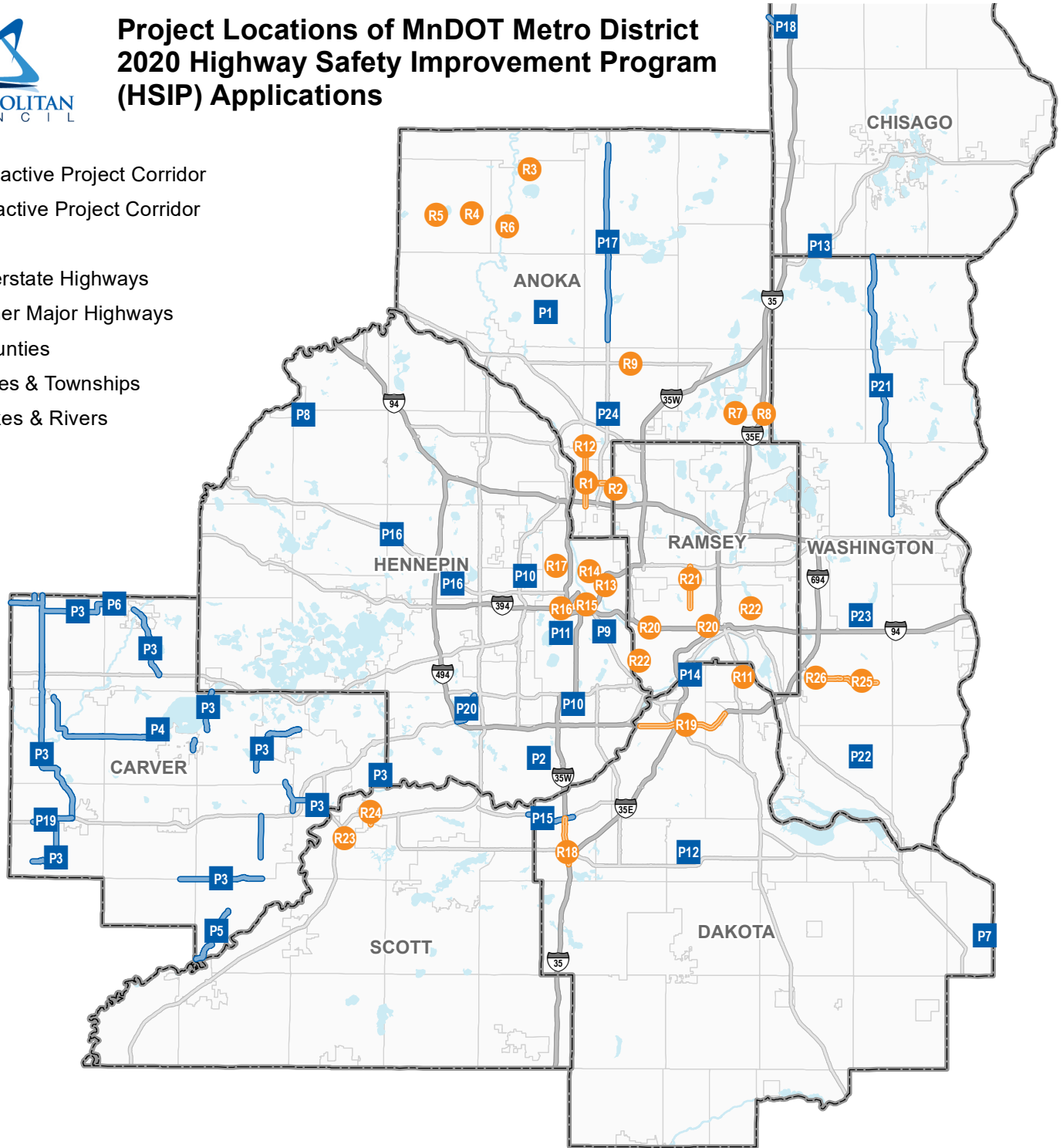
Use of Outliers

Application Category	Measure	Description
Strategic Capacity	1A. Congestion in Project Area, Congestion in Adjacent Parcel, and Principal Arterial Study (80-point maximum)	A 72% congestion decrease on an adjacent parcel for one application led to the committee deeming it an outlier and awarding full points to the second-ranked project.
Pedestrian	1. Jobs / Students (150)	Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application (38,512) was significantly higher than the rest (634 to 11,502).
Pedestrian	2. Potential Usage (Population) (150)	Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application (48,820) was significantly higher than the rest (4,097 to 22,935).



Project Locations of MnDOT Metro District 2020 Highway Safety Improvement Program (HSIP) Applications

- Proactive Project Corridor
- Reactive Project Corridor
- Interstate Highways
- Other Major Highways
- Counties
- Cities & Townships
- Lakes & Rivers



■ Proactive Safety Projects

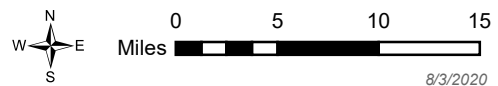
- P1. Nightingale St NW & Crosstown Blvd NW Intersection
- P2. Bloomington Pedestrian Crossing Safety
- P3. Carver County Enhanced Pavement Marking Safety
- P4. Highway 10/Waconia Parkway Intersection
- P5. Carver County Rd 40 Safety Improvements
- P6. Highway 25 & Carver County Rd 20 Intersection
- P7. Ravenna Trail & 200th St E Intersection
- P8. Hennepin County Rd 19 & 109th Ave Intersection
- P9. Hi/Lake Interchange Safety Improvements
- P10. Nicollet Ave & Golden Valley Rd Flashing Yellow Arrows
- P11. 26th St & 28th St Signal & Pedestrian Safety
- P12. Highway 3 & 142nd St W Roundabout
- P13. U.S. Highway 8 at Hazel Ave & 250th St
- P14. Highway 13 & Wachtler Ave Roundabout
- P15. Hwy 13 Cable Median Barrier, Lynn to Nicollet Aves
- P16. Hwy 55, Fernbrook Ln to General Mills Blvd
- P17. Hwy 65 Cable Median Barrier, Bunker Lk Blvd to 237th St
- P18. Highway 95 at 392 St Left Turn Lane

- P19. Hwy 212 Reduced Conflicts and Cable Median Barrier
- P20. Highway 212 Continuous Lighting Project
- P21. Manning Ave Rumble Strips
- P22. Keats Ave & 80th St S Roundabout
- P23. 10th St & Keats Ave Roundabout
- P24. 99th Ave & Baltimore St Roundabout

● Reactive Safety Projects

- R1. Mississippi St Road Diet, Highway 47 to Highway 65
- R2. Mississippi St Road Diet, Highway 65 to Old Central Ave
- R3. Lake George Blvd & 221st Ave NW Roundabout
- R4. Viking Blvd NW & Cleary Rd Roundabout
- R5. Viking Blvd NW & Nowthen Blvd NW Roundabout
- R6. Viking Blvd NW & Rum River Blvd Roundabout
- R7. Birch St & Centerville Rd Roundabout
- R8. Birch St & 20th Ave Roundabout
- R9. Radisson Rd & Cloud Dr NE Traffic Signal
- R10. Thompson Ave & Oakdale Ave Roundabout
- R11. University Ave Corridor Safety, 53rd Ave to 85th Ave

- R12. Hennepin Ave at 10th & 11th Aves SE Intersections
- R13. Broadway St NE Signal & Pedestrian Safety
- R14. Broadway St NE Signal & Pedestrian Safety
- R15. City/County Pedestrian Crossing Study Improvements
- R16. Lasalle Ave & Nicollet Ave Signal & Pedestrian Safety
- R17. Lyndale Ave N Signal & Pedestrian Safety
- R18. I-35W Continuous Lighting
- R19. I-494 Continuous Lighting
- R20. University Ave W Pedestrian Safety
- R21. Dale St from Como Ave to TH 36 Road Diet
- R22. Saint Paul Signal Safety
- R23. 130th St W & Old Brick Yard Rd Roundabout
- R24. Marystown Road Corridor
- R25. Lake Rd from Blue Ridge Dr to Cherry Ln Road Diet
- R26. Lake Rd from Woodlane Dr to Pioneer Dr Road Diet



2020 Regional Solicitation Application Scoring

Traffic Management Technologies

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Classification	Funding Information				Prioritizing Criteria																9. CE	Grand Total		
					Federal	Match	Total	Fed Cumulative	1. Role in Trans. System & Econ.				2. Usage		3. Equity and Housing		4. Age		5. Congestion / Air Quality		6. Safety		7. Mult	8. Risk A.			Prelim Total	
									0-50	0-50	0-50	0-25	2A	2B	3A	3B	4	5A	5B	6A	6B	7	8	0-1,000				
1	14361	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor	\$2,500,000	\$625,000	\$ 3,125,000	\$ 2,500,000	50	25	45	25	85	40	27	50	17	150	38	35	80	31	49	747	70	817		
2	14083	St. Paul	Dale Street Traffic Signal Modernization	Reliever, Augmentor	\$2,000,800	\$500,200	\$ 2,501,000	\$ 4,500,800	50	25	30	19	47	24	13	50	75	88	43	16	150	28	68	726	85	811		
3	14090	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor	\$3,000,000	\$750,000	\$ 3,750,000	\$ 7,500,800	50	50	50	23	52	23	27	50	26	79	39	50	124	50	56	749	58	807		
4	14027	Carver Co	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Connector	\$1,580,000	\$395,000	\$ 1,975,000	\$ 9,080,800	50	25	40	21	43	27	34	33	43	67	50	6	133	38	66	676	100	776		
5	14126	Ramsey Co	Mounds View Boulevard Traffic Management Technology	Reliever	\$2,536,085	\$634,021	\$ 3,170,106	\$ 11,616,885	50	50	30	21	53	39	4	26	47	34	25	7	97	19	75	577	53	630		

- 1A: Functional classification of project
- 1B: Regional Truck Corridor Study tiers
- 1C: Integration within existing traffic management systems
- 1D: Coordination with other agencies
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4A: Upgrades to obsolete equipment
- 4B: Geometric, structural, infrastructure deficiencies
- 5A: Congested roadways
- 5B: Emissions and congestion benefits
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment
- 9: Cost effectiveness

2020 Regional Solicitation Application Scoring

ROADWAY SPOT MOBILITY/SAFETY

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funct Class	Funding Information				Prioritizing Criteria												7. CE	Grand Total
					Federal	Match	Total	Fed Cumulative	1. Role in Trans. System & Econ.		2. Equity		3. Cong/Air Age		4. Safety		5. Mult	6. Risk A.	Prelim Total			
									1A	1B	2A	2B	3A	3B	4A	4B	5	6	0-1,000			
										0-100	0-75	0-50	0-50	0-200	0-75	0-225	0-50	0-100	0-75		7	0-1,100
1	14059	Minneapolis	Johnson Street NE/ I-35W South Ramps Intersection Improvements	Augmentor	\$1,497,200	\$374,300	\$ 1,871,500	\$ 1,497,200	100	75	<u>59</u>	42	9	1	56	33	80	75	530	100	630	
2	14067	Hennepin Co	Hi/Lake Safety Project	Augmentor	\$3,500,000	\$2,159,400	\$ 5,659,400	\$ 4,997,200	81	65	14	50	118	0	36	47	100	46	557	35	592	
3	14050	Carver Co	US 212 & CSAH 51 Intersection Safety Project	Principal Arterial	\$3,500,000	\$4,763,000	\$ 8,263,000	\$ 8,497,200	51	75	13	<u>2</u>	7	75	225	17	8	70	566	24	590	
4	14198	Dakota Co	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Parkway	Expander, Reliever	\$1,400,000	\$350,000	\$ 1,750,000	\$ 9,897,200	64	0	6	44	200	0	33	28	43	70	488	98	586	
5	14346	Carver Co	Highway 11 Intersection Improvement Project	Connector	\$2,937,600	\$734,400	\$ 3,672,000	\$ 12,834,800	100	0	11	44	193	31	16	20	38	70	523	50	573	
6	14368	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander	\$2,057,591	\$514,398	\$ 2,571,989	\$ 14,892,391	52	0	8	40	128	0	33	50	55	70	436	60	496	
7	14292	Rogers	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector	\$1,747,512	\$436,878	\$ 2,184,390	\$ 16,639,903	66	0	8	10	159	45	3	32	36	57	416	67	483	
8	14023	Ramsey Co	Larpenteur Avenue (CSAH 30)/White Bear Avenue (CSAH 650)/North St. Paul Road (CSAH 29) Safety and Mobility Project	Augmentor	\$3,500,000	\$3,816,771	\$ 7,316,771	\$ 20,139,903	50	0	1	40	64	12	19	37	82	46	351	17	368	
9	14164	Hennepin Co	CSAH 19 Spot Mobility & Safety Project	Connector	\$2,712,000	\$678,000	\$ 3,390,000	\$ 22,851,903	26	0	6	9	25	0	108	38	47	46	305	32	337	
10	14291	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander	\$1,245,120	\$311,280	\$ 1,556,400	\$ 24,097,023	66	0	5	8	1	0	17	40	43	57	237	54	291	

- 1A: Congestion, adjacent congestion, PA Intersection Conversion Study priorities, or CMSP Opportunity Areas
- 1B: Regional Truck Corridor Study tiers
- 2A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 2B: Housing

- 3A: Vehicle delay reduced
- 3B: Kg of emissions reduced
- 4A: Crashes reduced
- 4B: Proactive pedestrian crash reduction
- 5: Transit, bike, ped elements / connections
- 6: Risk assessment
- 7: Cost effectiveness

Underlined scores in Measure 2A received the bonus for achieving 80% of points.
Underlined scores in Measure 2B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

STRATEGIC CAPACITY

				Prioritizing Criteria																	9. CE	Grand Total				
Rank	ID	Applicant	Project Name	Funct Class	Funding Information				1. Role in Trans. System & Econ.			2. Usage		3. Equity and Housing		4. Age		5. Congestion/A		6. Safety		7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total
					Federal	Match	Total	Fed Cumulative	0-80	0-50	0-80	0-110	0-65	0-50	0-50	4	5A	5B	6A	6B	7	8	0-1,000	0-100	0-1,100	
1	14030	Brooklyn Park	TH 252/Brookdale Drive Interchange	Principal Arterial	\$10,000,000	\$23,215,015	\$33,215,015	\$10,000,000	80	25	40	110	65	23	50	15	100	46	71	9	100	47	781	49	830	
2	14165	Blaine	TH 65 at 99th Ave NE Grade Separation	Principal Arterial	\$10,000,000	\$19,800,000	\$29,800,000	\$20,000,000	80	50	40	88	53	4	49	34	56	49	45	10	67	42	667	19	686	
3	14139	Anoka Co	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	Principal Arterial, Expander	\$10,000,000	\$19,300,000	\$29,300,000	\$30,000,000	0	29	60	81	58	7	35	39	27	20	81	15	93	52	597	19	616	
4	14324	Washington Co	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	Principal Arterial, Connector	\$10,000,000	\$24,733,130	\$34,733,130	\$40,000,000	44	9	40	77	57	3	8	20	28	50	120	6	53	44	559	13	572	
5	14347	Carver Co	Highway 5 Arboretum Area Mobility and Access Improvement Project	Expander	\$10,000,000	\$3,440,000	\$13,440,000	\$50,000,000	80	14	60	47	33	28	9	22	24	4	57	15	73	66	532	36	568	
6	14345	Carver Co	Highway 41 and CSAH 10 Mobility and Access Improvement	Principal Arterial, Expander	\$9,049,600	\$2,262,400	\$11,312,000	\$59,049,600	45	40	40	27	21	<u>59</u>	44	17	13	2	48	18	73	52	499	37	536	
7	14015	Scott Co	TH 169, TH 282 and CSAH 9 Interchange	Principal Arterial, Connector	\$10,000,000	\$14,000,000	\$24,000,000	\$69,049,600	40	9	80	37	25	27	46	12	15	12	73	7	80	51	514	21	535	
8	14375	Washington Co	TH 120 (Century Avenue) Expansion	Expander	\$6,601,884	\$1,650,471	\$8,252,355	\$75,651,484	47	30	10	62	34	11	41	40	10	3	24	30	60	52	454	46	500	
9	14074	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander	\$9,752,000	\$2,438,000	\$12,190,000	\$85,403,484	51	50	60	34	20	4	44	8	2	1	10	20	87	36	427	32	459	
10	14018	Ramsey Co	I-35E/County Road J Interchange	Expander	\$8,618,210	\$2,154,553	\$10,772,763	\$94,021,694	80	14	40	18	15	9	13	37	16	9	20	26	73	36	406	31	437	
11	14049	Carver Co	US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36	Principal Arterial	\$10,000,000	\$15,977,000	\$25,977,000	\$104,021,694	56	6	80	22	21	14	<u>3</u>	39	0	5	74	3	27	52	419	13	432	
12	14333	Scott Co	Sand Creek Township Overpass Improvement Project	Principal Arterial	\$2,087,036	\$521,759	\$2,608,795	\$106,108,730	0	3	80	50	35	12	<u>7</u>	20	0	0	18	7	27	42	314	100	414	
13	14140	Anoka Co	Anoka CSAH 12 (109th Avenue NE) Expansion Project	Expander	\$7,664,000	\$1,916,000	\$9,580,000	\$113,772,730	28	24	10	14	10	3	50	13	8	2	29	14	80	61	346	30	376	
14	14169	Anoka Co	CSAH 14 (125th Avenue NE) Expansion in Blaine	Principal Arterial	\$3,964,000	\$991,000	\$4,955,000	\$117,736,730	22	6	0	23	21	4	42	12	1	0	17	10	67	52	277	47	324	
15	14348	Washington Co	CSAH 15 (Manning Ave) South Segment Roadway	Expander	\$6,261,243	\$1,565,310	\$7,826,553	\$123,997,973	38	35	10	5	8	7	18	<u>11</u>	4	4	4	22	73	48	287	31	318	
16	14399	Lakeville	185th Street Extension	Expander	\$1,800,000	\$450,000	\$2,250,000	\$125,797,973	0	9	0	10	12	9	28	<u>9</u>	0	0	0	21	73	56	227	84	311	
17	14344	Dakota Co	CSAH 9 (179th Street) Realignment Project	Expander	\$3,920,000	\$980,000	\$4,900,000	\$129,717,973	0	3	10	10	6	7	33	<u>9</u>	0	0	0	4	67	75	224	38	262	
18	14168	Anoka Co	CSAH 7 (7th Ave) Expansion in Andover	Expander	\$6,929,600	\$1,732,400	\$8,662,000	\$136,647,573	21	1	0	26	19	3	9	18	0	1	9	7	67	52	233	27	260	

- 1A: Congestion, adjacent congestion, or PA Intersection Conversion Study priorities
- 1B: Project location relative to Jobs, manufacturing, and education
- 1C: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4: Date of construction
- 5A: Vehicle delay reduced
- 5B: Kg of emissions reduced
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment
- 9: Cost effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points.
 Underlined scores in Measure 3B "held harmless" due to no affordable housing need.
 Underlined scores in Measure 4 were "held harmless" for not having a roadway age.

2020 Regional Solicitation Application Scoring

ROADWAY RECONSTRUCTION-MODERNIZATION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funct Class	Funding Information				Prioritizing Criteria																9. CE	Grand Total
					Federal	Match	Total	Fed Cumulative	1. Role in Region		2. Usage		3. Equity / Housing		4. Age		5. Congest/AQ		6. Safety		7. Mult	8. Risk A.	Prelim Total			
									1A	1B	2A	2B	3A	3B	4A	4B	5A	5B	6	6B	7	8	0-1,000			
1	13970	Hennepin Co	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever	\$7,000,000	\$6,782,000	\$ 13,782,000	\$ 7,000,000	65	40	79	39	<u>70</u>	50	26	98	19	19	150	30	110	51	846	41	887	
2	14012	Hennepin Co	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor	\$7,000,000	\$2,022,600	\$ 9,022,600	\$ 14,000,000	36	13	67	42	38	48	27	101	0	0	117	28	77	46	640	48	688	
3	14013	St. Paul	Robert Street Reconstruction	Reliever	\$7,000,000	\$11,000,000	\$ 18,000,000	\$ 21,000,000	42	13	58	24	27	46	50	79	18	23	86	29	99	66	660	25	685	
4	14327	Hennepin Co	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$7,000,000	\$3,357,000	\$ 10,357,000	\$ 28,000,000	15	13	110	59	19	47	27	97	0	2	59	23	98	50	619	40	659	
5	14071	Maple Grove	Highway 169 and County Road 130 Interchange Reconstruction	Reliever	\$7,000,000	\$6,795,000	\$ 13,795,000	\$ 35,000,000	65	40	81	65	6	13	17	79	6	22	9	13	84	66	566	13	579	
6	14303	Dakota Co	Reconstruction of CSAH 32 from CSAH 43 to 0.2 miles east of Dodd Road in Eagan	Expander	\$7,000,000	\$3,900,000	\$ 10,900,000	\$ 42,000,000	1	40	38	32	9	22	24	125	50	0	52	10	75	57	535	33	568	
7	14141	Anoka Co	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander	\$5,214,400	\$1,303,600	\$ 6,518,000	\$ 47,214,400	6	27	42	29	8	47	28	112	0	1	69	9	53	70	501	52	553	
8	14396	Anoka (City)	TH 47 Corridor Improvements Project	Connector	\$4,152,000	\$1,038,000	\$ 5,190,000	\$ 51,366,400	18	27	70	49	8	35	40	102	0	13	13	5	43	59	482	62	544	
9	14031	Minneapolis	Nicollet Avenue Reconstruction	Reliever	\$5,040,800	\$1,260,200	\$ 6,301,000	\$ 56,407,200	5	0	71	27	25	48	31	59	0	1	48	18	79	64	476	51	527	
10	14107	Ramsey Co	Hodgson Road (CSAH 49) Safety and Mobility Project	Expander	\$5,000,000	\$6,362,795	\$ 11,362,795	\$ 61,407,200	20	13	72	37	10	36	45	89	2	0	20	5	80	59	488	23	511	
11	14044	Minneapolis	42nd Street Reconstruction Project	Augmentor	\$7,000,000	\$2,708,500	\$ 9,708,500	\$ 68,407,200	3	0	26	17	29	46	25	46	28	30	66	17	85	51	469	30	499	
12	14021	Shakopee	Marystown Road Corridor	Expander	\$4,918,000	\$1,229,500	\$ 6,147,500	\$ 73,325,200	3	13	27	27	20	44	12	89	9	0	34	16	68	75	437	48	485	
13	14014	St. Paul	University Avenue (I-35E to Lafayette Rd)	Reliever	\$5,500,000	\$1,375,000	\$ 6,875,000	\$ 78,825,200	36	13	76	37	6	43	10	49	0	0	2	20	51	62	405	40	445	
14	14069	Washington Co	CSAH 15 Reconstruction - Manning Phase 4	Expander	\$5,011,952	\$1,252,988	\$ 6,264,940	\$ 83,837,152	1	27	62	46	11	10	17	60	0	2	1	6	66	61	385	50	435	
15	14293	Rogers	Fletcher Bypass - Hennepin County 116 to 81	Expander	\$3,181,040	\$795,260	\$ 3,976,300	\$ 87,018,192	11	13	25	23	8	6	31	83	7	10	0	5	49	75	346	59	405	
16	14051	Carver Co	CSAH 30 Rural Connection Modernization from TH 25 to CSAH 10	Connector	\$2,562,400	\$640,600	\$ 3,203,000	\$ 89,580,592	0	13	10	8	12	<u>2</u>	31	61	0	0	22	4	16	70	259	100	359	
17	14304	Dakota Co	Reconstruction of CSAH 86 from west Dakota County line to CSAH 23 (Galaxie Avenue) in Dakota County	Connector	\$4,800,000	\$1,200,000	\$ 6,000,000	\$ 94,380,592	0	40	11	12	4	<u>1</u>	26	51	1	11	1	3	24	44	239	27	266	

- 1A: Connection to total jobs and manufacturing / distribution jobs
- 1B: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies

- 4A: Date of construction
- 4B: Geometric, structural, infrastructure deficiencies
- 5A: Vehicle delay reduced
- 5B: Kg of emissions reduced
- 6A: Crashes reduced
- 6B: Proactive pedestrian crash reduction
- 7: Transit, bike, ped elements / connections
- 8: Risk assessment

Underlined scores in Measure 3A received the bonus for achieving 80% of points.
Underlined scores in Measure 3B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

BRIDGES

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Functional Class	Funding Information				Prioritizing Criteria												7. CE	Grand Total
									1. Role in Trans. System & Econ.			2. Usage		3. Equity / Housing		4. Infra.		5. Multimodal	6. Risk	Total		
					1A	1B	1C	2A	2B	3A	3B	4A	4B	5	6	0-1,000	7					
				0-100	0-30	0-65	0-100	0-30	0-50	0-50	0-300	0-100	0-100	0-75	0-100	0-100						
1-T	14061	Hennepin Co	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmenter	\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	100	11	65	92	30	14	41	250	0	76	66	745	33	778
1-T	14087	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	39	18	10	62	12	29	50	300	100	100	53	773	5	778
3	14138	Ramsey Co	Replacement of Bridge 4533, Old Highway 8 (CSAH 77) over the Minnesota Commercial Railroad	Reliever	\$1,937,365	\$484,341	\$2,421,706	\$15,825,365	17	1	65	33	6	10	37	250	100	60	49	628	100	728
4	14042	Hennepin Co	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever	\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	31	30	65	72	18	24	50	250	0	48	64	652	71	723
5	14332	Hennepin Co	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever	\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	42	4	65	100	15	25	41	150	0	60	51	553	62	615
6	14117	Ramsey Co	Replacement of Bridge No. 62519, Count Road C, CSAH 23, over BNSF RR	Augmenter	\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	29	1	0	36	9	3	43	250	100	52	54	577	20	597
7	14359	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever	\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	45	2	0	52	10	28	44	250	0	60	75	566	11	577

- 1A: Distance to nearest parallel bridge
- 1B: Connection to total jobs, manu/dist jobs, and students
- 1C: Regional Truck Corridor Study tiers
- 2A: Current daily person throughput
- 2B: Forecast 2040 ADT
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4A: NBI condition rating
- 4B: Load posting
- 5: Transit, bike, ped elements / connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

TRANSIT EXPANSION

										Prioritizing Criteria											
										1. Role in Trans. System &		2. Usage		3. Equity and Housing		4. Emissions Reductions	5. Multimodal	6. Risk	Total	8. CE	Grand Total
										1A	1B	2	3A	3B	4	5	6		8		
										0-50	0-50	0-350	0-150	0-50	0-200	0-100	0-50	0-1,000	0-100	0-1,100	
Rank	ID	Applicant	Project Name	BRT	New Mkt	Federal	Match	Total	Fed Cumulative												
1	14365	Washington Co	I-494 Park & Ride Structure in Woodbury	✓	✓	\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	4	15	350	6	41	200	90	44	750	100	850	
2	14176	Metro Transit	Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins			\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	44	50	181	42	46	93	77	50	583	22	605	
3	14173	Metro Transit	Route 54 Service Improvement in St. Paul and Bloomington		✓	\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	23	41	154	42	48	117	77	50	552	35	587	
4	14298	Metro Transit	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth		✓	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	50	43	158	26	43	130	53	50	553	11	564	
5	14024	SouthWest Transit	I-494 North SW Prime Service in Eden Prairie, Minnetonka, Plymouth, and Maple Grove		✓	\$5,600,000	\$1,400,000	\$7,000,000	\$21,542,679	32	18	169	12	42	119	100	50	542	11	553	
6	14340	MVTA	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis		✓	\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	11	7	178	25	31	109	63	50	474	20	494	
7	14146	Metro Transit	New Route 274 Express in Stillwater and Minneapolis		✓	\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	43	46	54	32	43	79	80	50	427	25	452	
8	14296	Metro Transit	Route 23 Service Improvement in Minneapolis and St. Paul			\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	4	40	46	38	52	21	77	50	328	11	339	
9	14178	Metro Transit	Route 219 Service Improvement in Maplewood, White Bear Lake, Mahtomedi, North St. Paul, Oakdale, Landfall, and St. Paul		✓	\$1,750,320	\$437,580	\$2,187,900	\$30,233,221	8	21	50	37	43	48	54	50	311	16	327	
10	14330	SouthWest Transit	SouthWest Transit Golden Triangle Mobility Hub in Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	\$4,055,200	\$1,013,800	\$5,069,000	\$34,288,421	24	16	35	14	37	20	100	36	282	12	294	

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: New annual riders
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4: Total emissions reduced
- 5: Bicycle/pedestrian elements and connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

TRANSIT MODERNIZATION

Prioritizing Criteria

Rank	ID	Applicant	Project Name	BRT	New Mkt	Funding Information				Prioritizing Criteria								8. CE	Grand Total		
						Federal	Match	Project Total	Fed Cumulative	1. Role in Trans. System & Econ.		2. Usage	3. Equity and Housing		4. Emissions Reductions	5. Service / Improvemets	6. Multimodal			7. Risk	Total
										1A	1B	2	3A	3B	4	5	6			7	
						0-50	0-50	0-325	0-125	0-50	50	0-200	0-100	0-50	0-1,000	0-100	0-1,100				
1	14392	Metro Transit	Gold Line Ramsey Washington Saint Paul Downtown Modernization	✓		\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	2	50	325	11	50	29	140	76	30	713	8	721
2	14357	Metro Transit	Bus Farebox Upgrade			\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	50	50	325	20	35	6	85	12	50	633	4	637
3	14078	Dakota Co	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	✓	✓	\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	0	23	213	55	46	21	80	100	0	538	72	610
4	14171	MVTA	Burnsville Bus Garage (BBG) Modernization		✓	\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	8	50	325	10	42	9	95	8	48	595	9	604
5	14084	Apple Valley	Apple Valley Red Line BRT 147th Street Station Skyway	✓	✓	\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	0	17	178	50	48	21	110	100	50	574	28	602
6	14191	SouthWest Transit	Signal Prioritization at East Creek Park and Ride in Chaska		✓	\$443,520	\$110,880	\$554,400	\$23,453,920	3	14	183	9	38	15	110	60	50	482	100	582
7	14076	SouthWest Transit	Solar Array at SouthWest Village in Chanhassen		✓	\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	4	22	162	1	16	50	85	52	36	428	8	436
8	14190	MVTA	Burnsville Transit Station (BTS) Modernization-Elevator Installation		✓	\$656,000	\$164,000	\$820,000	\$28,949,920	9	41	167	22	37	0	55	24	48	403	8	411
9	14295	MVTA	Eagan Transit Station (ETS) Modernization-Elevator Installation		✓	\$440,000	\$110,000	\$550,000	\$29,389,920	8	30	51	22	31	0	40	19	41	242	5	247

- 1A: Jobs and educational institutions
- 1B: Average number of weekday transit trips connected to project
- 2: Total existing riders
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4: Description of emissions reduced
- 5: Improvements/amenities for riders
- 6: Bicycle/pedestrian elements and connections
- 7: Risk assessment
- 8: Cost effectiveness

2020 Regional Solicitation Application Scoring

TDM

Ranks	ID	Applicant	Project Name	Funding Information				1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
				Federal	Match	Total	Fed Cumulative	1	2	3A	3B	4A	4B	5	6A	6B	0-1,000	9	0-1,100
1	14041	MOVE Minnesota	Changing the School Commute: Shifting Youth to Transit Use	\$452,700	\$113,175	\$565,875	\$452,700	200	47	23	48	139	150	160	19	15	801	85	886
2	14372	Bicycle Alliance of Minnesota	Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs	\$350,488	\$147,600	\$498,088	\$803,188	160	90	6	48	150	77	65	24	25	645	78	723
3	13996	Cycling Without Age Twin Cities	CWA TC Short Trip Program	\$236,856	\$59,214	\$296,070	\$1,040,044	140	40	0	50	31	10	200	22	0	493	100	593
4	14400	Move Minneapolis	Comprehensive Mode Share Measurement	\$275,000	\$69,094	\$344,094	\$1,315,044	120	20	4	48	50	0	90	25	19	376	66	442

- 1: Ability to capitalize on existing facilities and resources
- 2: Users
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4A: Congested roadways in project area
- 4B: VMT reduction
- 5: Innovation and geographic expansion
- 6A: Technical capacity of applicant's organization
- 6B: Continuation after initial federal funding
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

Prioritizing Criteria

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria								7. CE	Grand Total	
				Federal	Match	Total	Fed Cumulative	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk			Total
								1	2	3A	3B	4A	4B	5	6			
								0-200	0-200	0-70	0-50	0-100	0-150	0-100	0-130	0-1,000	9	0-1,100
1	14160	Minneapolis	Hennepin/Dunwoody Protected Bikeway and Multiuse Trail	\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	200	200	<u>22</u>	48	100	145	70	89	929	14	943
2	14112	St Paul	Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction	\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	200	185	52	48	100	125	65	98	873	10	883
3	14335	St Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th Street	\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	200	111	51	49	100	135	85	130	861	9	870
4	14115	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing	\$388,000	\$97,000	\$485,000	\$14,604,800	200	23	39	48	100	110	70	114	704	100	804
5	13983	Three Rivers PD	Bassett Creek Reg Trail Gap / Duluth St	\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	175	76	69	35	100	100	100	114	769	17	786
6-T	14302	Brooklyn Park	63rd Avenue Multiuse Trail	\$744,000	\$186,000	\$930,000	\$17,910,676	150	60	<u>73</u>	49	90	120	80	107	729	54	783
6-T	14350	Washington Co	Century-Greenway Trail	\$825,865	\$206,466	\$1,032,331	\$18,736,541	200	40	53	47	90	110	80	114	734	49	783
8	14131	West St Paul	CSAH 73 Oakdale Multiuse Trail	\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	200	60	<u>71</u>	49	90	110	70	106	756	23	779
9	14026	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd	\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	200	31	44	50	100	150	75	114	764	11	775
10	14287	Chaska	Circle the Brick Trail Connection	\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	200	23	39	45	100	140	65	106	718	32	750
11	14113	St Paul	Point Douglas Regional Trail Phase 1	\$5,040,930	\$1,260,233	\$6,301,163	\$29,208,703	200	39	<u>71</u>	49	90	110	70	89	718	8	726
12	14092	Ramsey Co	Bruce Vento Regional Trail Extension	\$4,688,000	\$1,172,000	\$5,860,000	\$33,896,703	200	51	29	41	100	135	65	96	717	8	725
13	14097	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)	\$760,000	\$190,000	\$950,000	\$34,656,703	200	35	27	48	80	125	70	89	674	49	723
14	14062	Minnetonka	Hopkins Crossroad Multi-Use Trail	\$2,364,700	\$591,100	\$2,955,800	\$37,021,403	200	37	18	43	90	130	70	114	702	16	718
15	14367	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections	\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	150	53	22	43	70	145	85	114	682	34	716
16	14322	Anoka (City)	City of Anoka T.H. 169/Ferry Street Underpass	\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	200	49	28	41	70	120	70	107	685	26	711
17	14341	Inver Grove Hts	Inver Grove Heights Babcock Trail	\$383,040	\$95,760	\$478,800	\$39,957,943	175	30	28	35	80	110	90	73	621	89	710
18	14389	Washington Co	Valley Creek Road Multiuse Trail Project	\$508,000	\$127,000	\$635,000	\$40,465,943	200	51	23	44	70	75	70	99	632	69	701
19	13971	Dakota Co	MN River Regional Greenway - Ft Snelling State	\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	200	29	22	43	80	115	65	130	684	10	694
20	14057	Fridley	53rd Avenue Trail and Sidewalk	\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	125	51	44	39	90	110	75	130	664	20	684
21	14073	Dakota Co	TH 149 Trail and Underpass	\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	200	29	23	17	90	115	80	98	652	17	669
22	14175	Anoka Co	MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements	\$1,832,000	\$458,000	\$2,290,000	\$50,023,296	150	43	21	38	90	90	85	130	647	19	666
23	14342	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 195th Street	\$1,411,200	\$352,800	\$1,764,000	\$51,434,496	175	28	24	29	100	135	75	73	639	25	664
24-T	14034	Bloomington	Normandale Boulevard Multiuse Trail	\$4,000,000	\$1,476,128	\$5,476,128	\$55,434,496	175	40	28	47	90	120	80	73	653	8	661
24-T	14290	Arden Hills	Mounds View High School Trail	\$974,936	\$243,734	\$1,218,670	\$56,409,432	200	29	51	13	60	120	55	98	626	35	661
26	14072	Dakota Co	Rosemount CSAH 42 Multiuse Trail and Underpass	\$2,480,000	\$620,000	\$3,100,000	\$58,889,432	175	17	11	38	100	110	80	106	637	14	651
27	14070	Scott Co	Merriam Junction Trail	\$5,500,000	\$4,900,000	\$10,400,000	\$64,389,432	175	9	19	8	100	150	80	81	622	4	626
28	14104	Lino Lakes	Main Street (CSAH 14)/Central Anoka County	\$976,000	\$244,000	\$1,220,000	\$65,365,432	175	16	38	22	90	120	55	73	589	33	622
29	13972	Shakopee	TH 169 Bridge/Quarry Lake Trail	\$3,139,200	\$784,800	\$3,924,000	\$68,504,632	175	10	12	47	80	110	75	98	607	11	618
30	14404	Washington Co	CSAH 32 Multiuse Trail	\$928,000	\$232,000	\$1,160,000	\$69,432,632	125	23	24	38	90	110	70	99	579	34	613
31	14063	Carver Co	MN River Bluffs Regional Trail	\$1,594,720	\$398,680	\$1,993,400	\$71,027,352	200	20	24	16	80	75	75	98	588	20	608
32	14349	Minneapolis	22nd Avenue Pedestrian and Bicycle Bridge Replacement	\$3,145,000	\$786,250	\$3,931,250	\$74,172,352	50	105	48	48	100	90	85	70	596	11	607
33	14161	Cottage Grove	70th Street (CSAH 22) Pedestrian Underpass	\$1,389,690	\$347,425	\$1,737,115	\$75,562,042	125	30	44	32	70	110	75	78	564	22	586
34	14085	Apple Valley	Apple Valley CSAH 38 Trail	\$4,000,000	\$1,000,000	\$5,000,000	\$79,562,042	175	46	32	44	70	75	70	60	572	8	580
35	14297	Arden Hills	Old Snelling Trail Extension	\$1,692,160	\$423,040	\$2,115,200	\$81,254,202	150	29	23	13	70	110	55	98	548	18	566
36	14162	Cottage Grove	Keats Avenue (CSAH 19) Underpass at Ravine Regional Park	\$1,793,936	\$448,485	\$2,242,421	\$83,048,138	125	10	22	32	60	110	80	54	493	15	508
37	14336	Rogers	Rogers High School and Middle School Pedestrian Tunnel	\$1,083,331	\$270,833	\$1,354,164	\$84,131,469	50	12	20	8	70	120	90	98	468	24	492
38	14208	Rogers	Rogers I-94 Pedestrian Bridge	\$2,820,960	\$1,000,000	\$3,820,960	\$86,952,429	50	20	3	9	75	90	80	101	428	8	436

Underlined scores in Measure 3A received the bonus for achieving 80% of points.

- 1: Location relative to Regional Bicycle Transportation Network
- 2: Existing population within 1 mile
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation Housing Date of construction Geometric, structural, infrastructure deficiencies
- 3B: Housing

- 4A: Gaps closed / barriers removed and/or continuity between jurisdictions improved
- 4B: Deficiencies corrected or safety problems addressed
- 5: Transit or pedestrian elements or connections
- 6: Risk assessment
- 7: Cost effectiveness

2020 Regional Solicitation Application Scoring

Prioritizing Criteria

PEDESTRIAN FACILITIES

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										7. CE	Grand Total
				Federal	Match	Total	Fed Cumulative	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk	Total			
								1	2	3A	3B	4A	4B	5	6	0-1,000			
								0-150	0-150	70	50	0-120	0-180	0-150	0-130		7	0-1,100	
1	14095	Minneapolis	Phillips Neighborhood Pedestrian Safety Improvements	\$1,000,000	\$608,000	\$1,608,000	\$1,000,000	150	150	<u>85</u>	49	85	135	150	104	908	39	947	
2	13987	Hennepin Co	Accessibility improvements to complement BRT/LRT projects	\$1,000,000	\$265,000	\$1,265,000	\$2,000,000	150	50	37	50	85	125	63	49	609	33	642	
3	14355	St. Paul	Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road	\$1,000,000	\$250,000	\$1,250,000	\$3,000,000	47	60	41	46	110	165	54	49	572	31	603	
4	14288	Chaska	Highway 41 Pedestrian Improvements in Historic Downtown Chaska	\$1,000,000	\$754,000	\$1,754,000	\$4,000,000	45	33	20	50	110	180	23	104	565	22	587	
5	14356	Inver Grove Hts	Inver Grove Heights ADA Ped Ramp Improvements	\$250,240	\$62,560	\$312,800	\$4,250,240	51	70	9	42	75	50	35	125	457	100	557	
6	14129	Ramsey Co	Maple Street/I-94 Pedestrian Bridge Replacement	\$1,000,000	\$3,858,000	\$4,858,000	\$5,250,240	43	43	12	47	110	80	40	130	505	7	512	
7	14091	Oakdale	Multiuse Sidewalk on the west side of Greenway Avenue North from Hudson Boulevard to 7th Street North	\$400,000	\$100,000	\$500,000	\$5,650,240	43	27	14	45	120	75	40	78	442	61	503	
8	14363	Washington Co	CSAH 12 Pedestrian Facility	\$256,800	\$64,200	\$321,000	\$5,907,040	8	12	16	<u>9</u>	110	60	35	121	386	82	468	

- 1: Connection to jobs and educational institutions
- 2: Existing population within 1/2 mile
- 3A: Connection to disadvantaged populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5: Transit or bicycle elements and connections
- 6: Risk assessment
- 7: Cost effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points.
Underlined scores in Measure 3B "held harmless" due to no affordable housing need.

2020 Regional Solicitation Application Scoring

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

Prioritizing Criteria

Rank	ID	Applicant	Project Name	Funding Information				Prioritizing Criteria										6. CE	Grand Total	
				Federal	Match	Total	Fed Cumulative	1. SRTS Program Elements		2. Usage		3. Equity and		4. Safety		5. Public Engagement /				Total
								1A	1B	2A	2B	3A	3B	4A	4B	5A	5B			
								0-150	0-100	0-170	0-80	0-70	0-50	0-100	0-150	0-45	0-85	0-1000	6	0-1,100
1	14393	Columbia Heights	49th Avenue Area SRTS Improvements	\$484,400	\$121,100	\$605,500	\$484,400	105	100	125	80	46	31	100	100	30	85	802	100	902
2	14133	West St. Paul	Bidwell Street Sidewalk Improvements	\$640,000	\$160,000	\$800,000	\$1,124,400	150	100	82	20	47	46	90	138	40	81	794	75	869
3	14362	Chaska	MN 41 Safe Routes to School Pedestrian Underpass Project	\$933,360	\$233,340	\$1,166,700	\$2,057,760	124	50	26	27	<u>67</u>	46	95	150	45	81	711	46	757
4	14045	Minneapolis	Green Central Safe Routes to School Improvements	\$1,000,000	\$991,000	\$1,991,000	\$3,057,760	108	75	170	19	<u>90</u>	50	40	100	20	46	718	27	745
5	14358	St. Paul	Crossroads Elementary SRTS	\$720,000	\$180,000	\$900,000	\$3,777,760	138	75	23	6	45	49	75	100	35	60	606	51	657
6	13973	Mahtomedi	Warner Road and 72nd Street North SRTS Improvements	\$335,583	\$83,896	\$419,479	\$4,113,343	141	100	28	17	46	28	30	76	25	65	556	100	656

- 1A: 5 Es of SRTS program
- 1B: Completion of Safe Routes to School Plan or local plan
- 2A: Average share of student population that bikes or walks
- 2B: Student population within school's watershed
- 3A: Connection to disadvantage populations and project's benefits, impacts, and mitigation
- 3B: Housing

- 4A: Gaps and barriers
- 4B: Deficiencies and safety
- 5A: Public engagement process
- 5B: Risk Assessment
- 6: Cost Effectiveness

Underlined scores in Measure 3A received the bonus for achieving 80% of points