

# TRANSPORTATION ADVISORY BOARD

## MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | October 6, 2021  
9:00 AM  
Webex

### AGENDA

#### I. CALL TO ORDER

#### II. APPROVAL OF AGENDA

(Agenda is approved without vote unless amended.)

#### III. APPROVAL OF MINUTES

September 1, 2021 meeting of the TAB Technical Advisory Committee

#### IV. TAB REPORT

#### V. COMMITTEE REPORTS

1. Executive Committee (Jon Solberg, Chair)
2. TAC Action Items
  - a. **2021-39**: Streamlined 2021-2024 and 2022-2025 TIP Amendment Request: Addition of Three Clean Transportation Grants Projects (Joe Barbeau, MTS)
  - b. **2021-40**: Streamlined 2022-2025 TIP Amendment Request: Addition of Two Projects (Joe Barbeau, MTS)
  - c. **2021-41**: Streamlined 2022-2025 TIP Amendment Request for Ramsey County: Lexington Parkway Extension (Joe Barbeau, MTS)
  - d. **2021-42**: Streamlined 2022-2025 TIP Amendment Request for MnDOT: MN 3 Trail Construction in Farmington (Joe Barbeau, MTS)
  - e. **2021-43**: Streamlined 2022-2025 TIP Amendment Request for MnDOT: Two Project Cost Changes (Joe Barbeau, MTS)
3. Planning Committee (Emily Jorgensen, Chair)

No items.
4. Funding & Programming Committee (Michael Thompson, Chair)
  - a. **2021-07**: Federal Funds Redistribution Amount for Metro Transit's I-94 / Manning Avenue Park-and-Ride Lot (attachment 1) (attachment 2) (attachment 3)

#### VI. INFORMATION ITEMS

1. MnDOT Statewide Multimodal Transportation Plan Update (Ashley Zidon and Hally Turner, MnDOT)
2. Allocation of \$20 Million of CRRSAA Federal Funds (Steve Peterson, MTS)

#### 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.

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*Transportation Advisory Board  
of the Metropolitan Council*

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**Minutes of a Meeting of the  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, September 1, 2021  
9:00 A.M.**

**Members Present:** Jon Solberg, Brian Isaacson, Joe MacPherson, Lyndon Robjent, Erin Laberee, Chad Ellos, Lisa Freese, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Andrew Emanuele, Innocent Eyoh, Bridget Rief, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Paul Oehme, Michael Thompson, Marc Culver, Robert Ellis, Jim Kosluchar, Jenifer Hager, Bill Dermody, Paul Kurtz

**1. Call to Order**

The meeting was called to order by Chair Solberg at 9:03 a.m. Due to the ongoing COVID-19 pandemic, the meeting was held via video conference.

**2. Approval of Agenda**

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

**3. Approval of Minutes**

The minutes of the August 4, 2021, meeting was presented to the Committee for consideration. A motion to approve the August minutes was made by Ms. Koutsoukos and seconded by Ms. Jorgensen. 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 August 18, 2021 meeting. Ms. Koutsoukos noted that the Minnesota Pollution Control Agency (MPCA) had adopted the Clean Cars Standard, which will go into effect for model year 2025 vehicles.

**5. Consent Items**

Chair Solberg noted that, due to the number of items on the agenda, this meeting would include six items on consent. All six of the items had been discussed in detail during previous meetings and there was general consensus on these issues. Mr. Isaacson made a motion to approve the consent items except for items 2021-27 and 2021-28, which will be discussed in more detail with the other action items. Mr. Keel seconded this motion. The motion to approve items 2021-31, 2021-33, 2021-34, and 2021-36 carried.

**a. 2021-27: 2022 Regional Solicitation: Unique Projects Category Details**

Mr. Isaacson noted that the unique projects category may put policymakers and TAB members in an awkward position and suggested that TAC offer a joint session between TAB and TAC to allow TAC to provide technical guidance and suggestions as they evaluate unique project applications. A motion to approve the item was made by Mr. Isaacson and seconded by Mr. MacPherson. Motion carried.

**b. 2021-28: 2022 Regional Solicitation: Modal Funding Ranges**

Mr. Isaacson noted the established funding ranges provide modal flexibility. Mr. Isaacson suggested that TAC make it clear that the purpose of the flexibility in the ranges is to allow a broad range of projects in the cohort in which TAB will end up choosing from. A flexible range helps ensure that the strongest project applications are provided to the TAB prior to the funding midpoint being accounted for. The ranges would be used to select the strongest suite of potential projects that fit into the modal funding ranges.

Mr. Peterson noted that TAB is generally focused on the midpoint and trying to come as close to the midpoint as possible. However, the ranges were provided to allow flexibility in the project selection process. The Committee noted that this should be conveyed to TAB as a reminder that the federal money is flexible.

Mr. Isaacson made a motion to recommend approval of the item and provide a summary of the comments to TAB for their consideration. Seconded by Mr. Eyoh. Motion carried.

**6. Committee Reports**

**1. Executive Committee (Jon Solberg, TAC Chair)**

Chair Solberg reported that the Executive Committee met prior to the TAC meeting. The committee discussed the details of items the agenda.

**2. TAC Action Items**

**a. 2021-38: Streamlined TIP Amendment: MnDOT Security Gate**

Joe Barbeau of MTS presented this item, a request from MnDOT to amend both the 2021-2024 and 2022-2025 TIPs to install an automatic gate and associated crime prevention features for nighttime closure of the Burns Avenue overlook in St. Paul. Mr. Barbeau noted that this was state-funded and not funded through the Regional Solicitation.

A motion to recommend approval of the item was made by Mr. Kosluchar and seconded by Mr. Keel. Motion carried.

**3. Planning Committee (Emily Jorgensen, Chair)**

**a. 2021-23: 2022 Unified Planning Work Program (UPWP)**

David Burns of MTS presented on this item, noting that the UPWP is prepared by Council staff annually and serves as an application for transportation planning funds from FHWA and FTA. The draft included in the packet was not reflective of public comment, which had not been completed.

Mr. Burns explained that the UPWP outlines all the work activities that will be performed by the MPO for calendar-year 2022, including both reoccurring work as well as specific products. It reflects the priorities and goals expressed in the Transportation Policy Plan and input from stakeholders and the public. Mr. Burns outlined the work categories and their associated activities and provided an overview of the budget.

A motion to recommend adoption of the item was made by Mr. Peterson and seconded by Mr. Keel. Motion carried.

**b. 2021-25: Regional Bicycle Transportation Network (RBTN) & Regional Bicycle Barrier Update for the Regional Solicitation**

TAC Planning Chair Jorgensen presented this item. Ms. Jorgensen explained that local and state agencies responded to a request to propose new additions or changes to the RBTN or to propose new regional bicycle barriers. These were reviewed in-depth by the Bicycle-Pedestrian Peer Discussion Group. The purpose of this item is to accept the RBTN with the adjustments and accept the regional bicycle barriers for inclusion in the 2022 Regional Solicitation.

A motion to recommend approval of the changes was made by Mr. McCullough and seconded by Mr. MacPherson. Motion carried.

**c. 2021-25: MnDOT Functional Classification System Changes**

Mr. Peterson presented this item. He noted that MnDOT recently led a comprehensive review of the functional classification of all roadways within the seven-county metro area. A roadway's functional classification is important in that helps to define the role of a roadway in the overall transportation network. It also dictates which roadways are potentially eligible for federal funding.

Mr. Peterson noted that overall there were minimal changes to the Principal Arterial network; minor changes to the A-Minor system; and many of the roadways classified as Other Arterials were changed to either a Major or Minor Collector.

A motion to recommend the Council to administratively modify the 2040 Transportation Policy Plan to include the changes was made by Mr. Isaacson and seconded by Mr. Robjent. Motion carried.

**d. 2021-26: MnDOT Functional Classification A-Minor Arterial Changes**

Mr. Peterson presented this item, which was a follow-on to 2021-25. During the comprehensive update of the functional classification system, any roadway that was designated by MnDOT as a Minor Arterial must be classified by the Council into one of four A-Minor subclassifications. These subclassifications are unique to the Council. Overall, the net change to the A-Minor system is an overall decrease of 17 miles, or about one percent of the system. A-Minors were assigned a subclassification based on land use and the role they play in the overall system.

A motion to approve the A-Minor subclassification recommendations was made by Mr. Robjent and seconded by Mr. MacPherson. Motion carried.

**4. Funding and Programming Committee (Michael Thompson, Chair)**

**a. 2021-37: Scope Change/TIP Amendment Request for Hennepin County Signal Revisions and Pedestrian Improvements**

TAC Funding and Programming Chair Thompson introduced this item, noting that the Funding and Programming Committee unanimously recommended approval of the scope change with Hennepin County retaining the full allocation of federal funds associated with this project. Mr. Barbeau provided background information on the amendment and explained that the item included both a requested change in the scope of the project and a TIP amendment request. As the proposed scope change fulfills the intent of the original application and projects elements are being completed in the project, along with another project, the Funding and Programming Committee recommended that no federal funds be removed from the project.

A motion that TAC recommend the TAB to approve the request was made by Mr. Ellis and seconded by Mr. Keel. Motion carried.

**b. 2021-30: 2022 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts**

Mr. Peterson presented this item, highlighting two changes recommended by the TAC Funding and Programming Committee. The first was to increase the Traffic Management Technologies minimum federal award from \$250,000 to \$500,000. The second was the increase the Pedestrian Facilities maximum federal award from \$1 million to \$2 million. Mr. Peterson also noted that TAB is likely to explore a reduction in the Strategic Capacity maximum award from \$10 million to \$7 million. The maximum award for Strategic Capacity projects was increased from \$7 million to \$10 million for the 2020 Regional Solicitation.

Mr. MacPherson commented that the increase from \$7 million to \$10 million was a substantial benefit to the region, as Strategic Capacity projects often serve as a catalyst for additional projects. He expressed support for the maximum award to be kept at \$10 million. The Committee discussed how roadway projects also include bicycle and pedestrian facilities and often have a safety benefit.

A motion to recommend adoption of the funding category minimum and maximum federal funding amounts was made by Mr. Eyoh and seconded by Mr. Isaacson. Motion carried.

**c. 2021-32: 2022 Regional Solicitation: Measures and Scoring Guidance**

Mr. Peterson presented this item, noting two recommended changes from the Funding and Programming Committee. The first change was associated with the Risk Assessment criterion. Funding and Programming recommended changing the proposed layout criteria to accommodate an additional point value for 75% completion. The second recommended change was associated with Public Engagement in the Safe Routes to School category. The result of this change would be an increase in weighting to the Risk Assessment category by eliminating a redundant public outreach scoring measure.

A motion to recommend approval of the changes was made by Mr. Thompson and seconded by Mr. Harrington. Motion carried.

**d. 2021-35: 2022 Regional Solicitation: Release for Public Comment**

Mr. Peterson presented this item, which recommended the release of the proposed 2022 Regional Solicitation application for public comment. A motion to recommend the release was made by Mr. Keel and seconded by Mr. Robjent. Motion carried.

**6. Information Items**

**1. Transportation Improvement Program (TIP) Public Comment Summary**

Sara Maaske of Council Communications provided a summary of the results of the public input received regarding the 2022-2025 TIP to the committee. Ms. Maaske noted that there were over 475 comments provided by nearly 150 individual commentors. She explained the methods for reaching out the public, which included email blasts, social media, newspaper advertising, and a public meeting.

Major themes from the public input included a push for increased focus on climate change and mechanisms to reduce greenhouse gas emissions and a desire to increase funding to non-highway modes.

**7. Agency Updates**

No updates provided.

**8. Other Business and Adjournment**

The meeting adjourned at 11:09 a.m.

**Prepared by:**

Dave Burns

## **ACTION TRANSMITTAL No. 2021-39**

**DATE:** September 29, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us))

**SUBJECT:** Streamlined 2021-2024 and 2022-2025 TIP Amendment Request: Addition of Three Clean Transportation Grants Projects

**REQUESTED ACTION:** MnDOT requests an amendment to the 2021-2024 and 2022-2025 TIPs to add three projects: Start-up operating costs for electric carshare (SP # 8825-963); mobility hub equipment and engagement in Minneapolis (SP# 8825-964); and purchase of two battery electric buses and two charging stations for Southwest Transit (SP # TRS-TCMT-22G).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2021-2024 and 2022-2025 TIPs to add three Clean Transportation Grant projects (SP# 8825-963, 8825-964, and TRS-TCMT-22G).

**BACKGROUND AND PURPOSE OF ACTION:** MnDOT provides three requested new projects funded through Clean Transportation Grants. These are:

1. A new project to fund start-up operating costs for electric carshare in Minneapolis and St. Paul (SP # 8825-963).
2. A new project funding mobility hub equipment and community engagement in Minneapolis (SP# 8825-964).
3. A new project funding the purchase of two battery electric buses and two charging stations with associated electrical upgrades for Southwest Transit (SP # TRS-TCMT-22G).

The proposed projects would be funded by Congestion Management and Air Quality (CMAQ) funds not programmed through the Regional Solicitation. The funding is from MnDOT-programmed Surface Transportation Block Grant (STBG) funds but will be transferred to CMAQ due to the nature of the projects.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.



**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	10/25/2021*
Metropolitan Council	Review & Adopt	10/27/2021*

\*Following the Transportation Advisory Board, the amendment to the 2021-2024 TIP will be forwarded to Transportation Committee. However, the amendment to the 2022-2025 TIP will not be forwarded until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	8825-963	MNDOT	HOURCAR: Start-up operating costs for electric carshare in Mpls and St. Paul

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	Transit	CMAQ	450,000	300,000	150,000

**PROJECT BACKGROUND:**

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

This amendment is needed to add a new federally funded project into SFY 2022

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

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation therefore, fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category NC—Non-classifiable per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	8825-964	MNDOT	City of Minneapolis; Mobility hub equipment and community engagement

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	TRANSIT	CMAQ	170,000	136,000	34,000

**PROJECT BACKGROUND:**

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

This amendment is needed to add a new federally funded project into SFY 2022

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

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation therefore, fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category NC—Non-classifiable per Section 93.126 of the Conformity Rules.

Please amend the 2021-2024 and 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
TBD	2022	M	NA	TRS-TCMT-22G	MNDOT	Southwest Transit; Purchase two (2) battery electric buses and two charging stations with associated electrical upgrades

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	TR	TRANSIT	CMAQ	295,088	236,071	59,017

**PROJECT BACKGROUND:**

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

This amendment is needed to add a new federally funded project into SFY 2022

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

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation therefore, fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

## **ACTION TRANSMITTAL No. 2021-40**

**DATE:** September 29, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us))

**SUBJECT:** Streamlined 2022-2025 TIP Amendment Request: Addition of Two Projects

**REQUESTED ACTION:** MnDOT requests an amendment to the 2022-2025 TIPs to add two projects: Orange Line Small Start Grant Agreement (SSGA) apportionment (TRF-TCMT-22B) and a retaining wall on MN 156 (6219-09).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 TIP to add two projects (SP# TRF-TCMT-22B and 6219-09).

**BACKGROUND AND PURPOSE OF ACTION:** MnDOT provides two requested new projects. These are:

1. A new project for the apportionment of the Orange Line Small Start Grant Agreement (SSGA) (SP # TRF-TCMT-22B). This is an FTA-funded project and there is no Regional Solicitation funding involved. This project has been authorized in past TIPs and therefore this project did not appear to be needed for inclusion in the TIP. However, because Metro Transit received federal American Rescue Plan Act (ARPA) funds, the change needs to be reflected in the TIP. This change would reflect \$11,362,644 in additional federal funding, with the same reduction in local funds.
2. A new project funding a retaining wall near Page Street in St. Paul (SP# 6219-09). This proposed project would be funded through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and

Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	Undecided*
Metropolitan Council	Review & Adopt	Undecided*

\*Following the Transportation Advisory Board, the amendment to the 2020-2025 TIP will not be forwarded to the Transportation Committee until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to include this project in program year 2022. 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
2022	M	BB	TRF-TCMT-22B	Met Council- MT	SECT 5309 ARPA: Twin Cities Met Council MT-Orange Line-Small Start SSGA Appropriation	17.0

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
TR	Transit	FTA	69,090,909	49,362,644	NA	19,728,265

**PROJECT BACKGROUND:**

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

This amendment is needed to add a new federally funded project into state fiscal year 2022 of the 22-25 TIP/STIP.

- 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

These funds were awarded in FTA Grant MN-2021-047. The source of these funds is FFY 2021 Section 5309 American Rescue Plan Act (ARPA) Capital Investment Grant (CIG) funds. Section 5309 CIG funds for the Orange Line Project were originally presented in the 2019-2022 STIP. These ARPA CIG funds will be used to replace local share for this project. There are no adjustments to the total project overall cost or scope. These funds are being moved into SFY 2022 (beginning 7/1/2021) which coincides with FFY 2021 (ending 9/30/2021), therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt because the project has been in previous TIPs.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to include this project in program year 2022. 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
2022	M	MN156	6219-09	MnDOT	MN 156 from 950' south of Page St to Page St in St Paul - Retaining wall	.18

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
EN	Retaining wall	CRRSAA	630,000	630,000	N/A	N/A

**PROJECT BACKGROUND:**

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

This amendment is needed to new federally funded project into state fiscal year 2022 of the 2022-2025 TIP/STIP

- 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

CRRSAA funds are above and beyond MnDOT's regular target formula funds, therefore, fiscal constraint is maintained."

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category NC. Non-Classifiable per Section 93.126 of the Conformity Rules.



## **ACTION TRANSMITTAL – 2021-41**

**DATE:** September 29, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joe.barbeau@metc.state.mn.us](mailto:joe.barbeau@metc.state.mn.us))

**SUBJECT:** Streamlined 2022-2025 TIP amendment for Ramsey County:  
Lexington Parkway extension

**REQUESTED ACTION:** Ramsey County requests an amendment to the 2022-2025 Transportation Improvement Program to change a terminus and add a trail and roundabout to the project description of its Lexington Parkway extension (062-651-067).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 Transportation Improvement Program to change a terminus and add a trail and roundabout to the project description of Ramsey County’s Lexington Parkway extension (062-651-067).

**BACKGROUND AND PURPOSE OF ACTION:** Ramsey County was awarded \$1,535,420 in Surface Transportation Block Grant (STBG) funds in the 2018 Regional Solicitation. The county requests a small terminus change and a change in intersection type (from signals to roundabout) at Montreal Avenue.

Consulting the Scope Change Policy, MnDOT Metro District State Aid and Council Staff determined that these changes can be made via informal scope change. However, a TIP amendment is still needed. This amendment needs be reflected in the 2022-2025 TIP, which is yet to be approved. The Council will consider the amendment following federal approval of the 2022-2025 TIP.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB’s responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB’s and the Council’s regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend TIP Amendment	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	*
Metropolitan Council	Review & Adopt	*

\* Following the Transportation Advisory Board, the amendment to the 2022-2025 TIP will still need to be considered by the Transportation Committee and Metropolitan Council following approval of the draft 2022-2025 TIP.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to include this project in program year 2022. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description
TBD	2022	M	CSAH 51	062-651-067	Ramsey County	**PRS**CSAH 51 from Shepard Road to <del>West 7th</del> <u>Adrian St</u> in St. Paul-Lexington Parkway extension, Sidewalk, <u>trail</u> , <u>roundabout</u> , traffic signals

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
<del>0.19</del>	MC	Grade and Surface	STBGP	<del>2,072,817</del>	1,535,420	<del>537,397-</del>
<u>0.22</u>				<u>3,336,300</u>		<u>1,800,880</u>

**PROJECT BACKGROUND:**

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

This amendment is needed to change the project description following approval of an informal scope change that modifies the signal at Montreal Avenue to a roundabout and makes a minor change to the project termini. The amendment is also adding trails to the description, as the original project description inadvertently left them out, and correcting the project length, which is incorrect in the current TIP.

- 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 \*

Local funds. No additional federal funds are being added to the project, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category E-3. Interchange reconfiguration projects per Section 93.126 of the Conformity Rules

## **INFORMAL SCOPE CHANGE REQUEST FORM**

SP # 062-651-067
Regional Solicitation Year: 2018
Funding Application ID# 10764
Current Fiscal Year: 2022
Current STIP Description: <b>**PRS**</b> : CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL-LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS
STIP Federal Funding: (STP) \$ 1,535,420
STIP Total Cost: \$ 2,072,817
Proposed New STIP Description: <b>**PRS**</b> : CSAH 51 FROM SHEPARD ROAD TO ADRIAN STREET IN ST. PAUL - PH 2 OF LEXINGTON PARKWAY EXTENSION FROM WEST 7 <sup>TH</sup> ST, PEDESTRIAN AND BICYCLE ACCOMMODATIONS, MEDIAN, ROUNDABOUT AND TRAFFIC SIGNALS
Federal Funding: \$1,535,420 (will be same as current fed \$ unless scope change reduces funds)
New Total Cost: \$3,336,300 construction; \$1,247,000 right of way
Short write up with reason for scope change (i.e.; contractor coordination, better bids, etc.): Update in project termini and intersection type at Montreal Avenue.

### **ATTACHMENTS:**

Colored Map – include original project in one color and any changes/additions in another color

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### ***To be filled out by Federal Aid Project Manager***

**STIP Amendment required? Y/N**

**Project changes will be updated in the xxxx-xxxx TIP/STIP**

*If changes will be made in the upcoming STIP rather than processing an amendment, add this note, and place N/A in the Formal and STIP Modification blanks below. If not applicable, remove these instructions and note.*

**Formal Amendment \_\_\_\_\_ STIP Modification \_\_\_\_\_**

*If STIP Amendment is required, fill out [template s:FEDAID/stip amendments/Blank Form/TIP Amendment form.docx](s:FEDAID/stip amendments/Blank Form/TIP Amendment form.docx) (formal amendment) or <s:FEDAID/stip amendments/Blank Form Template for Admin Modification.xlsx> (STIP Mod) - Remove this note before submitting*

# Original Layout



# ROUNDBABOUT ALTERNATIVE

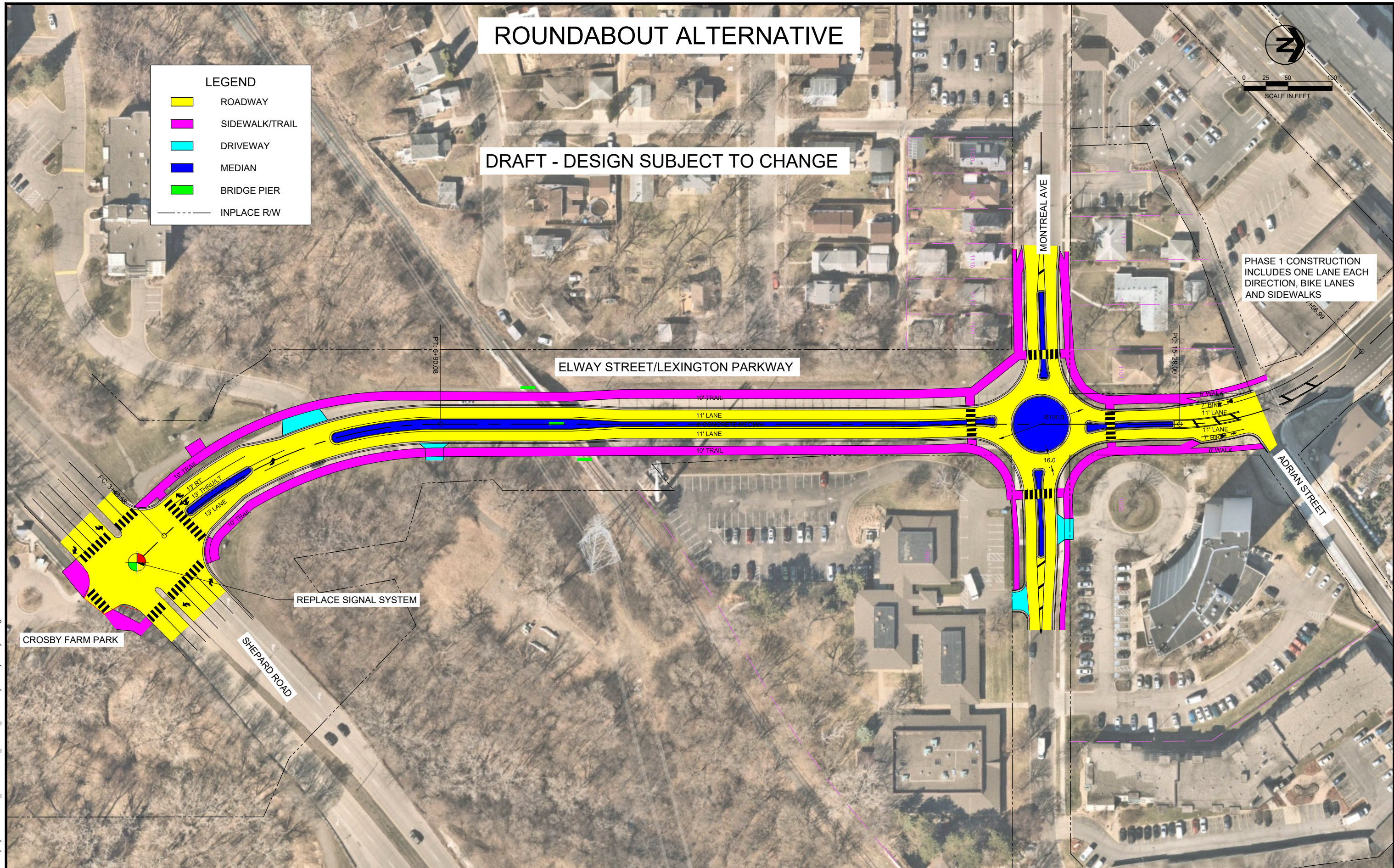
DRAFT - DESIGN SUBJECT TO CHANGE

**LEGEND**

- ROADWAY
- SIDEWALK/TRAIL
- DRIVEWAY
- MEDIAN
- BRIDGE PIER
- INPLACE R/W

SCALE IN FEET

PHASE 1 CONSTRUCTION INCLUDES ONE LANE EACH DIRECTION, BIKE LANES AND SIDEWALKS



Aug 03, 2021 - 4:03pm K:\n-z\Ramey\CY18007000\04\_Production\01\_CAD\02\_Sheetis\Layout\Project\_Layout.dwg

NO.	DATE	BY	DESCRIPTION OF REVISIONS

DESIGNED	
DRAWN	
CHECKED	

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444 Cedar Street, Suite 1500  
 Saint Paul, MN 55101  
 651.292.4400  
 tkda.com

**LEXINGTON PARKWAY  
 REALIGNMENT**

**REVISED PROPOSED  
 PHASE 2 LAYOUT**

PROJ. NO.	
DRAWING NO.	

**ACTION TRANSMITTAL – 2021-42**

**DATE:** September 29, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joe.barbeau@metc.state.mn.us](mailto:joe.barbeau@metc.state.mn.us))

**SUBJECT:** Streamlined 2022-2025 TIP amendment for MnDOT: MN 3 Trail in Farmington

**REQUESTED ACTION:** MnDOT requests an amendment to the 2022-2025 Transportation Improvement Program to change the scope of its MN 3 project (SP# 1921-110) to reflect the construction of a trail.

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 Transportation Improvement Program to change the scope of MnDOT's MN 3 project (SP# 1921-110) to reflect the construction of a trail.

**BACKGROUND AND PURPOSE OF ACTION:** This amendment is needed for MnDOT to change the scope from “bridge modifications” to construction of a trail. This is a correction of an errant project description.

This project is entirely funded with state funds.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend TIP Amendment	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	*
Metropolitan Council	Review & Adopt	*

\* Following the Transportation Advisory Board, the amendment to the 2022-2025 TIP will still need to be considered by the Transportation Committee and Metropolitan Council following approval of the draft 2022-2025 TIP.



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. 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
2022	M	MN 3	1921-110	MnDOT	Along west side MN3 from Willow St to 205 <sup>th</sup> St in Farmington- <del>Bridge 19X06-2013 modifications</del> - Construct trail (Tied to 1921-90 and 1921-90S)	.54

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
LPP	Trail	SF	275,400	N/A	275,400	N/A

**PROJECT BACKGROUND:**

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

This amendment is needed for a scope change from modifying the bridge to constructing a trail.

- 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

No additional funds are needed; therefore, fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category AQ-2. Bicycle and Pedestrian Facilities per Section 93.126 of the Conformity Rules.

## **ACTION TRANSMITTAL No. 2021-43**

**DATE:** September 30, 2021

**TO:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us))

**SUBJECT:** Streamlined 2022-2025 TIP Amendment Request for MnDOT: Two Project Cost Changes

**REQUESTED ACTION:** Sponsors request an amendment to the 2022-2025 TIP to adjust funding for two MnDOT-sponsored projects: US Highway 10 bridge replacement (SP# 0215-76) and US 952A bridge pier rehabilitation (SP # 2770-05).

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 TIP to change the cost of two MnDOT-sponsored projects (SP # 0215-76 and 2770-05).

**BACKGROUND AND PURPOSE OF ACTION:** MnDOT requests funding adjustments for two projects. These are:

1. A total project cost decrease (and federal funding increase) to MnDOT's US 10 bridge replacement and rehabilitee project (0215-76).
2. A total project and federal funding increase to MnDOT's US 952A bridge pier rehabilitation project (0215-76). This increase is due to installation of clearform catchment systems on the undersides of several bridge decks.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	Undecided*
Metropolitan Council	Review & Adopt	Undecided*

\*Following the Transportation Advisory Board, the amendment to the 2020-2025 TIP will not be forwarded to the Transportation Committee until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. 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
2022	M	US 10	0215-76	MnDOT	On US 10 from 0.25 MI east of Ferry St to Bridge 9717 over BNSF in Anoka, replace bridge 9700 and 9713, rehab or replace bridges 9714 and 9715, rehab bridges 9716 and 9717, reconstruct MN 47/US 169 Ferry St interchange, construct aux lanes, noisewalls and ADA	1.11

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
MC	Bridge Replacement	FFM, STP	<del>62,842,000</del> <u>48,000,000</u>	<del>36,415,000</del> <u>36,960,000</u>	<del>24,627,000</del> <u>9,240,000</u>	1,800,000

**PROJECT BACKGROUND:**

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

This amendment is needed to decrease the project cost in state fiscal year 2022 of the 22-25 TIP/STIP.

- 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

While the total project cost decreased, the federal funds increased due to changing the total project to an 80% federal / 20% local split per MnDOT Central Office. The additional federal funds are coming from MnDOT under-programming the fiscal year 2022 federal target by \$31M. Therefore, fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. 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
2022	M	US952A	2770-05	MnDOT	US952A over multiple roadways between N 10th Ave and N 2nd Ave in Mpls – Rehab bridge piers on Bridges 27816N and 27816S, <u>install clearform catchment system on underside of bridge decks on Bridge 27816N Spans 5, 6 and 7, and Bridge 27816S Spans 7, 8 and 9.</u>	.03

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
BR	Bridge Repair	NHPP	<del>1,985,000</del> 2,578,000	<del>1,588,000</del> <u>2,062,400</u>	397,000	118,600

**PROJECT BACKGROUND:**

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

This amendment is needed to add scope and increase the total project cost.

- 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

Federal funds from District C Non-Traditional Transportation Alternatives setaside (880C-NTA-22) is sufficient for this increase and match provided by Hines Development Group, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2021-07**

**DATE:** September 29, 2021

**TO:** TAC Funding & Programming Committee

**PREPARED BY:** Joe Barbeau, Senior Planner ([joseph.barbeau@metc.state.mn.us](mailto:joseph.barbeau@metc.state.mn.us))  
Steve Peterson, Manager of Highway Planning ([steven.peterson@metc.state.mn.us](mailto:steven.peterson@metc.state.mn.us))  
Elaine Koutsoukos, TAB Coordinator ([elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us))

**SUBJECT:** Federal Funds Redistribution Amount for Metro Transit's I-94 / Manning Avenue Park-and-Ride Lot.

**REQUESTED ACTION:** Metro Transit requests retention of \$2,775,641 in federal funds from a 2013 CMAQ award for the purchase of four buses used for express service in the I-94 East corridor and park-and-ride development expenses, and return of the remaining \$4,504,359 in federal funds for redistribution.

**RECOMMENDED MOTION:** That the Technical Advisory Committee recommend that the Transportation Advisory Board allow Metro Transit to retain \$2,235,600 in federal funds from a 2013 CMAQ award for the purchase of four buses used for express service in the I-94 East, and return of the remaining \$5,044,400 in federal funds for redistribution.

**BACKGROUND AND PURPOSE OF ACTION:** In the 2009 Regional Solicitation, Metro Transit was awarded \$7,280,000<sup>1</sup> in CMAQ (program year 2013) funding for I-94 express service, purchase of buses and construction of a 550-space park & ride facility near Manning Avenue (TH 95) and I-94 in Woodbury.

The original project cost breakdown is shown in Table 1.

**Table 1: Cost Breakdown**

Project Component	Units	Total Cost (2009 \$)
Property Acquisition	3 Acres	\$1,000,000
Facility	550 stalls	\$8,250,000
Articulated Buses	Three 40-foot Buses	\$1,220,706
Demonstration Service	Three Years	\$958,117
<b>Total</b>	<b>-</b>	<b>11,428,823</b>

\*\$7,280,000 federal and \$4,428,823 non-federal

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<sup>1</sup> The application requested \$7,000,000. The federal total increased to \$7,280,000 because in 2009, a small inflation factor was added to the original federal application amount.

The 2013-2016 Transportation Improvement Program (TIP) separated the items into four project line items, shown in Table 2. At which time the local over match was also reduced lowering the project total to \$9.1 million.

**Table 2: Award in the 2013-2016 TIP**

<b>Project</b>	<b>Total Cost</b>	<b>Federal Funds</b>	<b>Other Funds</b>
Park-and-Ride Land Acquisition, Design & Phase I Construction (2013)	\$4,435,350	\$3,548,280	\$887,070
Park-and-Ride Phase II Construction (2014)	\$912,033	\$729,626	\$182,407
Four 60-foot Buses (2014)	\$2,794,000	\$2,235,600	\$558,900
Express Service (2014)	\$958,117	\$766,494	\$191,623
<b>Total</b>	<b>\$9,100,000</b>	<b>\$7,280,000</b>	<b>\$1,820,000</b>

Metro Transit purchased the four 60-foot buses, received in 2015. The buses were used for express service in the I-94 East corridor (Route 375 serving the Guardian Angels Park & Ride), for which the service was locally funded. Metro Transit also spent \$540,041 in federal funding on the Manning park-and-ride lot development expenses. The project experienced multiple delays, including a 2014 decision to delay the project pending the Gateway Corridor EIS process and subsequent delays in project approvals. In addition, during the years of project development, park-and-ride demand in the corridor weakened, with demand peaking in 2014, followed by a significant decline since the onset of the pandemic. Therefore, in late 2020, Metro Transit decided that a new park-and-ride lot and new express service were no longer needed at this location in the near-term.

In order to close out the federal grant and return the remaining funding to the region, Metro Transit sent a letter (attached) to TAB Chair Hovland on November 11, 2020 notifying TAB of its decision to cancel the project and return the remaining funds. On May 11, 2021, TAB Chair Hovland sent a letter (attached) to the Federal Transit Administration (FTA) acknowledging that Metro Transit purchased the four buses and operated express transit service using local funds and that the I-94 & Manning Park & Ride and new commuter bus service is no longer needed. The FTA asked for TAB approval of the partial use of the federal funds for the bus purchase and park-and-ride lot development expenses. On August 20, 2021, Metro Transit sent a letter (attached) to TAB Chair Hovland asking that it be allowed to retain \$2,775,641 in spent federal funds and return the remaining \$4,504,359 in unspent federal CMAQ funding to the region.

**RELATIONSHIP TO REGIONAL POLICY:** TAB develops and issues a Regional Solicitation for federal funding. Projects funded through the Regional Solicitation are subject to a scope change policy, though given the length of time that has passed and the unique circumstances surrounding this project, this project is not being reviewed against other 2009 projects.

**STAFF ANALYSIS:** Highway and bicycle/pedestrian project sponsors work with MnDOT Metro District State-Aid and transit providers work with Metro Transit's federal grants manager to assure that projects are either done as applied for or work through the scope change process to determine whether a project can change from its application and/or whether any federal funding must be returned. When the project was awarded 11 years ago the transit project oversight processes were not well established. Council staff has worked with Metro Transit staff in recent years to improve their understanding of the relationship between Regional Solicitation funds and

project implementation requirements, but most of the activity on this project took place five to ten years ago. A request like this is unlikely to occur in the future.

Possible outcomes include:

1. Allow Metro Transit to retain the \$2,775,641 already spent on the project, leaving \$4,504,359 to be returned to the region for redistribution. This could also include retention of a lesser amount (i.e. only one of the two components that make up the \$2,775,641):
  - a) Retain \$2,235,600 spent on buses, which would result in a return of \$5,044,400.
  - b) Retain \$540,041 spent on park-and-ride development expenses, which would result in a return of \$6,739,959.
2. Require that the entire \$7,280,000 be returned to the region for redistribution.

Following the decision on how much funding will be returned to the region, staff will provide scenarios on how to spend that funding. It is anticipated that an action item will be presented to TAC Funding & Programming at its October meeting to redistribute federal funding to other transit project(s) that were not selected as part of the 2020 Regional Solicitation funding cycle.

**COMMITTEE COMMENTS AND ACTION:** At its September 16, 2021, meeting, the TAC Funding & Programming Committee, members voted unanimously to allow Metro Transit to retain \$2,235,600 in federal funds from a 2013 CMAQ award for the purchase of four buses used for express service in the I-94 East, and return of the remaining \$5,044,400 in federal funds for redistribution (Option 1a).

Members were not comfortable allowing Metro Transit to retain funds used to develop a project (the park-and-ride) that did not come to fruition, as highway project sponsors are not able to retain such funds.

#### ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	9/16/2021
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Approve	10/20/2021



# Statewide Multimodal Transportation Plan

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MINNESOTA GO

## Metropolitan Council – Technical Advisory Committee

October 6, 2021

# Agenda

- SMTP Draft Policy Hierarchy
- SMTP Policy Guidance
- Fall Engagement & Next Steps
- Brief Q&A

# Minnesota GO 50-year Vision

*What are we trying to achieve?*

## Statewide Multimodal Transportation Plan

*How are we going to achieve it?*

### Modal and System Plans

*What does that mean for each type of transportation?*

< Considered by the State Highway Investment Plan >



Greater  
Minnesota  
Transit  
Investment Plan



Pedestrian  
Plan



Bicycle  
Plan



State  
Highway  
Investment  
Plan



Freight  
System  
Plan



Aviation  
Plan



Rail  
Plan

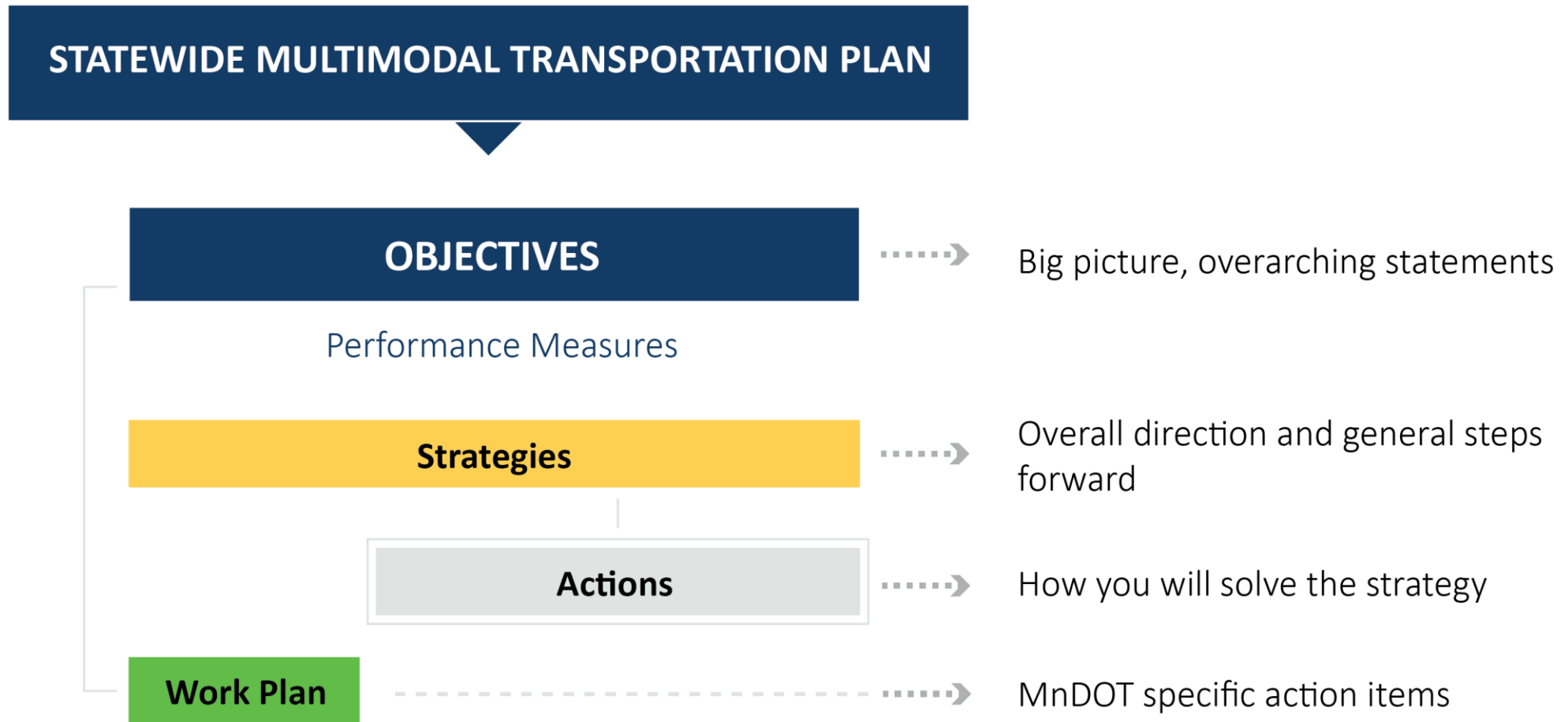


Ports &  
Waterways  
Plan

< Considered by the Freight System Plan >

# SMTP Policy Hierarchy

# SMTP Policy Hierarchy



# 2017 SMTP Plan Objectives



# SMTP Policy Objectives

- Climate Action *proposed*
- Critical Connections\*
- Healthy Equitable Communities *amended*
- Open Decision Making\*
- System Stewardship\*
- Transportation Safety\*

\* Consistent with the 2017 SMTP

# SMTTP Policy Analysis by Objective

HOW DOES THIS ADVANCE:



CLIMATE

EQUITY

HEALTH

How will it reduce carbon emissions and increase resiliency?

How will it lead to fair distribution of benefits and burdens and empower people in decision making?

How will it maximize the health of people, environment and economy?



# SMTP Policy Analysis by Objective

- Method to analyze the objectives
  - Provides a critical thinking exercise and 360<sup>o</sup> review of proposed language
  - Helps identify and justify changes to the objective language
  - Builds capacity for further assessment and action

# SMTP Strategies and Actions

- **Strategies** answer “what” and **actions** answer “how”
- Actions are:
  - More specific than strategies
  - Provide opportunity to be more direct
  - Reflect accountability
  - Have a variety of owners, actors and timelines

# Statewide Multimodal Transportation Plan

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MINNESOTA **GO**

**DRAFT** Policy Guidance

# Climate Action

**DESCRIPTION:** Advance a sustainable and resilient transportation system. Support transportation options and technology to reduce pollution. Adapt Minnesota's transportation system to a changing climate.

## 2022 DRAFT SMTP STRATEGIES

- Make transportation decisions that minimize and reduce total greenhouse gas emissions
- Increase infrastructure resiliency to climate change and natural disasters
- Transition the transportation sector away from dependence on carbon-based fuels
- Protect people, businesses and communities through regional approaches to mitigate risk from changing climate
- Protect people, businesses and communities by adapting infrastructure to withstand the changing climate
- Maximize environmental health and reduce negative transportation impacts

# Critical Connections

**DESCRIPTION:** Maintain and improve multimodal transportation connections essential for Minnesotans' prosperity and quality of life. Strategically consider new connections that help meet performance targets and maximize social, economic and environmental benefits.

## 2022 DRAFT SMTP STRATEGIES

- Provide equitable access to destinations and more efficient, affordable and reliable movement of people and goods throughout the state
- Provide transportation options to connect people to services, employment, neighborhoods and other destinations
- Support economic vitality and by creating and maintaining jobs through transportation investment
- Increase investment in transportation options for the safety and comfort of people walking, bicycling, rolling, and taking transit
- Identify and prioritize multimodal solutions with a high return on investment and those with low-costs when large-scale solutions cannot be implemented in the near term
- Accelerate technology solutions for accessible and reliable transportation

# Healthy Equitable Communities

**DESCRIPTION:** Foster healthy and vibrant places where everyone can live to their fullest potential. Coordinate land use and transportation planning to eliminate disparities. Promote healthy outcomes for people, the economy and the environment through an equitable transportation system.

## 2022 DRAFT SMTP STRATEGIES

- Coordinate on transportation and land use planning among transportation partners, stakeholders and the public
- Maximize environmental health and reduce negative transportation impacts
- Encourage modal shifts through education, programs and services
- Identify structural racism and unintended consequences in planning, programming and project delivery
- Reduce household transportation costs
- Develop and support a diverse workforce in Minnesota
- Advance the health of people and equitable communities through programming, operations and maintenance
- Restore and reconnect neighborhoods to support community success

# Open Decision Making

**DESCRIPTION:** Make equitable transportation decisions through inclusive and collaborative processes that are supported by data and analysis. Ensure effective and efficient use of resources.

## 2022 DRAFT SMTP STRATEGIES

- Support people's ability to play an active and direct role in transportation decision making
- Build lasting relationships with stakeholders to ensure that all people are engaged in transportation projects and activities
- Prioritize consistent, transparent, fair, just and equitable communication
- Improve coordination with partners and stakeholders to increase transportation benefits and decrease burdens to the public
- Use research and data to inform decision making and foster innovation

# System Stewardship

**DESCRIPTION:** Strategically build, manage, maintain and operate all transportation assets based on system data and analysis, performance measures and targets, and community needs. Use technology and innovation to get the most out of investments and maintain system performance.

## 2022 DRAFT SMTP STRATEGIES

- Advance transportation equity through multimodal investment decisions
- Maximize the useful life of transportation assets while considering performance, costs and impacts to people, the environment and economy
- Improve coordination with partners on the management of all assets connected to the transportation system
- Plan, design, develop and maintain transportation infrastructure and facilities in a way that reflects and is informed by is consistent with the surrounding context
- Provide training and resources for a diverse and inclusive transportation workforce
- Promote transportation trades and technical careers



# Transportation Safety

**DESCRIPTION:** Safeguard transportation users as well as the communities the systems travel through. Apply proven strategies to reduce fatalities and serious injuries for all modes. Foster a culture of transportation safety in Minnesota.

## 2022 DRAFT SMTP STRATEGIES

- Coordinate with partners to ensure the health, safety and security for people especially for those walking, biking, rolling, and taking transit
- Prioritize the movement of people and goods in ways that share benefits and burdens to advance the health of people and the environment
- Emphasize equitable education, enforcement and engineering techniques with proven safety benefits both perceived and real for people and communities
- Collaborate with local, regional, state and federal partners to ensure efficient and coordinated response to special, emergency and disaster events

# Discussion

1. What reactions do you have to the draft strategies?
2. Where do you agree? Disagree?
3. What actions should we consider to advance the strategies?
4. What else would you like to add?



# Action and Work Plan

# SMTP Action Plan

- The 2017 SMTP included a **work plan**
  - **MnDOT-focused** list of actions to advance the objectives and strategies
- New to 2022 will be **actions** *proposed*
  - **Actions** describe the way partners and stakeholders will advance the strategies to meet objectives

# SMTP Policy Hierarchy

**OBJECTIVE:** Open Decision Making

**STRATEGY:** Prioritize consistent, transparent, fair and equitable communication

**ACTION:** Provide training for different communication methods including storytelling

**WORK PLAN:** Develop and update new, more inclusive public engagement resources

Stakeholders

MnDOT

# Statewide Multimodal Transportation Plan

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MINNESOTA GO

## Fall Engagement

# Fall Engagement

- Planning for in-person engagement
- Statewide reach
  - 2-3 events per district, **4-6 in Metro**
- Targeting outdoor community events late Sept through Nov

*Recommendations? Put in the chat!*

# Fall Engagement

- Policy Panel and Stakeholder Forums (Oct-Nov)
  - Market research-like representative survey of ~1,000 Minnesotans: review key proposed changes
  - Follow-up ~100 person online discussion focus group: to explore positions and points of disagreement within survey results
  - Stakeholder Forums: review key proposed changes with broader transportation stakeholder community



# Thank you!

## Questions and Open Discussion

Ashley Zidon, ASLA, AICP

Statewide Multimodal Program Coordinator

[Ashley.Zidon@state.mn.us](mailto:Ashley.Zidon@state.mn.us)



**Metro District**  
**1500 West County Road B2**  
**Roseville, MN 55113**

September 9, 2021

James Hovland, Chair  
Transportation Advisory Board (TAB)  
Metropolitan Council  
390 North Robert Street Saint Paul, MN 55101

Greetings Chair Hovland,

This letter outlines guidance and decision-making related to the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funding to the seven-county metropolitan area.

The State of Minnesota received \$161,773,894 in highway funding from CRRSAA. In the legislation, \$19,820,941 was designated to the Twin Cities urban area to be distributed by the Metropolitan Council, the region's metropolitan planning organization (MPO). Direction from state leadership was to split the funding between the state and local partners, rounding up to \$20,000,000 for Metropolitan Council distribution, \$20,000,000 to counties and cities in Greater Minnesota, and \$121,773,894 to Minnesota Department of Transportation (MnDOT). MnDOT-Metro District is receiving CRRSAA funds and will coordinate with the Metropolitan Council and TAB in the fall on criteria and projects in the district. CRRSAA funding is to be encumbered by the end of federal fiscal year 2024 (September 30, 2024).

The guidance from FHWA/USDOT for CRRSAA allocated to the Metropolitan Council may be used for any mechanism eligible under the law. MnDOT worked with FHWA on various eligible mechanisms and, in addition to use on projects, has received approval to use these funds for revenue losses that have been documented to the CSAH and MSAS funds. The funding may be provided by formula to the counties and cities for lost revenue from the County State Aid Highway (CSAH) and Municipal State Aid Streets (MSAS) funds. The funding may also be allocated through a project solicitation process. Funds using the revenue losses and distributed through a formula can be used on activities normally eligible through the CSAH and MSAS funds or a project(s) identified through a new selection process or to more fully fund the federal eligible share of a project that is already in the STIP. At this time, FHWA does not recommend splitting the funds between a formula distribution and new project selection, as this would require more communication and coordination with FHWA Headquarters in Washington DC needing approval and possible impact the development and delivery window of September 30, 2024.

MnDOT's Office of State Aid led discussion with Greater Minnesota counties and cities that resulted in the decision that the funding would be brought in through revenue losses to the CSAH and MSAS fund and allocated to the counties and cities by the current formula for CSAH and MSAS funds. Counties and cities have to provide where they plan to spend their share on eligible activities under the CSAH and MSAS funds and provide a report at the end of the year on how they actually spent their share of the funds.

Projects using CRRSAA funding will be added or modified to the Metropolitan Council's Transportation Improvement Program (TIP) and Minnesota State Transportation Improvement Program (STIP). CRRSAA funds must be authorized by September 30, 2024.

Sincerely,

Michael Barnes  
MnDOT-Metro District Engineer

CC: Amy Vennewitz, Steve Peterson – Metropolitan Council  
Jon Solberg, TAC Chair, Michael Thompson TAC-Funding and Programming Chair

# Option 1

## Distribution via State-Aid Formulas

<b>Anoka Co</b>	\$ 1,534,718	<b>Carver Co</b>	\$ 650,421	<b>Dakota Co</b>	\$ 1,459,383	<b>Hennepin Co</b>	\$ 3,427,468	<b>Ramsey Co</b>	\$ 1,543,115	<b>Scott Co</b>	\$ 775,373	<b>Washington Co</b>	\$ 900,639
Andover	\$ 119,090	Chanhassen	\$ 88,720	Apple Valley	\$ 170,287	Bloomington	\$ 327,192	Arden Hills	\$ 28,822	Belle Plain	\$ 28,859	Cottage Grove	\$ 132,934
Anoka	\$ 63,580	Chaska	\$ 88,952	Burnsville	\$ 204,517	Brooklyn Ctr	\$ 100,735	Falcon Hts	\$ 14,626	Jordan	\$ 22,066	Forest Lake	\$ 88,727
Blaine	\$ 218,503	Victoria	\$ 31,179	Eagan	\$ 223,739	Brooklyn Park	\$ 261,167	Little Canada	\$ 36,618	Prior Lake	\$ 85,420	Hugo	\$ 59,701
Circle Pines	\$ 14,315	<b>Waconia</b>	<b>\$ 48,609</b>	Farmington	\$ 68,649	Champlin	\$ 79,328	Maplewood	\$ 140,244	Savage	\$ 103,936	Lake Elmo	\$ 48,716
Columbia Heights	\$ 57,713	<b>TOTAL</b>	<b>\$ 907,881</b>	Hastings	\$ 81,487	Corcoran	\$ 31,899	Moundsview	\$ 40,532	<b>Shakopee</b>	<b>\$ 144,355</b>	Mahtomedi	\$ 28,066
Coon Rapids	\$ 207,720	<b>% of \$20M</b>	<b>5%</b>	Inver Grove Hts	\$ 122,430	Crystal	\$ 68,366	New Brighton	\$ 64,580	<b>TOTAL</b>	<b>\$ 1,160,009</b>	Oakdale	\$ 86,934
East Bethel	\$ 58,694			Lakeville	\$ 240,464	Dayton	\$ 25,842	N. St. Paul	\$ 39,564	<b>% of \$20M</b>	<b>6%</b>	St. Paul Park	\$ 20,542
Fridley	\$ 90,246			Mendota Hts	\$ 45,964	Eden Prairie	\$ 215,512	Roseville	\$ 115,495			Stillwater	\$ 66,637
Ham Lake	\$ 74,352			Rosemount	\$ 93,226	Edina	\$ 182,486	St. Paul	\$ 988,992			Woodbury	\$ 248,393
Lino Lakes	\$ 73,333			S. St. Paul	\$ 64,920	Golden Valley	\$ 85,814	Shoreview	\$ 79,084			<b>TOTAL</b>	<b>\$ 1,681,289</b>
Oak Grove	\$ 50,642			W. St. Paul	\$ 61,181	Hopkins	\$ 55,094	Vadnais Hts	\$ 38,387			<b>% of \$20M</b>	<b>8%</b>
Ramsey	\$ 102,316			<b>TOTAL</b>	<b>\$ 2,836,247</b>	Maple Grove	\$ 233,154	White Bear Lake	\$ 79,723				
Spring Lake Park	\$ 21,533			<b>% of \$20M</b>	<b>14%</b>	Medina	\$ 29,196	<b>TOTAL</b>	<b>\$ 3,209,782</b>				
St. Francis	\$ 34,533					Minneapolis	\$ 1,299,458	<b>% of \$20M</b>	<b>16%</b>				
<b>TOTAL</b>	<b>\$ 2,721,288</b>					Minnnetonka	\$ 187,023						
<b>% of \$20M</b>	<b>14%</b>					Minnnetrista	\$ 31,459						
						Mound	\$ 29,340						
						New Hope	\$ 63,641						
						Orono	\$ 30,725						
						Plymouth	\$ 276,653						
						Richfield	\$ 121,485						
						Robbinsdale	\$ 43,790						
						Rogers	\$ 60,258						
						Shorewood	\$ 28,903						
						St. Anthony	\$ 27,957						
						St. Louis Park	\$ 159,559						
						<b>TOTAL</b>	<b>\$ 7,483,504</b>						
						<b>% of \$20M</b>	<b>37%</b>						

2020 APPROVED FUNDING SCENARIO

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Option 2

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14361	Minneapolis	Hennepin	Minneapolis	Minneapolis City-Wide Signal Retiming	Augmentor		\$2,500,000	\$625,000	\$3,125,000	\$2,500,000	817
2	14083	St. Paul	Ramsey	St. Paul	Dale Street Traffic Signal Modernization	Reliever, Augmentor	\$4,500,800	\$2,000,800	\$500,200	\$2,501,000	\$4,500,800	811
3	14090	Minneapolis	Hennepin	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	Augmentor		\$3,000,000	\$750,000	\$3,750,000	\$7,500,800	807
4	14027	Carver Co	Carver	4 Cities; 1 Township	Carver County Traffic Signal Tech and ITS Enhancements	Expanders, Con		\$1,580,000	\$395,000	\$1,975,000	\$9,080,800	776
5	14126	Ramsey Co	Ramsey	Mounds View	Mounds View Blvd Traffic Management Tech.	Reliever		\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	630

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14059	Minneapolis	Hennepin	Minneapolis	Johnson St. NE/ I-35W South Ramps Intersection Improvements	Augmentor		\$1,497,200	\$374,300	\$1,871,500	\$1,497,200	630
2*	14067	Hennepin Co	Hennepin	Minneapolis	Hi/Lake Safety Project	Augmentor		\$3,500,000	\$2,159,400	\$5,659,400	\$4,997,200	592
3	14050	Carver Co	Carver	Benton Township	US 212 & CSAH 51 Intersection Safety Project	PA		\$3,500,000	\$4,763,000	\$8,263,000	\$8,497,200	590
4	14198	Dakota Co	Dakota	Burnsville	Dakota Co Project 11-27: Roundabout - CSAH 11 & Burnsville Pkwy	Expander, Reliever	\$9,897,200	\$1,400,000	\$350,000	\$1,750,000	\$9,897,200	586
5	14346	Carver Co	Carver	Laketown Township	Highway 11 Intersection Improvement Project	Connector		\$2,937,600	\$734,400	\$3,672,000	\$12,834,800	575
6	14368	Woodbury	Washington	Woodbury	Lake Road and Pioneer Drive Intersection Improvement Project	Expander		\$2,057,591	\$514,398	\$2,571,989	\$14,892,391	496
7	14292	Rogers	Hennepin	Rogers, Dayton	CSAH 144 and CSAH 13 Signal & Intersection Geometric Improvements	Expander, Connector		\$1,747,512	\$436,878	\$2,184,390	\$16,639,903	483
8	14023	Ramsey Co	Ramsey	Maplewood, St. Paul	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	368
9	14164	Hennepin Co	Hennepin	Corcoran, Greenfield, Rogers	CSAH 19 Spot Mobility & Safety Project	Connector		\$2,712,000	\$678,000	\$3,390,000	\$22,851,903	337
10	14291	Rogers	Hennepin	Rogers	CSAH 116 and CSAH 150 Roundabout	Connector, Expander		\$1,245,120	\$311,280	\$1,556,400	\$24,097,023	291

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	PA		\$10,000,000	\$23,215,015	\$33,215,015	\$10,000,000	830
2	14165	Blaine	Anoka	Blaine	TH 65 at 99th Ave NE Grade Separation	PA		\$10,000,000	\$19,800,000	\$29,800,000	\$20,000,000	686
3**	14139	Anoka Co	Anoka	Ramsey, Dayton	CSAH 56 (Ramsey Blvd) & Highway 10 Interchange	PA, Expander		\$10,000,000	\$19,300,000	\$29,300,000	\$30,000,000	616
4-T	14324	Washington Co	Washington	Grant, Lake Elmo	CSAH 17 (Lake Elmo Ave) & TH 36 Interchange	PA, Connector		\$10,000,000	\$24,733,130	\$34,733,130	\$40,000,000	572
4-T	14347	Carver Co	Carver	Chanhassen, Victoria	Highway 5 Arboretum Area Mobility and Access Project	Expander	\$50,000,000	\$10,000,000	\$3,440,000	\$13,440,000	\$50,000,000	572
6	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement	PA, Expander	Overprogram	\$9,049,600	\$2,262,400	\$11,312,000	\$59,049,600	542
7	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange	PA, Connector	Overprogram	\$10,000,000	\$14,000,000	\$24,000,000	\$69,049,600	541
8	14375	Washington Co	Washington	Mahtomedi, White Bear Lake	TH 120 (Century Avenue) Expansion	Expander		\$6,601,884	\$1,650,471	\$8,252,355	\$75,651,484	500
9	14074	Coon Rapids	Anoka	Coon Rapids	TH 610 & East River Road Interchange Reconstruction	Expander		\$9,752,000	\$2,438,000	\$12,190,000	\$85,403,484	459
10	14018	Ramsey Co	Ramsey	White Bear Twp, Lino Lakes, North Oaks	I-35E/County Road J Interchange	Expander		\$8,618,210	\$2,154,553	\$10,772,763	\$94,021,694	437

**Roadway Reconstruction/Modernization**

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	13970	Hennepin Co	Hennepin	Minneapolis	CSAH 5 (Franklin Ave) Reconstruction Project	Reliever		\$7,000,000	\$6,782,000	\$13,782,000	\$7,000,000	912
2	14012	Hennepin Co	Hennepin	Minneapolis	CSAH 153 (Lowry Ave NE) Reconstruction Project	Augmentor		\$7,000,000	\$2,022,600	\$9,022,600	\$14,000,000	716
3	14013	St. Paul	Ramsey	St. Paul	Robert Street Reconstruction	Reliever		\$7,000,000	\$11,000,000	\$18,000,000	\$21,000,000	699
4	14327	Hennepin Co	Hennepin	St. Louis Park	CSAH 5 (Minnetonka Blvd) Reconstruction Project	Augmentor	\$28,000,000	\$7,000,000	\$3,357,000	\$10,357,000	\$28,000,000	683
5	14071	Maple Grove	Hennepin	Maple Grove, Brooklyn Park, Osseo	Highway 169 and County Road 130 Interchange Reconstruction	Reliever		\$7,000,000	\$6,795,000	\$13,795,000	\$35,000,000	610
6	14303	Dakota Co	Dakota	Eagan	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	588
7	14396	Anoka (City)	Anoka	Anoka	TH 47 Corridor Improvements Project	Connector		\$4,152,000	\$1,038,000	\$5,190,000	\$46,152,000	585
8	14141	Anoka Co	Anoka	Coon Rapids	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	Expander		\$5,214,400	\$1,303,600	\$6,518,000	\$51,366,400	583

**Bridges**

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1-T	14061	Hennepin Co	Hennepin	Plymouth, New Hope	CSAH 9 (Rockford Rd) Bridge Replacement Project	Augmenter		\$6,888,000	\$1,722,000	\$8,610,000	\$6,888,000	778
1-T	14087	St. Paul	Ramsey	St. Paul	Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Reliever	\$13,888,000	\$7,000,000	\$56,903,000	\$63,903,000	\$13,888,000	778
3	14138	Ramsey Co	Ramsey	New Brighton	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	728
4	14042	Hennepin Co	Hennepin	Minneapolis, Robbinsdale, Crystal, Brooklyn Center	CSAH 152 (Washington Ave N) Bridge Replacement Project	Reliever		\$2,848,000	\$712,000	\$3,560,000	\$18,673,365	723
5	14332	Hennepin Co	Hennepin	Minneapolis	CSAH 152 (Osseo Rd) Rehabilitation Project	Reliever		\$2,738,400	\$684,600	\$3,423,000	\$21,411,765	615
6	14117	Ramsey Co	Ramsey	Roseville	Replacement of Bridge No. 62519, Count Road C over BNSF RR	Augmenter		\$5,000,000	\$6,098,829	\$11,098,829	\$26,411,765	597
7	14359	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue South over Minnehaha Creek	Reliever		\$7,000,000	\$13,500,000	\$20,500,000	\$33,411,765	577

**2020 APPROVED FUNDING SCENARIO**  
**TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS**

**Transit Expansion**

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14365	Washington Co	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure in Woodbury	Skip due to	\$7,000,000	\$8,170,946	\$15,170,946	\$7,000,000	852
2	14176	Metro Transit	Hennepin	Minneapolis, St. Louis Park, Hopkins			Route 17 Service Improvement in Minneapolis, St. Louis Park, and Hopkins		\$2,511,123	\$627,781	\$3,138,904	\$9,511,123	607
3	14173	Metro Transit	Hennepin, Ramsey	Bloomington, St. Paul		✓	Route 54 Service Improvement in St. Paul and Bloomington		\$1,762,070	\$440,518	\$2,202,588	\$11,273,193	589
4	14298	Metro Transit	Hennepin	Minneapolis, Golden Valley, Plymouth		✓	New Route 757 Limited Stop in Minneapolis, Golden Valley, and Plymouth	\$8,942,679	\$4,669,486	\$1,167,372	\$5,836,858	\$15,942,679	566
5	14024	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka		✓	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	555
6	14340	MVTA	Hennepin, Dakota	Minneapolis, Mendota Heights, Eagan		✓	Route 436 Expansion - Viking Lakes in Eagan, Mendota Heights, and Minneapolis		\$2,600,000	\$650,000	\$3,250,000	\$24,142,679	495
7	14146	Metro Transit	Washington, Hennepin	Stillwater		✓	New Route 274 Express in Stillwater and Minneapolis		\$1,321,553	\$330,388	\$1,651,941	\$25,464,232	453
8	14296	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 23 Service Improvement in Minneapolis and St. Paul		\$3,018,668	\$754,667	\$3,773,336	\$28,482,901	337
9	14178	Metro Transit	Ramsey, Washington	7 Cities		✓	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	328
10	14330	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	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	295

\$34,288,421    \$14,993,052    \$49,281,473

**Transit Modernization**

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1*	14392	Metro Transit	Ramsey	St. Paul	✓		Gold Line Ramsey Washington Saint Paul Downtown Modernization		\$7,000,000	\$3,500,000	\$10,500,000	\$7,000,000	721
2	14357	Metro Transit	Regional	Regional			Bus Farebox Upgrade for All Regional Transit Providers		\$7,000,000	\$1,750,000	\$8,750,000	\$14,000,000	637
3	14078	Dakota Co	Dakota	Apple Valley	✓	✓	140th Red Line Pedestrian Bicycle Overpass in Apple Valley	Skip due to	\$2,400,000	\$600,000	\$3,000,000	\$16,400,000	610
4	14171	MVTA	Dakota	7 Cities		✓	Burnsville Bus Garage (BBG) Modernization		\$2,800,000	\$700,000	\$3,500,000	\$19,200,000	604
5	14084	Apple Valley	Dakota	Apple Valley	✓	✓	Apple Valley Red Line BRT 147th Street Station Skyway	Skip due to	\$3,810,400	\$952,600	\$4,763,000	\$23,010,400	602
6	14191	SouthWest Transit	Carver	Chaska		✓	Signal Prioritization at East Creek Park and Ride in Chaska	\$17,243,520	\$443,520	\$110,800	\$554,320	\$23,453,920	582
7	14076	SouthWest Transit	Carver	Chanhassen		✓	Solar Array at SouthWest Village in Chanhassen		\$4,840,000	\$1,210,000	\$6,050,000	\$28,293,920	436
8	14190	MVTA	Dakota, Hennepin, Scott	7 Cities		✓	Burnsville Transit Station (BTS) Modernization-Elevator Installation		\$656,000	\$164,000	\$820,000	\$28,949,920	411
9	14295	MVTA	Dakota, Hennepin, Ramsey	7 Cities		✓	Eagan Transit Station (ETS) Modernization-Elevator Installation		\$440,000	\$110,000	\$550,000	\$29,389,920	247

\* Gold Line BRT projects are top scores in both transit categories. Gold Line project partners indicated preference for Transit Modernization project if only one can be funded.

**2020 APPROVED FUNDING SCENARIO**

**BICYCLE AND PEDESTRIAN FACILITIES**

**Multiuse Trails and Bicycle Facilities**

Rank	ID	Applicant	County	City	Project Name	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14160	Minneapolis	Hennepin	Minneapolis	Hennepin/Dunwoody Protected Bikeway & Multiuse Trail		\$3,760,000	\$940,000	\$4,700,000	\$3,760,000	943
2	14112	St Paul	Ramsey	St. Paul	Samuel Morgan Regional Trail Segments 1 & 4 Reconstruction		\$4,956,800	\$1,239,200	\$6,196,000	\$8,716,800	883
3	14335	St Paul	Ramsey	St. Paul	Kellogg Blvd Capital City Bikeway - St. Peter to 7th St		\$5,500,000	\$1,444,759	\$6,944,759	\$14,216,800	870
4	14115	Burnsville	Dakota	Burnsville	I-35W Frontage Trail /I-35W Minnesota River Crossing		\$388,000	\$97,000	\$485,000	\$14,604,800	804
5	13983	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Reg Trail Gap / Duluth St		\$2,561,876	\$640,469	\$3,202,345	\$17,166,676	786
6-T	14302	Brooklyn Park	Hennepin	Brooklyn Park	63rd Avenue Multiuse Trail		\$744,000	\$186,000	\$930,000	\$17,910,676	783
6-T	14350	Washington Co	Washington	Oakdale	Century-Greenway Trail		\$825,865	\$206,466	\$1,032,331	\$18,736,541	783
8	14131	West St Paul	Dakota	West St Paul	CSAH 73 Oakdale Multiuse Trail		\$1,785,600	\$446,400	\$2,232,000	\$20,522,141	779
9	14026	Coon Rapids	Anoka	Coon Rapids	Coon Creek Reg Trail and Bridge over Coon Rapids Blvd		\$2,400,000	\$2,350,000	\$4,750,000	\$22,922,141	775
10	14287	Chaska	Carver	Chaska	Circle the Brick Trail Connection	\$24,167,773	\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail	Overprogram	\$2,364,700	\$591,100	\$2,955,800	\$26,532,473	731
12	14113	St Paul	Ramsey	St Paul	Point Douglas Regional Trail Phase 1 Construction		\$5,040,930	\$1,260,233	\$6,301,163	\$31,573,403	726
13	14092	Ramsey Co	Ramsey	White Bear Lake, Vadnais Hts, White Bear Twp	Bruce Vento Regional Trail Extension		\$4,688,000	\$1,172,000	\$5,860,000	\$36,261,403	725
14-T	14097	Burnsville	Dakota	Burnsville	Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and CSAH 32 (Cliff Road)		\$760,000	\$190,000	\$950,000	\$37,021,403	723
14-T	14367	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connections		\$1,113,500	\$278,375	\$1,391,875	\$38,134,903	723
16	14322	Anoka (City)	Anoka	Anoka	City of Anoka T.H. 169/Ferry Street Underpass		\$1,440,000	\$360,000	\$1,800,000	\$39,574,903	711
17	14341	Inver Grove Hts	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail		\$383,040	\$95,760	\$478,800	\$39,957,943	710
18	14389	Washington Co	Washington	Woodbury	Valley Creek Road Multiuse Trail Project		\$508,000	\$127,000	\$635,000	\$40,465,943	701
19	13971	Dakota Co	Dakota	Eagan	MN River Regional Greenway - Ft Snelling State Park UP Rail Overpass		\$3,777,940	\$944,485	\$4,722,425	\$44,243,883	694
20	14057	Fridley	Anoka	Fridley	53rd Avenue Trail and Sidewalk		\$1,843,313	\$460,829	\$2,304,142	\$46,087,196	684
21	14073	Dakota Co	Dakota	Mendota Heights	TH 149 Trail and Underpass		\$2,104,100	\$526,025	\$2,630,125	\$48,191,296	669



2024 / 2025 HSIP Projects (Proactive)

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)	Project #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 HSIP \$ Awarded			Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)		
P2	Bloomington	3 locations	98th St at Xerxes Ave, Lyndale Ave at 96th St, Old Shakopee Road at 3rd Ave	Ped safety improvements, refuge island, bump outs, overhead mast arms, RRFB's, LED lighting, ADA upgrades	\$331,200			\$331,200		\$36,800	\$368,000	100	300	14	171	200	100	885	P2
P21	Washington County	CSAH 15	from CSAH 12 to 240th Street	Install centerline rumble strips and wet reflective striping	\$111,657	\$111,657				\$12,406	\$124,063	100	300	74	20	200	75	769	P21
P20	MnDOT	TH 212	from TH 62 to TH 5	Install continuous lighting	\$450,000	\$450,000				\$50,000	\$500,000	75	199	34	152	200	50	710	P20
P3	Carver County	County Wide	Multiple locations	Install 56 miles (page 16) of enhanced pavement markings	\$785,570		\$785,570			\$87,285	\$872,855	100	73	47	193	200	50	663	P3
P15	MnDOT	TH 13	from Lynn Ave to Nicollet Ave in Savage	Install cable median barrier	\$425,250			\$425,250		\$47,250	\$472,500	100	275	14	92	150	0	631	P15
P13	MnDOT	TH 8	at Hazel Ave and 250th St in Wyoming Twp	Construct left turn lane at Hazel Ave Close 250th Street	\$544,500			\$544,500		\$60,500	\$605,000	25	275	0	105	200	25	630	P13
P5	Carver County	CSAH 40	between TH 25 and CSAH 52	Shoulder widening, safety edge, mumble strips, wet reflective ground in pavement markings	\$2,000,000			\$2,000,000		\$2,274,600	\$4,274,600	75	1	100	145	200	75	596	P5
P10	Hennepin County	3 locations	CSAH 52 at 67th St CSAH 66 at Noble Ave CSAH 66 at Hidden Lakes Pkwy	Install FYA's, ped ramps, APS, countdown timers	\$1,737,000			\$1,737,000		\$193,000	\$1,930,000	50	189	7	79	200	50	575	P10
P1	Andover	CSAH 18 (Crosstown Blvd)	at Nightingale Street	Construct roundabout	\$1,902,600			\$1,902,600		\$211,400	\$2,114,000	50	59	0	193	200	50	552	P1
P11	Minneapolis	26th Street 28th Street	at Dupont Ave, 26th St, Emerson Av at Dupont Ave, 28th St, Emerson Av, 3rd Av, 18th St	Ped ramp upgrades, traffic visibility improvements	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	50	91	0	163	180	40	524	P11
P12	MnDOT	TH 3	at 142nd Street in Rosemount	Construct roundabout	\$1,107,000			\$1,107,000		\$123,000	\$1,230,000	25	122	0	193	150	25	515	P12
P24	Blaine	99th Ave	at Baltimore Street	Construct roundabout	\$1,530,000	\$1,530,000				\$170,000	\$1,700,000	25	58	7	193	200	25	508	P24
P4	Carver County	CSAH 10	at Waconia Parkway	Construct a turbo roundabout	\$1,759,895			\$1,759,895		\$195,544	\$1,955,439	25	53	0	193	200	25	496	P4
P14	MnDOT	TH 13	at Wachtler Ave in Mendota Heights	Construct roundabout	\$1,152,000			\$1,152,000		\$128,000	\$1,280,000	25	89	0	193	150	25	482	P14

The projects below are NOT funded:

P8	Hennepin County	CSAH 19	at 109th Ave (CR 117)	Reconstruct intersection, raised medians for ped refuge, upgrad bike connections, ADA, lighting	\$2,000,000					\$1,390,000	\$3,390,000	50	29	7	200	150	25	461	P8
P7	Dakota County	CSAH 54	at CSAH 68	Construct roundabout	\$1,395,000					\$155,000	\$1,550,000	20	45	14	180	200	0	459	P7
P16	MnDOT (Hennepin)	TH 55	from Old Rockford Road to General Mills Blvd	Construct RCI's at Old Rockford Road, Urbandale, 18th Ave, Larch Lane, Ives lane, Goldenrod Lane, Evergreen Lane	\$1,070,820					\$118,980	\$1,189,800	75	121	7	105	150	0	458	P16
P17	MnDOT (Anoka)	TH 65	from Bunker Lake Blvd to 237th Ave	Install cable median barrier	\$2,000,000					\$306,062	\$2,306,062	75	116	20	92	150	0	453	P17
P22	Washington County	CSAH 19	80th Street	Construct roundabout	\$2,000,000					\$1,103,000	\$3,103,000	25	70	0	180	100	25	400	P22
P6	Carver County	TH 25	at CSAH 20	Realign intersection to remove skew, widen shoulders, add turn lanes, improve sight lines	\$1,073,700					\$119,300	\$1,193,000	40	29	0	84	200	0	353	P6
P19	MnDOT (Carver)	TH 212	From west jct TH 5 to east jct TH 5 in Norwood Young America	Install cable median barrier. Construct RCI intersections at CSAH 131, Wells Ave, CSAH 31, and Railroad Street	\$1,216,329					\$135,148	\$1,351,477	75	18	0	92	150	0	335	P19
P18	MnDOT	TH 95	at 392nd (301st Ave) in North Branch	Construct left turn lane	\$1,280,064					\$142,229	\$1,422,293	50	2	14	105	150	0	321	P18
P23	Washington County	CSAH 19	at CSAH 10	Construct roundabout	\$2,000,000					\$1,638,000	\$3,638,000	25	28	0	193	0	25	271	P23
P9	Hennepin County	CSAH 3	from 22nd Ave to Snelling Ave	Widen sidewalk, crossing improvements, signal upgrades, ADA, lane configuration	\$2,000,000					\$3,659,000	\$5,659,000	50	39	27	132	200	50	498	P9

\$31,492,585    \$2,091,657    \$785,570    \$3,951,200    \$8,628,245    \$12,536,504    \$44,029,089

2024 / 2025 HSIP Projects (Reactive)

12/3/2020

The projects down to red line are FUNDED:

HSIP FUNDING

POINTS

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2022 HSIP \$ Awarded	2023 HSIP \$ Awarded	2024 HSIP \$ Awarded	2025 HSIP \$ Awarded			B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)		
R12	Fridley	TH 47 (University Ave)	from 53rd Ave to 85th Ave	Enhanced lighting at ped crossings, lighting at bus stops, concrete sidewalk at bus stop NE corner at Osborne Rd	\$1,947,240			\$1,947,240		\$216,360	\$2,163,600	600	200	100	63	963	R12
R20	Ramsey County	University Ave	at Simpson St, at Albert St, at Syndicate St, at Arundel St	Install RRFB's, APS, reconstruct ped ramps	\$504,000	\$504,000				\$56,000	\$560,000	530	184	4	70	788	R20
R13	Hennepin County	CSAH 52 (Hennepin Ave)	from 10th Ave to 11th Ave (over I-35W)	Modifying intersections, reduce conflicting vehicle and ped speeds, traffic signal mods, ADA upgrades	\$1,368,000			\$1,368,000		\$152,000	\$1,520,000	400	128	10	83	621	R13
R15	Minneapolis	3 locations	Lake St at 28th Ave Franklin Ave btwn 13th and 14th Ave Cedar Ave at 6th Street	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,080,000	\$1,080,000				\$120,000	\$1,200,000	370	112	16	90	588	R15
R16	Minneapolis	LaSalle Ave Nicollet Ave	at Grant St, at 15th St, at Groveland Ave at Grant St, at 15th St, at 18th St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,800,000			\$1,800,000		\$200,000	\$2,000,000	339	120	19	90	568	R16
R23	Scott County	CSAH 78	at CSAH / CR 69	Construct roundabout	\$1,595,700			\$1,595,700		\$177,300	\$1,773,000	234	176	10	90	510	R23
R17	Minneapolis	Lyndale Ave	at 18th Ave, 24th Ave, 29th Ave, 36th Ave	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,260,000			\$1,260,000		\$140,000	\$1,400,000	274	120	7	90	491	R17
R11	Dakota County	CR 6 (Thompson Ave)	at CSAH 73 (Oakdale Ave)	Construct roundabout	\$1,395,000		\$1,395,000			\$155,000	\$1,550,000	245	144	4	87	480	R11
R6	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 7 (Rum River Road)	Construct roundabout	\$1,350,000			\$1,350,000		\$150,000	\$1,500,000	245	144	7	80	476	R6
R14	Minneapolis	Broadway Street	at Washington St, Monroe St, Filmore St, Buchanan St	Rebuild signals, add OH mast arms, ped count down timers, APS, yellow reflective back plates, upgrade 8" to 12" signal heads, convert to LED lighting, video detection, curb ramps, curb extensions	\$1,170,000		\$1,170,000			\$130,000	\$1,300,000	223	128	16	73	440	R14
R18	MnDOT	I-35W	from TH 13 to I-35E	Install continuous lighting	\$720,000			\$720,000		\$80,000	\$800,000	229	136	7	33	405	R18
R21	Ramsey County	Dale Street	from Como Ave to North TH 36 ramps	Construct 4 lane to 3 lane conversion	\$2,000,000			\$2,000,000		\$1,525,048	\$3,525,048	132	152	13	97	394	R21
R26	Woodbury	Lake Road	from Woodlane Drive to Pioneer Drive	Reconstruct from 4 lane to 3 lane conversion	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	141	144	13	93	391	R26

The projects below are NOT funded:

R19	MnDOT (Dakota)	I-494	from Minnesota River to TH 3	Install continuous lighting	\$1,710,000					\$190,000	\$1,900,000	163	144	16	33	356	R19
R8	Anoka County	CSAH 34 (Birch Street)	at CSAH 54 (20th Ave)	Construct roundabout	\$1,170,000					\$130,000	\$1,300,000	110	152	4	80	346	R8
R9	Anoka County	CSAH 52 (Radisson Road)	at Cloud Drive	Construct a Traffic Signal, widen side street approaches to develop two lanes of approach.	\$540,000					\$60,000	\$600,000	133	128	0	77	338	R9
R24	Shakopee	Marystown Road	from Vierling Drive to CSAH 16 (17th Ave)	Construct 4 roundabouts (at Vierling Dr, N 169 ramps, S 169 ramps, 17th Av), and install ped/bike shared use paths and sidewalks	\$2,000,000					\$5,380,500	\$7,380,500	39	168	7	100	314	R24
R2	Anoka County	CSAH 6 (Mississippi St)	from TH 65 to CSAH 35	Construct 4 to 3 lane conversion with mini roundabout at CSAH 35 (Old Central Ave)	\$954,000					\$106,000	\$1,060,000	73	136	0	97	306	R2
R4	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	72	144	4	80	300	R4
R1	Anoka County	CSAH 6 (Mississippi St)	from TH 47 to TH 65	Construct 4 to 3 lane conversion with mini roundabouts at 7th St and Monroe intersections	\$1,922,400					\$213,600	\$2,136,000	50	144	7	97	298	R1
R25	Woodbury	Lake Road	from Blue Ridge Drive to Cherry Lane	Reconstruct from 4 lane to 3 lane conversion	\$2,000,000					\$970,520	\$2,970,520	58	136	4	93	291	R25
R7	Anoka County	CSAH 34 (Birch Street)	at CSAH 21 (Centerville Road)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	68	128	4	80	280	R7
R3	Anoka County	CSAH 9 (Lake George Blvd)	at 221st Ave	Construct roundabout	\$1,350,000					\$150,000	\$1,500,000	60	128	0	80	268	R3
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 5 (Nowthen Blvd)	Construct roundabout	\$1,440,000					\$160,000	\$1,600,000	53	120	4	80	257	R5
R22	St. Paul	4 locations	Cretin / St. Clair, Cretin / Randolph, East 7th / Forest, Hamline / Thomas	Replace signals, full mast arms, ADA, red light confirmation, ped count down timers, ped ramp improvements	\$1,296,000					\$144,000	\$1,440,000	78	112	0	60	250	R22

\$33,125,100    \$1,584,000    \$2,565,000    \$11,050,940    \$2,610,000    \$10,889,968    \$44,015,068

Existing Projects with Capacity for Federal Funds (Per 2022-2025 TIP)

Route	Projnum	Year	Agency	Activity	Federal	Project Total	Federal Capacity	Cumulative
999	178-030-001	2024	INVER GROVE HEIGHTS	Reconstruct Curb Ramps to ADA	\$ 250,240	\$ 337,824	\$ 20,019	\$ 20,019
CSAH 12	082-612-025	2024	WASHINGTON COUNTY	Bike Trail	\$ 256,800	\$ 346,680	\$ 20,544	\$ 40,563
Local Street	219-591-001	2024	MAHTOMEDI	Sidewalks, meidan	\$ 335,583	\$ 453,037	\$ 26,847	\$ 67,410
Local Street	107-591-006	2023	BLOOMINGTON	SRTS (Olson Elementary and Middle School)	\$ 301,782	\$ 414,950	\$ 30,178	\$ 97,588
MSAS 236	185-236-003	2024	OAKDALE	Greenway Ave Trail	\$ 400,000	\$ 540,000	\$ 32,000	\$ 129,588
Local Street	173-591-004	2023	WEST SAINT PAUL	Bidwell St. Sidewalk, ADA	\$ 640,000	\$ 848,000	\$ 38,400	\$ 167,988
Local Street	113-591-001	2024	COLUMBIA HEIGHTS	49th Avenue pedestrain project	\$ 484,400	\$ 653,940	\$ 38,752	\$ 206,740
MSAS 312	127-312-002	2022	FRIDLEY	7th St and 57th Ave Trail	\$ 516,120	\$ 696,762	\$ 41,290	\$ 248,029
CSAH 38	082-638-015	2023	WASHINGTON COUNTY	Sidewalk, trail	\$ 460,800	\$ 633,600	\$ 46,080	\$ 294,109
Local Street	110-090-004	2024	BROOKLYN PARK	63rd Ave sidewalk, trail	\$ 744,000	\$ 1,004,400	\$ 59,520	\$ 353,629
MN 41	196-591-001	2024	CHASKA	Pedestrian underpass	\$ 933,360	\$ 1,260,036	\$ 74,669	\$ 428,298
Local Street	141-591-013	2022	MINNEAPOLIS	16th Ave Traffic Calming	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 508,298
MSAS 216	164-216-021	2024	SAINT PAUL	Sidewalk, ADA	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 588,298
MSAS 342	141-342-007	2022	MINNEAPOLIS	Pedestrian, signals	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 668,298
Local Street	164-591-004	2023	SAINT PAUL	SRTS (Bruce Vento Elementary School)	\$ 842,528	\$ 1,158,476	\$ 84,253	\$ 752,551
CSAH 40	027-640-008	2024	HENNEPIN COUNTY	Ped ramps and accessible signals	\$ 1,000,000	\$ 1,366,200	\$ 92,960	\$ 845,511
CSAH 61	196-090-002	2024	CHASKA	Trail	\$ 1,245,632	\$ 1,685,923	\$ 103,106	\$ 948,617
Local Street	027-090-026	2023	HENNEPIN COUNTY	Trail	\$ 1,120,000	\$ 1,540,000	\$ 112,000	\$ 1,060,617
CSAH 11	019-611-013	2024	DAKOTA COUNTY	Roundabout	\$ 1,400,000	\$ 1,890,000	\$ 112,000	\$ 1,172,617
CSAH 38	019-638-020	2022	DAKOTA COUNTY	Traffic Management Tech	\$ 1,440,000	\$ 1,944,000	\$ 115,200	\$ 1,287,817
MSAS 183	141-183-014	2024	MINNEAPOLIS	Turn lanes, intersecion, bike/ped	\$ 1,497,200	\$ 2,021,220	\$ 119,776	\$ 1,407,593
CSAH 51	062-651-067	2022	RAMSEY COUNTY	Lexington Parkway Extension	\$ 1,535,420	\$ 2,072,817	\$ 122,834	\$ 1,530,427
CSAH 73	173-090-001	2024	WEST SAINT PAUL	Multi-use Trail	\$ 1,785,600	\$ 2,410,560	\$ 142,848	\$ 1,673,275
CSAH 73	142-090-004	2024	MINNETONKA	Trail	\$ 2,364,700	\$ 3,192,264	\$ 189,111	\$ 1,862,386
Local Street	164-090-017	2023	SAINT PAUL	Ped/Bike Trail	\$ 2,216,800	\$ 3,048,100	\$ 221,680	\$ 2,084,066
NA	090-595-016	2022	MET COUNCIL	Travel Behavior Inventory	\$ 1,170,000	\$ 1,755,000	\$ 234,000	\$ 2,318,066
Transit	TRS-TCMT-22F	2022	MET COUNCIL-MT	Southwest Transit Mobility Hub	\$ 3,672,800	\$ 4,958,280	\$ 293,824	\$ 2,611,890
Local Street	141-090-040	2024	MINNEAPOLIS	Protected bike facility	\$ 3,760,000	\$ 5,076,000	\$ 300,800	\$ 2,912,690
999	141-030-054	2024	MINNEAPOLIS	Pedestrian/intersecion upgrades	\$ 1,000,000	\$ 1,736,640	\$ 389,312	\$ 3,302,002
Local Street	164-090-018	2024	SAINT PAUL	Trail reconstruction	\$ 4,956,800	\$ 6,691,680	\$ 396,544	\$ 3,698,546
MSAS 158	164-158-026	2023	SAINT PAUL	Protected bike facility	\$ 5,312,000	\$ 7,304,000	\$ 531,200	\$ 4,229,746
Local Street	019-090-023	2022	DAKOTA COUNTY	Trail and bridge	\$ 480,000	\$ 1,500,000	\$ 720,000	\$ 4,949,746
Local Street	141-591-015	2024	MINNEAPOLIS	improvements	\$ 1,000,000	\$ 2,150,280	\$ 720,224	\$ 5,669,970
TRANSIT	TRS-TCMT-23A	2023	MET COUNCIL-MT	Buses and Transit stations	\$ 6,000,000	\$ 8,750,000	\$ 1,000,000	\$ 6,669,970
CSAH 158	027-758-006	2023	HENNEPIN COUNTY	Roadway approaches, signal modifications, ADA	\$ 7,000,000	\$ 10,065,000	\$ 1,052,000	\$ 7,721,970
CSAH 42	019-642-066	2022	DAKOTA COUNTY	Trail and grade-separated crossing	\$ 1,256,000	\$ 2,908,498	\$ 1,070,798	\$ 8,792,769
CSAH 3	027-603-075	2024	HENNEPIN COUNTY	Sidewalk and other pedestrian improvements	\$ 3,500,000	\$ 6,112,152	\$ 1,389,722	\$ 10,182,490
TRANSIT	TRS-TCMT-24B	2024	MET COUNCIL-MT	Gold Line Stations	\$ 7,000,000	\$ 10,500,000	\$ 1,400,000	\$ 11,582,490
CSAH 52	027-652-042	2023	HENNEPIN COUNTY	Bikeway and intersecion crossing improvements	\$ 5,500,000	\$ 8,659,735	\$ 1,427,788	\$ 13,010,278
Local Street	114-090-002	2024	COON RAPIDS	Pedestrian bridge	\$ 2,400,000	\$ 5,130,000	\$ 1,704,000	\$ 14,714,278
CSAH 5	027-605-033	2024	HENNEPIN COUNTY	Reconstruct	\$ 7,000,000	\$ 11,185,560	\$ 1,948,448	\$ 16,662,726
CSAH 153	027-753-020	2023	HENNEPIN COUNTY	Reconstruct	\$ 7,000,000	\$ 11,539,000	\$ 2,231,200	\$ 18,893,926
CSAH 36	027-636-012	2022	HENNEPIN COUNTY	Bikeway enhancements, pavement marking, ADA	\$ 5,500,000	\$10,341,158	\$ 2,772,926	\$ 21,666,853
CSAH 10	010-610-056	2024	CARVER COUNTY	Reconstruction	\$ 7,000,000	\$ 12,216,960	\$ 2,773,568	\$ 24,440,421
Local Street	062-090-003	2024	RAMSEY COUNTY	Replace pedestrian bridge	\$ 1,000,000	\$ 5,246,640	\$ 3,197,312	\$ 27,637,733
MN 13	070-596-015	2022	SCOTT COUNTY	Interchange	\$ 5,750,000	\$ 13,130,000	\$ 4,754,000	\$ 32,391,733
CSAH 152	027-752-035	2022	HENNEPIN COUNTY	Reconstruction	\$ 2,000,000	\$ 11,500,000	\$ 7,200,000	\$ 39,591,733
MSAS 425	141-425-008	2023	MINNEAPOLIS	Reconstruction	\$ 7,550,000	\$ 26,350,900	\$ 13,530,720	\$ 53,122,453
US 10	0215-76	2022	MNDOT	Bridge Replacement	\$ 36,415,000	\$ 62,842,000	\$ 13,858,600	\$ 66,981,053
MN 65	106-010-020	2024	BLAINE	Grade Separation	\$ 10,000,000	\$ 32,184,000	\$ 15,747,200	\$ 82,728,253