

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | February 3, 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

January 6, 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. **2021-10:** 2021-2024 Streamlined TIP Amendment for MnDOT: US 212 Lighting Improvement (Joe Barbeau, MTS)
 - b. **2021-11:** 2021-2024 Streamlined TIP Amendment for Richfield: Railroad Gate Installation (Joe Barbeau, MTS)
3. Planning Committee (Emily Jorgensen, Chair)
 - a. **2021-04:** Proposed 2021 Safety Targets
4. Funding & Programming Committee (Michael Thompson, Chair)
 - a. **2021-05:** Scope Change Request for St. Louis Park's CSAH 25/Beltline Blvd Pedestrian Improvements
 - b. **2021-06:** TIP Amendment for St. Louis Park: CSAH 25/Beltline Blvd Pedestrian Improvements
 - c. **2021-08:** Highway 252 Program Year Change
 - d. **2021-09:** CSAH 103 Program Year Change

VI. INFORMATION ITEMS

1. 2022-2025 Transportation Improvement Program (TIP) Development Schedule (Joe Barbeau, 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.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 6, 2021
9:00 A.M.**

Members Present: Jon Solberg, Joe MacPherson, Lisa Freese, Lyndon Robjent, Erin Laberee, Chad Ellos, Brian Isaacson, Emily Jorgensen, Andrew Witter, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Innocent Eyoh, Bridget Rief, Matt Fyten, Praveena Pidaparathi, Danny McCullough, Karl Keel, Ken Ashfeld, Charlie Howley, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Paul Mogush, 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 COVID-19 pandemic, the meeting was held via video conference. Chair Solberg welcomed four new members: Erin Laberee from Dakota County; Andrew Witter, representing Region 7W; Praveena Pidaparathi, representing freight; and Charlie Howley from Chanhassen.

2. Approval of Agenda

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

3. Approval of Minutes

A motion to approve the December 2, 2020, TAC minutes was made by Mr. Keel and seconded by Mr. Isaacson. 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 December 16, 2020, meeting.

5. Committee Reports

1. Executive Committee (Jon Solberg, Chair)

Chair Solberg reported that the Executive Committee discussed membership of TAC and its subcommittees, some upcoming requests coming to TAC, and increasing the importance of the TAC Planning Committee.

2. TAC Action Items

a) 2021-02: 2021-2024 Streamlined tip Amendment for MnDOT: MnDOT FTA Section 5310 Transit Projects

Mr. Barbeau provided a brief overview on the streamlined TIP amendment process.

Mr. Barbeau said that this TIP amendment request is made annually because the list of projects is not usually ready in time for the initial TIP.

A motion to recommend approval of the request was made by Mr. Isaacson and seconded by Mr. Ellos. Motion carried.

b) 2020-40: 2021-2024 Streamlined tip Amendment for MnDOT: MnDOT CSAH 13 Roundabout

Mr. Barbeau clarified that the agenda and action item should refer to this project as being on CSAH 13 and not US 10 as is shown. He added that this will be corrected for the TAB item. Mr. Barbeau said that this TIP amendment request is to increase the project cost and extend the project from Line Avenue to Tyler Street.

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

3. Planning Committee (Emily Jorgensen, Chair)

The Planning Committee did not meet in December 2020. Chair Solberg introduced Emily Jorgensen as new chair of the Planning Committee.

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

The Funding and Programming Committee did not meet in December 2020. Chair Solberg introduced Michael Thompson as new chair of the Planning Committee.

6. Special Agenda Items

1. Functional Class Metro Review (Joe Widing, MnDOT)

Joe Widing from MnDOT discussed the process of MnDOT's functional classification review for its Metro District. Anoka County is complete, Carver and Scott counties are nearly complete, and the other counties are either underway or nearly underway.

Mr. Keel asked why the Twin Cities has fewer principle arterials compared to peer regions. Mr. Widing replied that it is related to how the various areas are classifying roadways. Keel asked whether regions with more principle arterials get more federal funding. Mr. Widing replied that he does not think so but added that the Twin Cities has a lot of minor arterials because of federal funding and that there is an incentive for counties and cities to upgrade roads prior to when they are ready.

Chair Solberg asked Mr. MacPherson how well the process went in Anoka County. Mr. MacPherson replied that the process went very well.

Mr. Peterson said that this issue will be brought through the committees to generate a recommendation to MnDOT. He added that funding has been set aside for implementing recommendations and addressing other documents and activities.

7. Agency Reports

Chair Solberg reminded members that there will be a CIC meeting on Friday. He said that comments are due on January 13 for the Minnesota Statewide Pedestrian Plan. He also said that Congress passed a Covid relief bill and an omnibus bill. The former provides \$160 million for Minnesota Transportation, including \$50 million to the Metropolitan Council.

Mr. Eyoh reported that MPCA has published Clean Cars Minnesota rule and has completed a greenhouse gas report for 2021.

8. Other Business and Adjournment

A motion to adjourn the meeting was made by Mr. Eyoh and seconded by Mr. Ellos. The meeting was adjourned.

Prepared by:

Joe Barbeau

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL – 2021-04

DATE: January 15, 2021
TO: Technical Advisory Committee
FROM: TAC Planning Committee
PREPARED BY: Heidi Schallberg, Senior Planner
(Heidi.Schallberg@metc.state.mn.us)
SUBJECT: Proposed 2021 Safety Targets
REQUESTED ACTION: Staff requests consideration of the 2021 safety performance targets for adoption by the Metropolitan Council
RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the TAB recommend adoption of 2021 safety performance targets

BACKGROUND AND PURPOSE OF ACTION: All state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress. Targets for the safety performance measures are required annually. Safety is one of five categories for federally required performance measures.

After DOTs adopt their annual statewide safety targets, MPOs are given an additional 180 days to either support the statewide target or choose an alternative target. MnDOT officially adopted its updated safety performance measures and established statewide targets on August 31, 2020. The Council must adopt updated safety performance targets no later than February 27, 2021.

Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of fatal injuries
2. Fatal injuries per 100 million vehicle miles travelled (VMT)
3. Number of serious injuries
4. Serious injuries per 100 million VMT
5. Number of pedestrian and bicycle fatalities and serious injuries

In the past, the Council has used the same methodology as MnDOT to calculate safety targets for the Council's metropolitan planning area. Repeating this practice for 2020 would have resulted in an increase in the Council's adopted targets for fatalities, which was of concern to local partners. As part of the adoption of the 2020 targets, the Council recommended establishing a safety performance work group to recommend a methodology for calculating future targets to address these concerns.

Last year MnDOT finalized the 2020-2024 Strategic Highway Safety Plan. This plan is intended for traffic safety partners at every level in Minnesota – state, regional, county, and local levels

of government. It acknowledges the long-term goal of zero deaths and serious injuries on roads in the state, and the Plan set a five-year goal to reduce traffic deaths to 225 or fewer statewide and serious injuries to 980 or fewer statewide by 2025.

In 2020, MnDOT also changed its methodology for calculating the required statewide safety targets, beginning with 2021 targets. This methodology is based on working toward this plan’s five-year goal, which is a nearly 35 percent reduction from 2019. Statewide, over the past 10 years, the number of fatalities has remained relatively flat. From 2015 to 2019, the 5-year rolling average has decreased by 1 percent to reach the 2025 goal, fatalities must decrease by 23 each year for Minnesota.

State DOTs are obligated to make significant progress on performance against their state safety targets. There are additional federal requirements for state DOTs in the federal Highway Safety Improvement Program (HSIP) if they fail to make significant progress. The USDOT does not place additional requirements on MPOs if they fail to make progress on their required safety targets.

We do not yet have final numbers to reflect how the region performed in 2020 in relation to its targets. As crash data and VMT numbers are finalized for 2020 later this year, we will monitor actual performance compared to our 2020 targets. *Preliminary* numbers for the seven-county region (not the full MPO planning area that includes portions of Wright and Sherburne counties) show 115 traffic fatalities for 2020, compared to our target of 106. This number could change for the MPO planning area and as the 2020 data are finalized.

For 2019, the region met two of its five targets: those for serious injuries and for the number of pedestrian and bicyclist fatalities and serious injuries.

Performance Measure	2019 Target	2019 Actual	% Difference
Number of Traffic Fatalities	108	131	+ 21%
Fatality Rate (per 100M VMT)	0.34	0.45	+ 32%
Number of Serious Injuries	748	699	-7%
Serious Injury Rate (per 100M VMT)	2.37	2.39	+1%
Number of Pedestrian/Bicyclist Fatalities + Serious Injuries	190	182	-4%

Recommended Action:

The Safety Performance Work Group recommends the following methodology for setting the region’s required safety targets:

Carry over the regional 2020 targets for 2021, then reduce the targets annually to reach our region’s share of MnDOT’s 2025 SHSP goals.

This methodology was suggested by the work group after reviewing three other proposals. This approach was supported for consistency with the Strategic Highway Safety Plan goal and ensuring targets would not increase year to year over the five-year period.

Using this methodology, targets would be:

Year	Number of Fatal Injuries	Rate of Fatal Injuries Per 100 Million Vehicle Miles Traveled	Number of Serious Injuries	Rate of Serious Injuries Per 100 Million Vehicle Miles Traveled	Number of Pedestrian/Bicyclist Fatalities + Serious Injuries
2021	106	0.36	738	2.49	181
2022	98	0.33	669	2.24	164
2023	90	0.30	601	2.00	148
2024	82	0.27	532	1.76	131
2025	74	0.24	464	1.53	115

Later years are shown as an illustration of this progress toward the goal. The Council will still be asked to set targets annually. The targets should help the region evaluate how we are doing on these safety goals over the time frame covered by the state safety plan. Under this method, our targets fall annually by approximately 8 fatal injuries, 67 serious injuries, and 17 pedestrian and bicycle fatal and serious injuries.

Based on average performance from 2015-2019, the region's share of 2025 statewide goals are:

- 74 fatal injuries,
- 464 serious injuries, and
- 115 pedestrian and bicycle fatal and serious injuries.

RELATIONSHIP TO REGIONAL POLICY: The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while fulfilling the federal requirements of an MPO. Achieving regional safety targets will take coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

STAFF ANALYSIS: Overall, the metro tends to represent a lower percentage of the statewide fatalities and serious injuries compared to our share of the population, except for pedestrian and bicyclist fatalities and serious injuries, where the region tends to have a higher share of the statewide numbers. The desired trend is to continue to make progress on reducing deaths and serious injuries for people traveling by all modes within the region.

COMMITTEE COMMENTS AND ACTION: In January 2020, TAB recommended the creation of a Safety Performance Work Group to evaluate the best methodology for setting the regional targets. Members for this work group were recruited from TAC members in addition to coordinating with appropriate staff from MnDOT. Work group members included:

- Lisa Freese, Scott County, Outgoing TAC Chair
- Jon Solberg, MnDOT Metro Planning, Program Management and Transit Office, Incoming TAC Chair
- Kevin Roggenbuck, Ramsey County, Outgoing TAC Planning Chair
- Ethan Fawley, City of Minneapolis
- Bill Dermody, City of Saint Paul

- Reuben Collins, City of Saint Paul
- Deanna Collins, MnDOT Office of Transportation System Management
- Derek Leuer, MnDOT Office of Traffic Engineering
- Eric DeVoe, MnDOT Office of Traffic Engineering
- Elaine Koutsoukos, TAB Coordinator
- Steve Peterson, Metropolitan Council Staff

In the fall, staff researched how other MPOs have been addressing this requirement and different methodologies peer MPOs have commonly used. This scan found most MPOs support state DOT safety targets or apply their state DOT's method to their region. A growing number of MPOs are setting their own targets based on their own methodology. Typically, these MPO methodologies are based on a future aspirational vision or plan for injury reduction.

On December 18, 2020, the Safety Performance Work Group met to review this information and three potential methodologies the region could use to set these safety targets, including MnDOT's current methodology. Two other options included using the MnDOT methodology with a cap if it meant a target would increase or a linear decline to zero deaths by 2040, which is the time horizon for the region's Transportation Policy Plan. At this meeting, members proposed an additional methodology as the work group's recommendation, as described above. This was the preferred option for its consistency with the Strategic Highway Safety Plan five-year goal and ensuring targets for the number of fatalities and serious injuries would not potentially increase year to year over this period. A concern about using MnDOT's new methodology was that targets could still increase year to year because it is based on using a 5-year rolling average.

At its January 14, 2021, meeting the TAC Planning Committee voted unanimously to recommend the TAC recommend the adoption of the 2021 safety performance targets.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Planning Committee	Review & Recommend	January 14, 2021
Technical Advisory Committee	Review & Recommend	<i>February 3, 2021</i>
Transportation Advisory Board	Review & Recommend	<i>February 17, 2021</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 22, 2021</i>
Metropolitan Council	Review & Adopt	<i>February 24, 2021</i>

Safety Performance Management Targets for 2021

Technical Advisory Committee Feb. 3, 2021



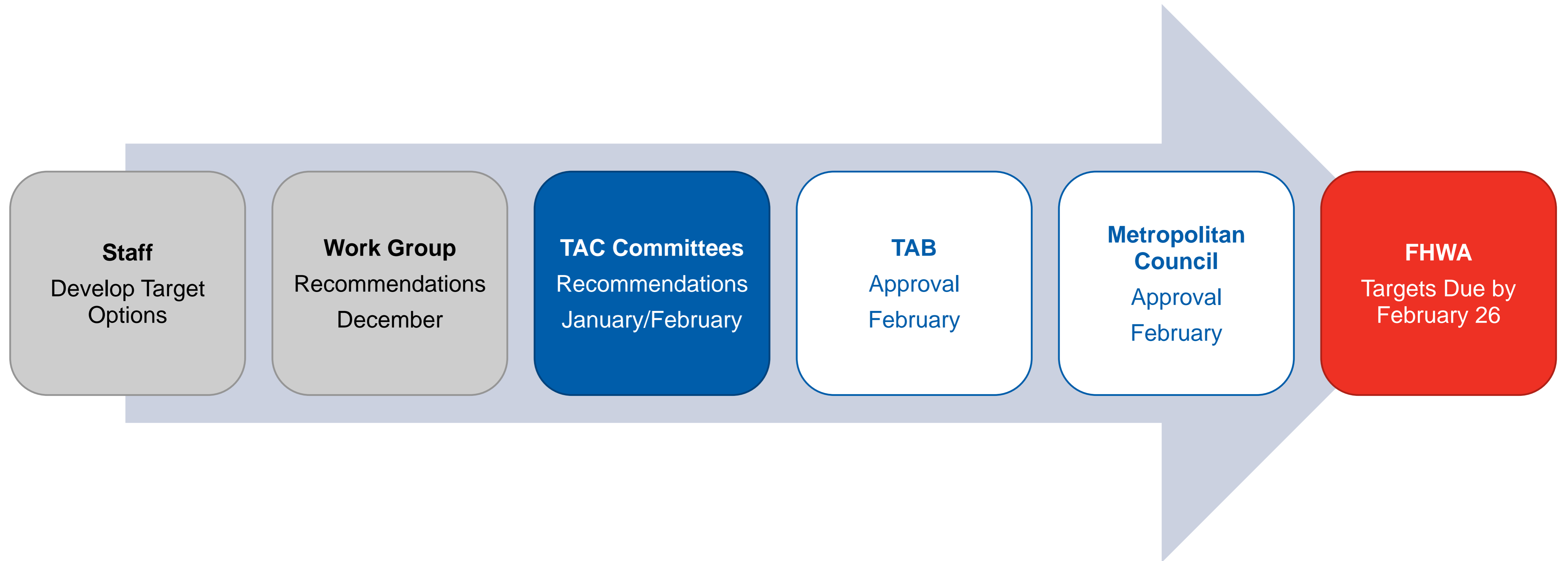
Federal Requirements

- To support performance-based planning, FHWA adopted the Safety PM Final Rule
- Rule requires State DOTs and MPOs establish targets for these five safety performance measures:
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled (VMT)
 - Number of serious injuries
 - Rate of serious injuries per 100 million VMT
 - Number of non-motorized fatalities plus non-motorized serious injuries

MPO Requirements

- All MPOs must set a target for each of the 5 Highway Safety Improvement Program (HSIP) Safety Performance Measures
- MPOs may:
 - Establish a numerical target for each performance measure specific to the MPO planning area, or
 - Agree to support the State DOT target.
- MPO HSIP targets are not annually assessed for significant progress toward meeting targets (State HSIP targets are assessed annually)

Timeline



Which Approach?

Align targets with actual rising fatalities and serious injuries.

Conditions may change; this can mean increasing targets from year to year

OR

Do not set target higher than the baseline.

Set a steadily declining target or one remaining level to not send message that increases in these numbers are acceptable.

How have we been doing?

Performance Measure	2019 Target	2019 Actual	2020 Target
Annual Traffic Fatalities	108	131	106
Fatal Injury Rate (per 100m VMT)	0.34	0.45	0.34
Annual Serious Injuries	748	699	738
SI Injury Rate (per 100m VMT)	2.37	2.39	2.36
Bike/Ped Fatal and Serious Injuries	190	182	181



Process for 2021

- Safety Performance Work Group created to make a recommendation on best methodology for the region
- Members from Scott County, Ramsey County, Minneapolis, Saint Paul, three MnDOT offices related to this work, TAB Coordinator, Met Council staff
- Staff reviewed what peer MPOs were doing
- Work group reviewed three potential methodologies and made its recommendation of a 4th choice based on the others

What MnDOT is Doing

- Updated Strategic Highway Safety Plan (SHSP) is Minnesota's plan to reduce fatalities and serious injuries on all public roads
- 2025 Goal: no more than 225 traffic deaths and 980 serious injuries
- Targets are based on a trend from the 2019 outcome to the 2025 goal
- To reach the 2025 goal, fatalities must decrease by 23 per year
- If fatalities increase, method may result in greater targets over prior year

Work Group Recommendation

Carry over 2020 targets and reduce targets annually to reach the region's share of MnDOT's 2025 goals in the Strategic Highway Safety Plan

- Consistency with goal in the statewide plan
- Ensures targets do not increase year to year
- Allows the region to evaluate how we are doing in relation to this goal
- Our targets fall annually by approximately 8 fatal injuries, 67 serious injuries, and 17 pedestrian and bicycle fatal and serious injuries

Work Group Recommendation Targets

Carry over 2020 targets and reduce targets annually to reach the region's share of MnDOT's 2025 goals in the Strategic Highway Safety Plan

Year	# Fatalities	Fatality Rate	# Serious Injuries	Serious Injury Rate	# Ped Bike Fatalities + Serious Injuries
2021	106	0.36	738	2.49	181
2022	98	0.33	669	2.24	164
2023	90	0.30	601	2.00	148
2024	82	0.27	532	1.76	131
2025	74	0.24	464	1.53	115

Questions?

- Heidi Schallberg Heidi.Schallberg@metc.state.mn.us
- Jed Hanson Jed.Hanson@metc.state.mn.us

ACTION TRANSMITTAL No. 2021-05

DATE: January 27, 2021

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: Scope Change Request for St. Louis Park's CSAH 25/Beltline Blvd Pedestrian Improvements

REQUESTED ACTION: St. Louis Park requests a scope change for its CSAH 25/Beltline Blvd Pedestrian Improvements project (SP# 163-291-008) to eliminate two sidewalk segments.

RECOMMENDED ACTION: That the Technical Advisory Committee recommend that the TAB approve St. Louis Park's request to eliminate two segments from its CSAH 25/Beltline Blvd Pedestrian Improvements project (SP# 163-291-08) with no reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: St. Louis Park was awarded \$560,000 in Surface Transportation Block Grant (STBG) Program funds to construct sidewalks and streetscaping elements on Beltline Boulevard/Ottawa Avenue South (W 36th St to Minnetonka Blvd), CSAH 25 (Beltline Blvd to Lynn Ave), and Lynn Avenue (CSAH 25 to Minnetonka Blvd) for the 2020 fiscal year in the Pedestrian Facilities category as part of the 2016 Regional Solicitation. (Note: the project has since received a one-year program year extension to 2021).

This project is meant to serve the Southwest Light Rail Transit (SWLRT) station at Beltline Boulevard. Since this project was awarded funding, two segments of this project have been moved to other efforts:

1. The SWLRT project is including pedestrian facilities on Beltline Boulevard from Park Glen Road to CSAH 25.
2. St. Louis Park has entered into an agreement to construct a multiuse pathway along the south side of CSAH 25 from Beltline Boulevard to Lynn Avenue.

The proposed scope change would construct the remaining project segments and eliminate the two segments to be constructed as part of other projects, leaving the full project intact once all projects are completed (see Attachment 2 for these segments along with the original project segments to remain).

Attachment 4 shows a recreated time-of-application budget separating the project by segment. The second and fifth columns show the columns to be removed.

Despite the reduced coverage, the overall project cost of the remaining segments is \$820,457, while the full original project was originally estimated at \$700,000.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the Scope Change Policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects

as needed while still providing substantially the same benefits described in their original project applications.

While two segments of the project (2,225 feet; 29% of the original project distance) are proposed to be excluded in the project, the city proposes a reduction of \$11,760 (2.1% of the federal award) in federal funds. The rationale for this is that the city will pay for the SWLRT segment (Beltline Boulevard from Park Glen Road to CSAH 25) and pay for part of the developer's segment (CSAH 25 from Beltline Boulevard to Lynn Avenue).

A TIP amendment request accompanies this request.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: Because the city is taking advantage of other efforts to construct project segments and the project will be completed in its entirety, staff recommends approval of the scope change request (removal of the two segments identified). Because six of the seven projects applied for were funded (with this project ranked first) and because the request is predicated on the idea that the full project would be completed, a scoring analysis is not needed.

Funding: Using the cost of each segment staff provides the following options:

- a) Removing the cost associated with the two removed projects
- b) Allowing "credit" for local funding spent on these elements being completed as part of other elements. In this case, this would be possible because the retained portion of the project has increased in cost (a 17% increase to a project that has decreased in size).

Staff therefore recommends using the applicant's segment-by-segment cost estimate to determine the federal portion forgone but does not recommend "crediting" the applicant with money spent elsewhere. That would lead to a reduction of the two removed segments, \$44,994 (80% of the \$56,242 total).

Other options could include using only the CSAH 25 portion and that total would be \$29,400 (\$23,520 to reflect 80%). The city suggests half of this last amount because the CSAH 25 portion is to be partially funded by the city.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2021, meeting, the TAC Funding & Programming Committee recommended approval of the scope change request with no reduction in federal funding. The rationale for the funding recommendation was that the proposed amount of federal funding to remove is small and the city is spending additional money on other efforts to complete the full original project.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/17/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Approve	2/17/2021

Project Summary (From Application)

The proposed project will complete gaps in the pedestrian system along Beltline Blvd, CSAH 25, Ottawa Avenue, and Lynn Avenue in order to improve pedestrian access across the busy CSAH 25 corridor and connect to the planned Beltline LRT station (Southwest LRT-Green Line Extension). The project consists of constructing pedestrian facilities on the following roadways: along Beltline Blvd from West 36th Street to Minnetonka Blvd; replacing and completing gaps in the sidewalks along both sides of Ottawa Avenue and Lynn Avenue from CSAH 25 to Minnetonka Blvd; and constructing a walkway along CSAH 25 from Beltline Blvd to Lynn Avenue. In addition,

streetscaping elements will be installed along CSAH 25 and Beltline Blvd. The proposed project will build upon the City of St. Louis Park's efforts to improve multi-modal access within and across the CSAH 25 corridor, transform the CSAH 25 corridor into an urban corridor with pedestrian friendly features, and accommodate recommended local improvements identified in the Beltline Transitional Station Area Action Plan.

CSAH 25 is an A-Minor Arterial that transitions from the State Highway 7 expressway west of State Highway 100 to an urban arterial (Lake Street) in Minneapolis. CSAH 25 is a 4-lane divided roadway with no bike or pedestrian facilities, has a speed limit of 45mph, and ADT of 25,500. The level of high-speed traffic and congestion currently makes it unattractive to walk even with all of the nearby destinations and amenities the area offers. With the planned LRT station located just south of CSAH 25 at Beltline Blvd, the City is looking to build upon the existing population and employment base and future regional investments in the area to make it more inviting and comfortable for walking along and across the CSAH 25 corridor.

The proposed project will provide the following benefits:

1. Connect: Upgrade pedestrian facilities to improve safety and north-south connectivity (and reduce automobile dependence) beyond the planned Beltline LRT station area.
2. Enhance: Transform the CSAH 25 corridor to an urban boulevard with more pedestrian friendly features that build upon existing and planned nearby population and employment destinations.
3. Enrich: Provide streetscape improvements along CSAH 25 and Beltline Blvd that are essential to enhancing access and development potential near the planned LRT station.

December 28, 2020

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

RE: Scope Change Request SP 163-291-008
CSAH 25/Beltline Pedestrian Improvements

Dear Mr. Thompson,

City of St. Louis Park respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the CSAH 25 / Beltline Boulevard Pedestrian Improvement project.

Background:

The City applied for and was awarded 2016 STBGP funds for program year 2020, and then extended to 2021. The City has worked with Metro Transit for the past few years to locate a station for the Southwest Light Rail Transit (SWLRT) project at Beltline Boulevard and CSAH 25. The scope of the project included constructing and upgrading pedestrian facilities that will help transform the CSAH25 corridor to an urban corridor with pedestrian friendly features, while accommodating improvements identified in the Beltline Transitional Station Area Action Plan ([ch-7-beltline.pdf \(swlrcommunityworks.org\)](http://ch-7-beltline.pdf(swlrcommunityworks.org))).

Program Funding

In 2015, the City of St. Louis Park applied for and was selected to receive STBGP funds for the construction of pedestrian improvements along Beltline Boulevard from 36th St to CSAH 25, Ottawa Avenue from CSAH 25 to CSAH 5, Lynn Avenue from CSAH 25 to CSAH 5, and along CSAH 25 from Beltline Boulevard to Lynn Avenue. A map showing the project location is provided as Figure 1.

Project Development

At the time of application, plans for future development along with the SWLRT including the Beltline Station plans had not been developed and / or finalized. Therefore, the City included a segment along the southside of CSAH 25 from Beltline Boulevard to Lynn Avenue, as well a segment along Beltline Boulevard from Park Glen Road to CSAH 25. Since the original application was submitted, the SWLRT project included pedestrian facilities from Park Glen Road to CSAH 25. The City has also entered into an agreement with a developer, Sherman Development Associates, to include constructing a multiuse pathway along the southside of CSAH 25 from Beltline Boulevard to Lynn Avenue to be constructed in the near future.

Proposed Scope Change

The proposed scope change does not physically eliminate the segments along CSAH 25 from Beltline Boulevard to Lynn Avenue or along Beltline Boulevard from Park Glen Road to CSAH 25, as these segments are being constructed by the SWLRT and Sherman Development. The

requested scope change does eliminate these segments from being included with this project.

Funding

The City has funded through its agreement with the SWLRT, the segment along Beltline Boulevard from Park Glen Road to CSAH 25, see attached. The segment along CSAH 25 from Beltline Boulevard to Lynn Avenue will be partially funded by the City through a TIF Development and agreement with Sherman Development Associates. We have developed the attached Exhibit 1: Funding Data for Scope Change Request, which captures the original application funding amount and the reduction of the pedestrian facility costs that is not covered by City funding these projects.

The overall project cost is estimated at \$820,457, which is significantly higher than the federal funding amount. A summary of the overall project cost and reduction for the proposed scope change is summarized below.

Federal Funding Amount in STIP	\$ 560,000
Estimated Project Cost	\$ 700,000
Project Cost to be Covered by Local Funds	\$ 140,000
Removal of Pedestrian Improvements	\$ 14,700
Change in Project Costs	\$ (14,700)
80% Federal	\$ 11,760
20% Local	\$ 2,940
Revised Project Cost	\$ 820,457
Revised Federal Amount	\$ 548,240
Revised Local Amount	\$ 272,217

Summary

With the modified scope described above the project goal of providing safe and convenient pedestrian connections to the SWLRT station and adjacent Cedar Lake LRT Regional Trail is still being met.

We therefore request the Funding and Programming Committee’s support for scope change as described. If additional information is needed, please contact me at 952.924.2669 or by email at bmanibog@stlouispark.org.

Sincerely,



Ben A Manibog Jr.
City of St. Louis Park

Cc: Colleen Brown, MnDOT Federal Aid Att: (1) Funding data for scope change request
 John Barbeau, Metropolitan Council (2) Location Map
 Wayne Houle, SEH (3) Excerpt from SWLRT Agreement

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2016
Application Funding Category	Bicycle and Pedestrian Facilities
HSIP Solicitation?	no
Application Total Project Cost	\$700,000.00
Federal Award	\$560,000.00
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:

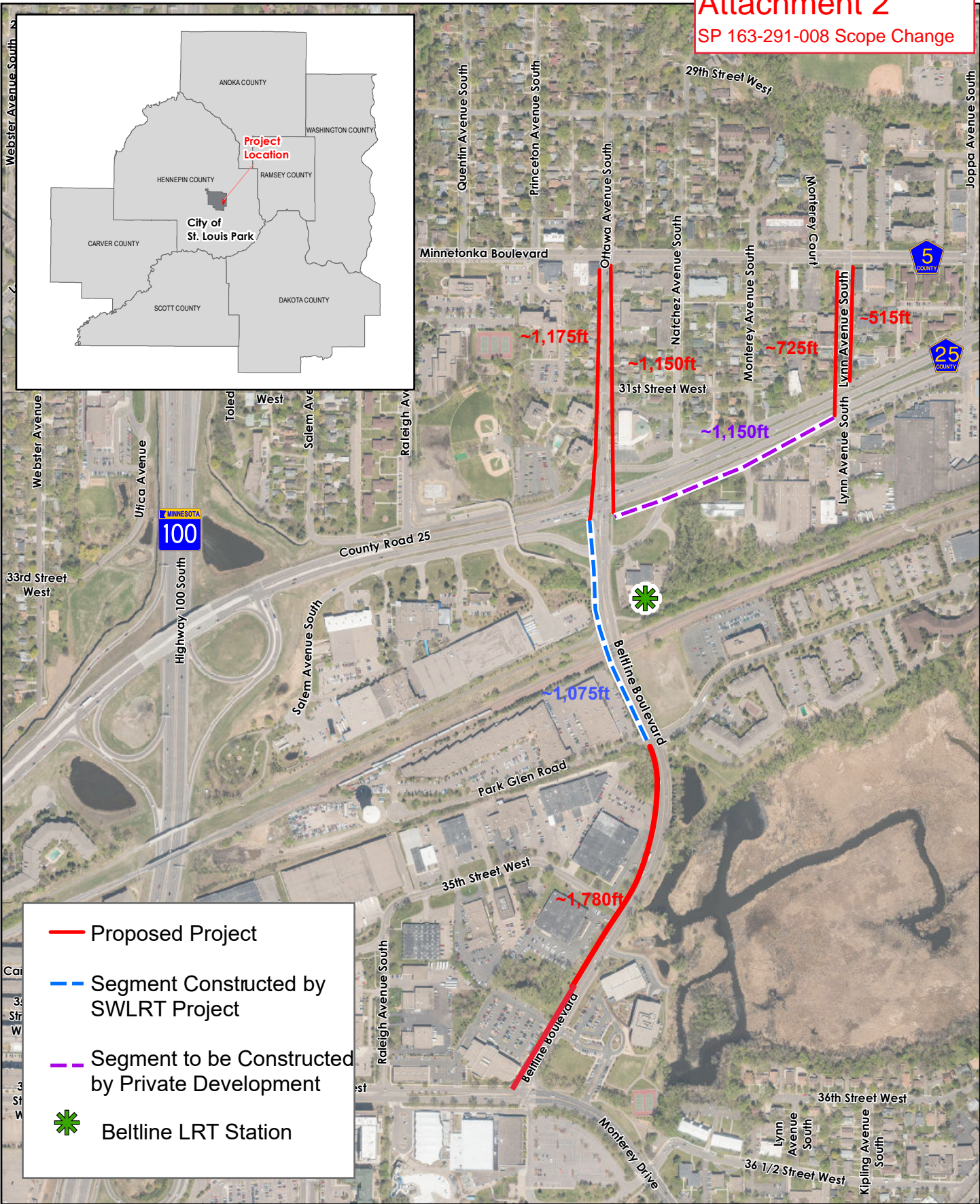
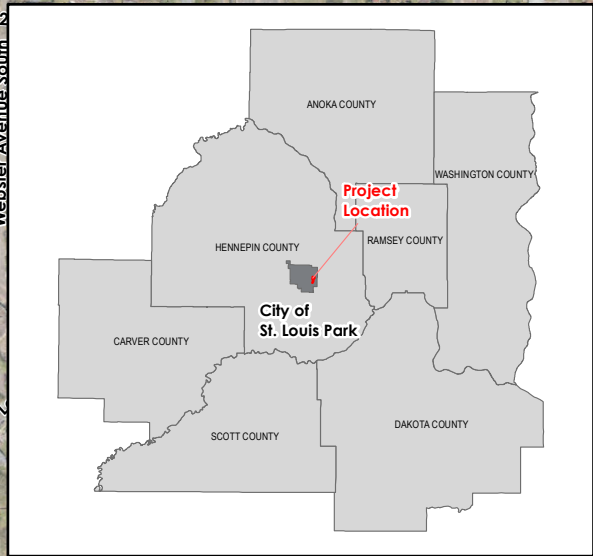
Elements	Original Application Cost – Beltline Blvd	Original Application Cost – CSAH 25 (Note 2)
Removals	Note 1	0
Trail	Note 1	\$ 12,300
Ped Ramps	Note 1	\$ 600
Turf	Note 1	\$ 1,800
Total Segment Costs	Note 1	\$ 14,700
Total Cost of Removed Elements	\$14,700	

Notes:

1. City funded this improvement through agreement with SWLRT.
2. Partially funded through development agreement with Sherman Associates

New Project Elements:

Elements	Original Application Cost



- Proposed Project
- - - Segment Constructed by SWLRT Project
- - - Segment to be Constructed by Private Development
- ★ Beltline LRT Station

Path: P:\PT\S\Stlou\163156\5-final-dsgn\51-drawings\90-GIS\Maps\Beltline_CSAH25_121720.mxd

		Project: STLOU 153156 Print Date: 12/17/2020 	<p align="center">PROJECT LOCATION Beltline/CSAH 25 Pedestrian Improvements (S.P. 163-291-008) Scope Change Request St. Louis Park, Minnesota</p>	<p align="center">Figure 1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

EXHIBIT A

Description of Local Work, Payment Schedule, and Budget Detail

Local Work	Name	Description	Bid Amount
32	Beltline/CSAH 25 Improvements	<p>Includes roadway and pedestrian improvements in the Beltline Boulevard Station area, such as:</p> <ul style="list-style-type: none"> • Bike lanes, pavement, striping, signing, and lighting on Beltline Boulevard from Park Glen Road to approximately 225 feet north of Park Glen Road and from CSAH 25 to approximately 335 feet south of CSAH 25 • Sidewalk and trail improvements on the west side of Beltline Boulevard from Park Glen Road to approximately 380 feet north of Park Glen Road and from CSAH 25 to approximately 375 feet south of CSAH 25 • Trail improvements on the east side of Beltline Boulevard from Park Glen Road to approximately 290 feet north of Park Glen Road • Lengthening the left turn lane for eastbound CSAH 25 • Traffic Signal and pedestrian ramp improvements at the Beltline Boulevard and CSAH 25 intersection • Trail improvements along the south side of CSAH 25 from Beltline Boulevard to Lynn Avenue • Pedestrian accommodations at the Lynn Avenue and CSAH 25 traffic signal including pedestrian ramps and APS • Sidewalk connection on the east side of the Beltline Station park and ride lot 	\$882,195
34a	Upgraded Railing on Beltline Trail Bridge	Includes installing upgraded railing on the Beltline Trail bridge.	\$332,683
34b	Lighting on Beltline Trail Bridge	Includes installing lighting on the Beltline Trail bridge.	\$225,999

34c	Upgraded Railing on Louisiana Trail and LRT Bridges ¹	Includes installing upgraded railing on the Louisiana trail and LRT bridges.	\$62,556
		Bid Total	\$1,503,433
		Administration (3%)	\$45,103
		SFA Total	\$1,548,536

¹ The Council will own and maintain the LRT Bridge railing. When necessary, however, the Council is not responsible for replacing the LRT Bridge railing in-kind.

Original Costs for Regional Solicitation
 SP 163-291-0038
 CSAH 25 Beltline Blvd Pedestrian Improvement Project

Attachment 4
 SP 163-291-008 Scope Change

FROM REGIONAL SOLICITATION		Beltline Blvd - 36th to Park Glen	Beltline Blvd - Park Glen to CSAH 25	Ottawa Ave	Lynn Ave	CSAH 25	Total Costs	
LINE NO.	SPECIFIC ROADWAY ELEMENTS CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES							
	COSTS							
1	Mobilization (approx. 5% of total cost)	\$28,000.00	\$ 8,800.00	\$ 1,500.00	\$ 8,800.00	\$ 7,100.00	\$ 1,800.00	\$ 28,000.00
2	Removals (approx. 5% of total cost)	\$96,000.00	\$ 4,000.00	\$ 1,242.00	\$ 59,172.00	\$ 31,586.00	\$ -	\$ 96,000.00
3	Roadway (grading, borrow, etc.)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Roadway (aggregates and paving)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Subgrade Correction (muck)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Storm Sewer	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Ponds	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Traffic Control	\$5,000.00	\$ -	\$ -	\$ 3,400.00	\$ 1,600.00	\$ -	\$ 5,000.00
10	Striping	\$1,000.00	\$ -	\$ -	\$ 1,000.00	\$ -	\$ -	\$ 1,000.00
11	Signing	\$2,000.00	\$ -	\$ -	\$ 1,200.00	\$ 800.00	\$ -	\$ 2,000.00
12	Lighting	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Turf - Erosion & Landscaping	\$10,000.00	\$ 2,600.00	\$ 1,600.00	\$ 3,000.00	\$ 1,500.00	\$ 1,300.00	\$ 10,000.00
14	Bridge	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Retaining Walls	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Noise Wall (do not include in cost effectiveness measure)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	Traffic Signals	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Wetland Mitigation	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Other Natural and Cultural Resource Protection	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20	RR Crossing	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21	Roadway Contingencies	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Other Roadway Elements	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Totals	\$ 142,000.00	\$ 15,400.00	\$ 4,342.00	\$ 76,572.00	\$ 42,586.00	\$ 3,100.00	\$ 142,000.00
	SPECIFIC BICYCLE AND PEDESTRIAN ELEMENTS CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES							
	COSTS							
23	Path/Trail Construction	\$155,000.00	\$ 80,400.00	\$ -	\$ 50,900.00	\$ -	\$ 23,700.00	\$ 155,000.00
24	Sidewalk Construction	\$206,000.00	\$ -	\$ 20,500.00	\$ 93,000.00	\$ 92,500.00	\$ -	\$ 206,000.00
25	On-Street Bicycle Facility Construction	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Right-of-Way	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Pedestrian Curb Ramps (ADA)	\$5,000.00	\$ 800.00	\$ 700.00	\$ 1,600.00	\$ 1,000.00	\$ 900.00	\$ 5,000.00
28	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Pedestrian-scale Lighting	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Streetscaping	\$136,000.00	\$ 60,000.00	\$ 800.00	\$ 46,000.00	\$ 28,300.00	\$ 900.00	\$ 136,000.00
31	Wayfinding	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
32	Bicycle and Pedestrian Contingencies	\$56,000.00	\$ 18,500.00	\$ 500.00	\$ 20,200.00	\$ 16,000.00	\$ 800.00	\$ 56,000.00
33	Other Bicycle and Pedestrian Elements	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Totals	\$558,000.00	\$159,700.00	\$22,500.00	\$211,700.00	\$137,800.00	\$26,300.00	\$558,000.00
	SPECIFIC TRANSIT AND TDM ELEMENTS CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES							
	COST							
34	Fixed Guideway Elements	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
35	Stations, Stops, and Terminals	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	Support Facilities	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Transit Systems (e.g. communications, signals, controls, fare	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	Vehicles	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
39	Contingencies	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Right-of-Way	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	Other Transit and TDM Elements	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Totals	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL COSTS	\$700,000.00	\$175,100.00	\$26,842.00	\$288,272.00	\$180,386.00	\$29,400.00	\$700,000.00
	OVERALL TOTAL	\$700,000.00						
	FEDERAL AMOUNT	\$ 560,000.00						
	LOCAL MATCH	\$ 140,000.00						
		\$ 700,000.00						

Scope Change Policy

Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and the Transit Federal Grants Manager (for Federal Transit Administration-administered projects) will determine the type of scope change.

Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Transit Federal Grants Manager; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.

- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.

Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.
- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route.

Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Grants Manager that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Transit Federal Grants Manager may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or the Metropolitan Council Grants Manager to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively or whether it will trigger a formal scope change request and/or TIP amendment¹ request.
3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
 - Approval of the scope change as requested;
 - Approval of the scope change request with modifications to the scope and/or a recommended reduction of federal funds; or
 - Denial of the requested change

Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall

¹ A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not federal funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

Determining the Federal Funding Amount Recommendation

To determine whether federal funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, federal funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Federal funds cannot be added to a project beyond the original award.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

Staff may recommend funding reduction options, if applicable, based on the federal share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	
Application Funding Category	
HSIP Solicitation?	Yes No
Application Total Project Cost	
Federal Award	
Application Federal Percentage of Total Project Cost	

Project Elements Being Removed:

	Original Application Cost

New Project Elements:

	Cost (Based on Year of Costs in Original Application)



Application

04787 - 2016 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

05080 - CSAH25/Beltline Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 8:27 AM

Primary Contact

Name:*	Chris	Iverson		
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
Title:	Transportation Engineer			
Department:	Engineering Department			
Email:	civerson@stlouispark.org			
Address:	5005 Minnetonka Boulevard			
* 	St. Louis Park	Minnesota	55416	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
Phone:*	952-924-2669			
	<small>Phone</small>	<small>Ext.</small>		
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: ST LOUIS PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5005 MINNETONKA BLVD

*

ST LOUIS PARK

Minnesota

55416

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-924-2551

Ext.

Fax:

PeopleSoft Vendor Number

000004465A1

Project Information

Project Name

CSAH 25/Beltline Pedestrian Improvements

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Hennepin County (portion)

The proposed project will complete gaps in the pedestrian system along Beltline Blvd, CSAH 25, Ottawa Avenue, and Lynn Avenue in order to improve pedestrian access across the busy CSAH 25 corridor and connect to the planned Beltline LRT station (Southwest LRT-Green Line Extension). The project consists of constructing pedestrian facilities on the following roadways: along Beltline Blvd from West 36th Street to Minnetonka Blvd; replacing and completing gaps in the sidewalks along both sides of Ottawa Avenue and Lynn Avenue from CSAH 25 to Minnetonka Blvd; and constructing a walkway along CSAH 25 from Beltline Blvd to Lynn Avenue. In addition, streetscaping elements will be installed along CSAH 25 and Beltline Blvd.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed project will build upon the City of St. Louis Park's efforts to improve multi-modal access within and across the CSAH 25 corridor, transform the CSAH 25 corridor into an urban corridor with pedestrian friendly features, and accommodate recommended local improvements identified in the Beltline Transitional Station Area Action Plan.

CSAH 25 is an A-Minor Arterial that transitions from the State Highway 7 expressway west of State Highway 100 to an urban arterial (Lake Street) in Minneapolis. CSAH 25 is a 4-lane divided roadway with no bike or pedestrian facilities, has a speed limit of 45mph, and ADT of 25,500. The level of high-speed traffic and congestion currently makes it unattractive to walk even with all of the nearby destinations and amenities the area offers. With the planned LRT station located just south of CSAH 25 at Beltline Blvd, the City is looking to build upon the existing population and employment base and future regional investments in the area to make it more inviting and comfortable for walking along and across the CSAH 25 corridor.

The proposed project will provide the following benefits:

1. Connect: Upgrade pedestrian facilities to improve safety and north-south connectivity (and reduce automobile dependence) beyond the planned Beltline LRT station area.
2. Enhance: Transform the CSAH 25 corridor to an urban boulevard with more pedestrian friendly features that build upon existing and planned nearby population and employment destinations.
3. Enrich: Provide streetscape improvements along CSAH 25 and Beltline Blvd that are essential to enhancing access and development potential near the planned LRT station.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 25, Beltline Blvd, Ottawa Avenue, & Lynn Avenue, from W. 36 St. to Minnetonka Blvd, Construct Pedestrian Facilities and Streetscaping Elements

Project Length (Miles)

1.2

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$560,000.00

Match Amount

\$140,000.00

Minimum of 20% of project total

Project Total

\$700,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of St. Louis Park

Zip Code where Majority of Work is Being Performed 55416

(Approximate) Begin Construction Date 05/04/2020

(Approximate) End Construction Date 11/23/2020

Name of Trail/Ped Facility: Beltline Blvd, CSAH 25, Ottawa Ave, Lynn Ave
(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: W. 36th Street
(Intersection or Address)

To: Minnetonka Blvd
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work GRADE, AGG BASE, SIDEWALK, BIT BASE, BIT SURF,
SIGNALS, LIGHTING, PED RAMPS, LANDSCAPING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a

New Bridge/Culvert No.: n/a

Structure is Over/Under n/a
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$28,000.00
Removals (approx. 5% of total cost)	\$96,000.00

Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$5,000.00
Striping	\$1,000.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$142,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$155,000.00
Sidewalk Construction	\$206,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$5,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$136,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$56,000.00

Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$558,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$700,000.00
Construction Cost Total	\$700,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20

Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objective A. Page 2.24

Strategy C2. Page 2.25

Strategy C17. Page 2.37

List the goals, objectives, strategies, and associated pages:

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objective A, B, C, D. Page 2.42

Strategy E3. Page 2.44

Strategy E5. Page 2.45

Strategy E7. Page 2.47

Goal: The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objective A. Page 2.48

Strategy F6. Page 2.52

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

St. Louis Park 2008 Active Living Sidewalks and Trails Plan, pages 16-18, 22-23, 28

St. Louis Park 2009 Comprehensive Plan, pages V-C3, V-C6, V-C7, V-C12 thru V-C15

Beltline Station Transitional Station Area Action Plan 2013, pages 7-6, 7-8 thru 7-10

List the applicable documents and pages:

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

9. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment:	30988
Existing Post-Secondary Enrollment:	579
Upload Map	1467310667726_RegEconMap.pdf

Measure A: Usage

Existing Population Within One-Half Mile	21921
Upload Map	1467310709520_PopMap.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

The project is located in a census tract that is above the regional average for population in poverty or population of color. The project will benefit these populations by providing a safe, comfortable, and convenient pedestrian connection between residential and commercial areas, employment centers, and parks.

Positive Impacts: The proposed project provides an important link across CSAH 25, a high-speed roadway that discourages pedestrian activity due to its design and lack of multi-modal facilities. North of CSAH 25 is a diverse area comprised of low- and mid-rise apartments as well as single-family homes. To the south of CSAH 25, a mixture of small industrial, warehouse, manufacturing, and office uses are located along the highway and the railroad/planned LRT corridor. Within walking distance, other uses include mid-rise residential uses abutting Bass Lake Preserve and the St. Louis Park Recreation Center.

Response (Limit 2,800 characters; approximately 400 words)

Children, families, the elderly, people with disabilities, and low-income populations who rely on walking and transit will benefit from improved connections across and along CSAH 25 and Beltline Blvd. The pedestrian facilities will meet ADA requirements to be accessible for people with disabilities. Completion of these facilities will link a wide variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. The project will also improve local connections to the planned Beltline LRT station, greatly improving accessibility to regional employment centers and schools.

Negative impacts and mitigation: The project does not involve any construction that would disturb neighborhoods or other negative impacts on disadvantaged populations.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467310773802_Socio-EconMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
St. Louis Park	1.2
	1

Total Project Length

Total Project Length (Total Population)	1.2
---	-----

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.2
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Barriers:

The major barrier that this project will overcome is improving pedestrian access across CSAH 25. CSAH 25 is a 4-lane divided roadway that transitions from an expressway west of State Highway 100 to an urban arterial to the east. With the transition from an expressway and the freeway traffic generated from State Highway 100, traffic volumes often exceed the 45 mph speed limit. The roadway has an ADT of 25,500 and experiences peak period congestion. The project will improve access along and across the CSAH 25 corridor by providing pedestrian facilities and installing streetscaping elements that bring the roadway to more of a pedestrian scale. Improvements will also be provided along Ottawa Avenue/Beltline Blvd and Lynn Avenue (meeting all ADA requirements) to provide two locations to safely cross the CSAH 25 roadway at-grade. With the addition of the Beltline LRT station to the south, it will become increasingly more important to support pedestrian access along and across the CSAH 25 corridor.

Response (Limit 2,800 characters; approximately 400 words):

Gaps:

Pedestrian system gaps will be completed both north and south of CSAH 25. There are currently gaps in the sidewalks, often mid-block, along Ottawa Avenue, Lynn Avenue, and Beltline Blvd. These gaps create challenges for pedestrians and especially people with disabilities who may become stranded mid-block and have to turn around to find another way to cross. Winter conditions and snow pack make this even more challenging. The improvements will provide pedestrian facilities that make it possible for residents in the low- and mid-rise apartments north of CSAH 25 to safely access employers and the Beltline LRT station to the south.

Parallel routes for crossing CSAH 25 include Joppa Avenue to the east and an existing bike/ped overpass to the west of Beltline Blvd. Joppa Avenue is an at-grade intersection with CSAH 25. CSAH 25 traffic does not stop at Joppa Avenue, making it difficult for pedestrians to safely cross the intersection and its eight lanes of traffic (4-CSAH 25 and 4-frontage roads). While the overpass does provide an alternate route across CSAH 25, the overpass it is not heavily used by pedestrians whose destinations are oriented towards the at-grade intersections of CSAH 25/Beltline Blvd and CSAH 25/Lynn Avenue and the Beltline LRT Station.

Measure B: Project Improvements

Deficiency/Site Problems:

The roadway network in the project area is limited (particularly south of CSAH 25) and very auto-oriented. Large super-blocks with no sidewalks make it challenging for pedestrians to move about and across CSAH 25. Belt Line Blvd, which does not have a complete sidewalk system, serves as the key connection north and south of CSAH 25, and runs adjacent to the proposed LRT station platform. The Lynn Avenue and CSAH 25 intersection, planned for signalization with SWLRT improvements, does not have pedestrian facilities and cars currently do not expect pedestrians to cross at this location. The sidewalk network north of CSAH 25 is more extensive, however mid-block gaps, non-ADA compliant facilities, and lack of connection across CSAH 25 make the network incomplete. These issues result in the challenges pedestrians face while trying to walk in the project area. With or without the LRT station, these issues will increase if no improvements are made. Thus the City is leading efforts to redesign CSAH 25 with pedestrian friendly improvements regardless of the LRT project.

Response (Limit 2,800 characters; approximately 400 words)

In 2011-2015, there were 11 reported crashes in the project area involving bicyclists and 2 crashes involving pedestrians. Of the 13 crashes, 4 resulted in injuries. The crashes were a mixture of driver error and bike/ped error. In addition, vehicle to vehicle crashes common along the CSAH 25 corridor are typically rear end and congestion related crashes. The high demand for non-motorized connectivity along and across the CSAH 25 corridor, lack of existing dedicated facilities for pedestrians and bicyclists, and high vehicle traffic all contribute to the crash problems experienced today.

Deficiency Reduction:

The project will minimize conflict points between pedestrians and vehicle traffic by providing dedicated pedestrian facilities along the CSAH 25 and Beltline Blvd roadways and by providing improvements at the intersections of CSAH 25/Beltline Blvd and CSAH 25/Lynn Avenue. Sidewalk gaps will also be completed along Lynn Avenue and Ottawa Avenue to improve pedestrian access between Minnetonka Blvd, CSAH 25, and the LRT station area. The addition of dedicated bike/ped facilities to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014). A traffic signal is planned at CSAH 25/Lynn Avenue as part of LRT station improvements. This project will ensure the addition of a safe crossing at Lynn Avenue and CSAH 25 will pull some pedestrian activity away from the busy CSAH 25/Beltline Blvd intersection by providing facilities along CSAH 25 between Lynn Avenue and Beltline Blvd. Streetscaping elements will be added to aid in reducing driver speeds and increasing awareness of pedestrian activity.

Measure A: Multimodal Elements and Connections

Existing transit service:

Current transit service to the area is provided by Route 17, a local service every half-hour or greater between Hopkins, St. Louis Park, and Minneapolis. The route primarily follows Minnetonka Blvd, with alternate routes that connect the employment area south of Beltline Blvd. Existing users will benefit from improved access to Minnetonka Blvd via either Ottawa Avenue or Lynn Avenue. People with disabilities will benefit from the upgraded pedestrian facilities that meet ADA requirements, greatly improving access to transit over existing conditions.

Future transit service:

Response (Limit 2,800 characters; approximately 400 words)

The planned Southwest LRT project includes a station at Beltline Blvd south of CSAH 25. The improvements will provide greater access to this major regional transit facility beyond the station area, making it possible for residents and employees to access their destinations without the need of a vehicle. If the improvements are not made, ridership levels may be lower than expected as people (within acceptable walking distances from the station area) may not feel comfortable walking along and across the CSAH 25 corridor.

In addition, once the LRT route is operational, busing service will likely be adjusted in the area and may lead to increased access for bus routes in the area.

Pedestrian/bicycle connections:

The project improves connectivity to two Tier 1

RBTN corridors for pedestrians and bicyclists. The Cedar Lake LRT Regional Trail is a busy commuter and recreational user trail (with over 330,000 annual visits) that connects Hopkins to Minneapolis. The Cedar Lake LRT Regional Trail crosses Beltline Blvd south of CSAH 25 near the planned LRT station. Another major bikeway connection extends from the Cedar Lake LRT Regional Trail north along State Highway 100 and then west along Minnetonka Blvd. This bikeway utilizes an existing overpass across CSAH 25, which provides an opportunity to safely separate bicycle and pedestrian traffic across CSAH 25 that may be destined for the Beltline LRT station.

A system of multi-use trails south of CSAH 25 connects nearby parks, open space preserves, and neighborhood amenities. Trail connections provide access to the Bass Lake Preserve, Wolfe Park, St. Louis Park Recreation Center, and the Excelsior and Grand mixed-use development.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

06/04/2018

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

11/18/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review:

11/19/2018

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/13/2020

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 12/23/2019

10)Letting

Anticipated Letting Date

04/13/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$700,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$700,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Existing Conditions.pdf	Existing Conditions - Photos	1.0 MB
Figure-Aerial.pdf	Figure 1: Project Concept	652 KB
HennCo Letter of Support.pdf	Hennepin County Letter of Support	238 KB
Proposed Beltline-25 Sidewalk Project.pdf	Figure 2: Project Concept Close up	3.2 MB
RBTN Map.pdf	RBTN Map	187 KB
tsaapch7beltline-attachments.pdf	Beltline Station Area Plan Attachments	8.8 MB

Regional Economy

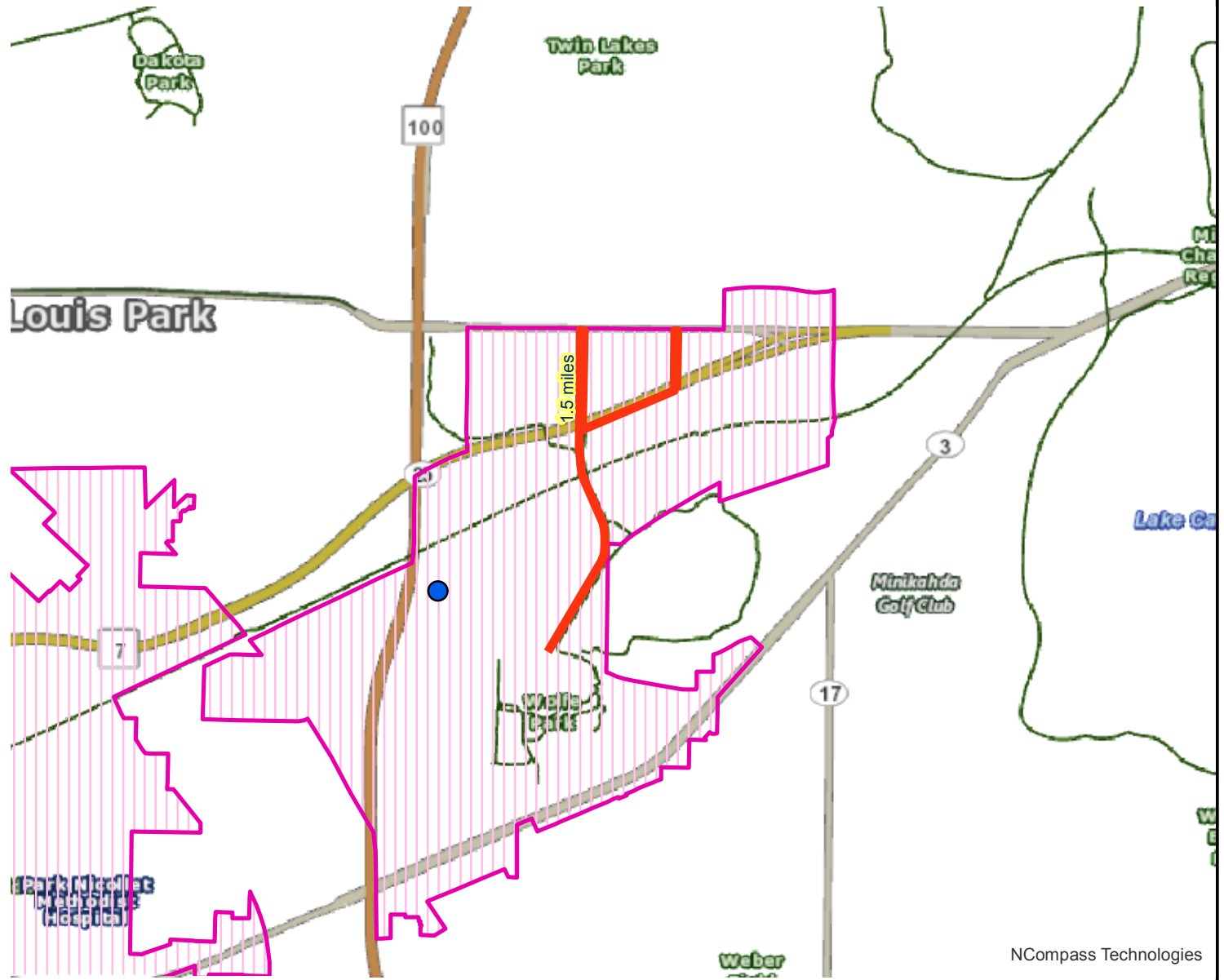
Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876

Results

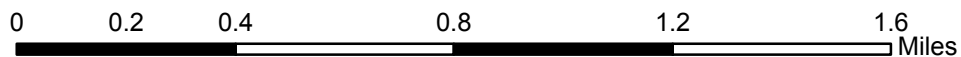
WITHIN ONE MI of project:

Total Population: 34298
Total Employment: 30988
Mfg and Dist Employment: 2179

Postsecondary Students:
579



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 6/7/2016
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



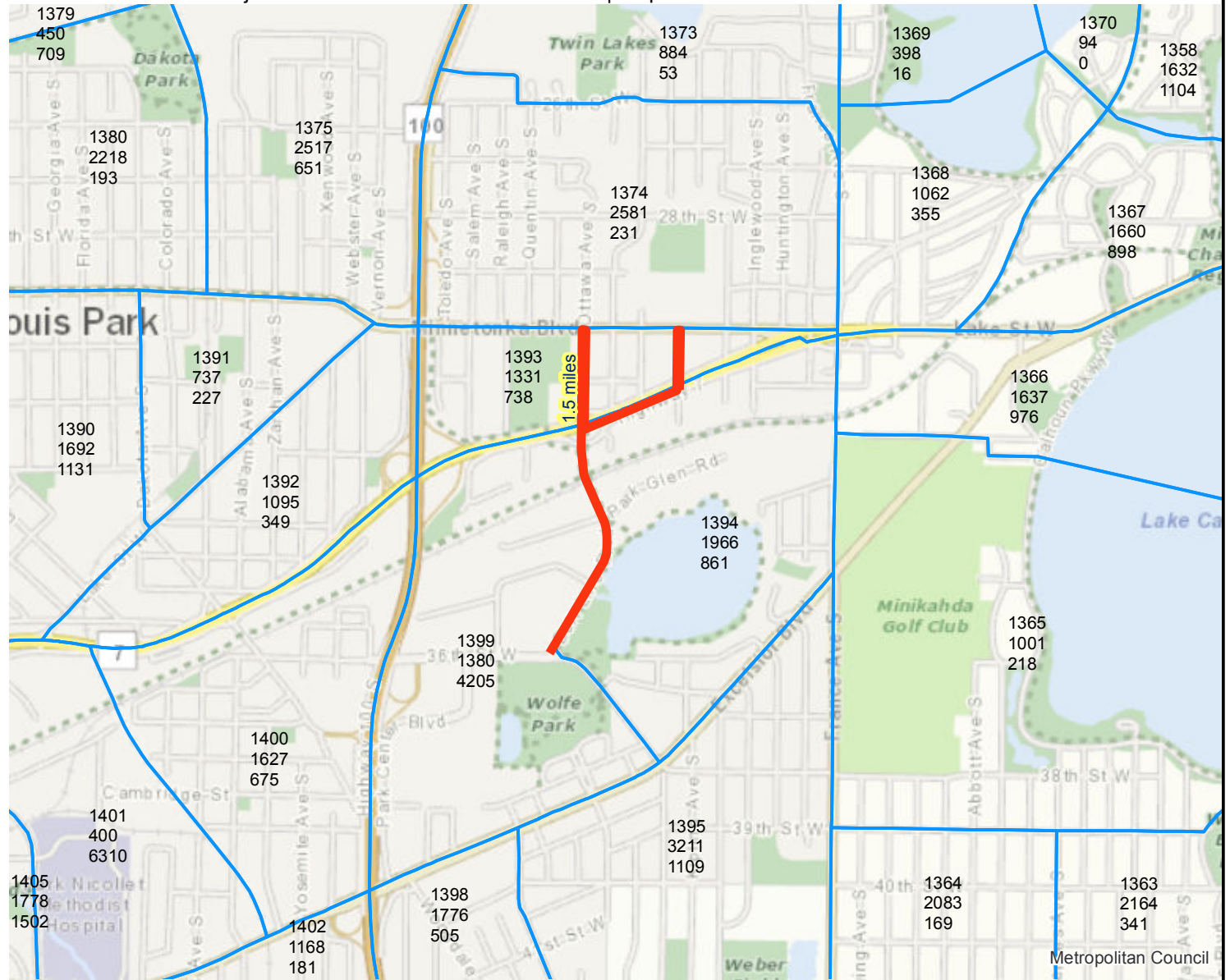
NCompass Technologies

Population Summary

Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876

Results

Within HALF Mile of project:
 Total Population: 21921
 Total Employment: 11100



- Project
- 2010 TAZ



Created: 6/7/2016
 LandscapeRSA4

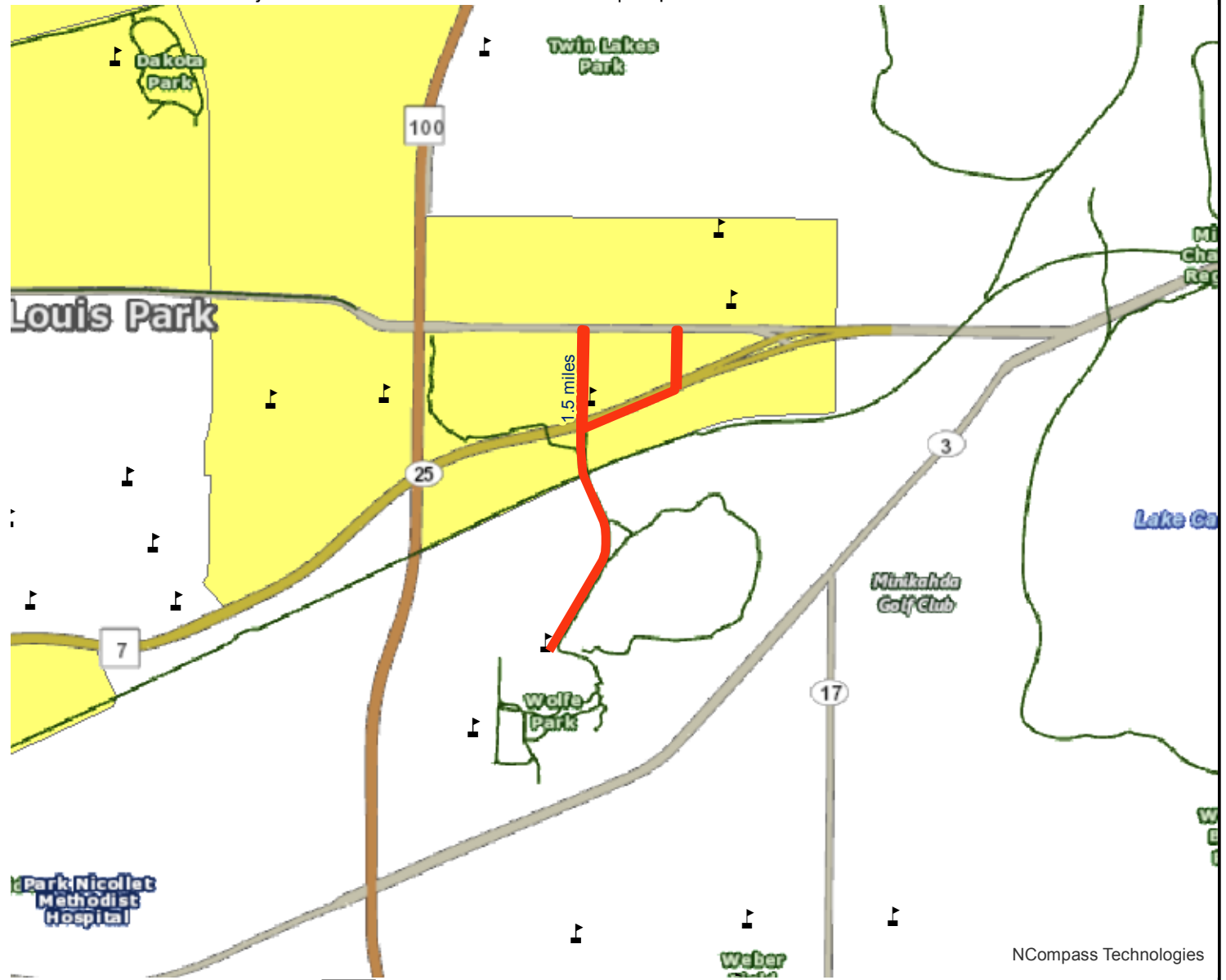


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

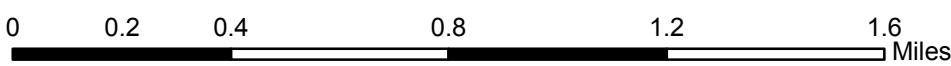


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



Created: 6/7/2016
LandscapeRSA2



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NCompass Technologies

Existing Conditions: Photos



Near CSAH 25 and Beltline Boulevard – Looking South



West side of Beltline Boulevard & 35th Street – Looking South



Lynn Avenue near Highway 7 – Looking north



- Proposed Project
- Existing Sidewalks
- Existing Trails
- Existing Regional Trail

Beltline/CSAH 25 Pedestrian Improvements
2016 Regional Solicitation
City of St. Louis Park MN



MARION GREENE
COMMISSIONER



PHONE 612-348-7883
FAX 612-348-8701

BOARD OF HENNEPIN COUNTY COMMISSIONERS

A-2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487-0240



June 29, 2016

Jack Sullivan, PE
Senior Project Manager
City of St. Louis Park
5005 Minnetonka Blvd
St. Louis Park, MN 55416

RE: Letter of Support for CSAH 25/Beltline Boulevard Pedestrian Improvements
2016 Regional Solicitation Application

Dear Mr. Sullivan:

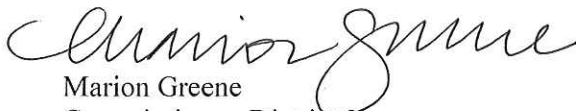
Hennepin County hereby expresses its support for the City of St. Louis Park Regional Solicitation federal funding application for the proposed pedestrian improvements to CSAH 25 and Beltline Boulevard. The proposed project would add pedestrian facilities along the CSAH 25 corridor to improve multimodal access along and across the busy roadway. The project would also improve pedestrian access to the planned Beltline LRT station proposed as part of the Southwest LRT project.

The proposed improvements are consistent with recommended local improvements identified in the Beltline Transitional Station Area Action Plan.

Hennepin County acknowledges, to the extent it has jurisdiction and controls rights of way of the associated facilities, that the county staff has indicated we will operate and maintain the facilities for the useful life of the improvement and will not change the use of any right of way acquired without prior approval from MnDOT.

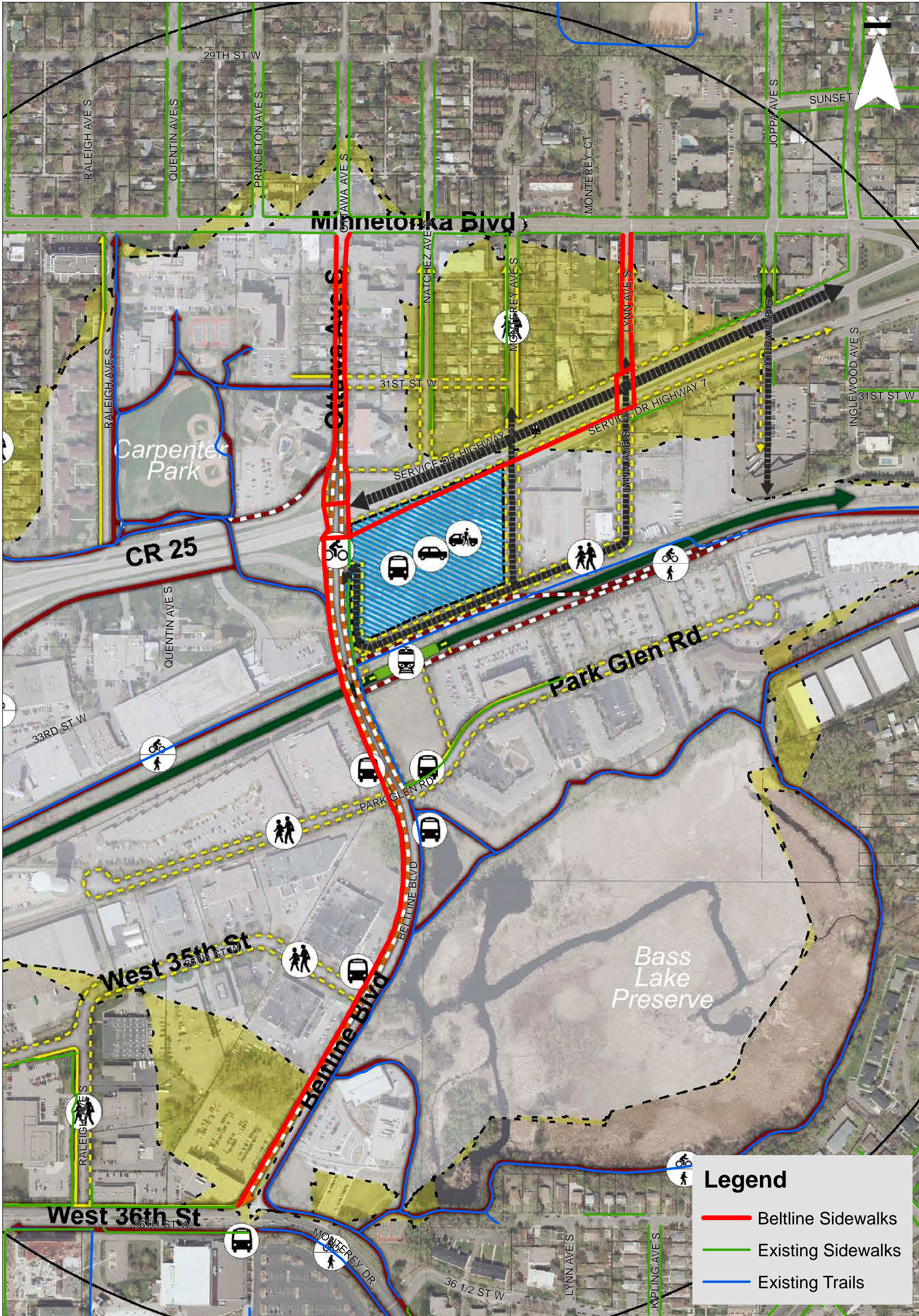
Hennepin County looks forward to working with the City of St. Louis Park on this project, if the city is successful in securing regional solicitation funding.

Sincerely,


Marion Greene
Commissioner, District 3

cc: Carl Michaud, Assistant County Administrator – Public Works
James Grube, County Highway Engineer

Regional Solicitation - Beltline / CSAH 25 Sidewalks



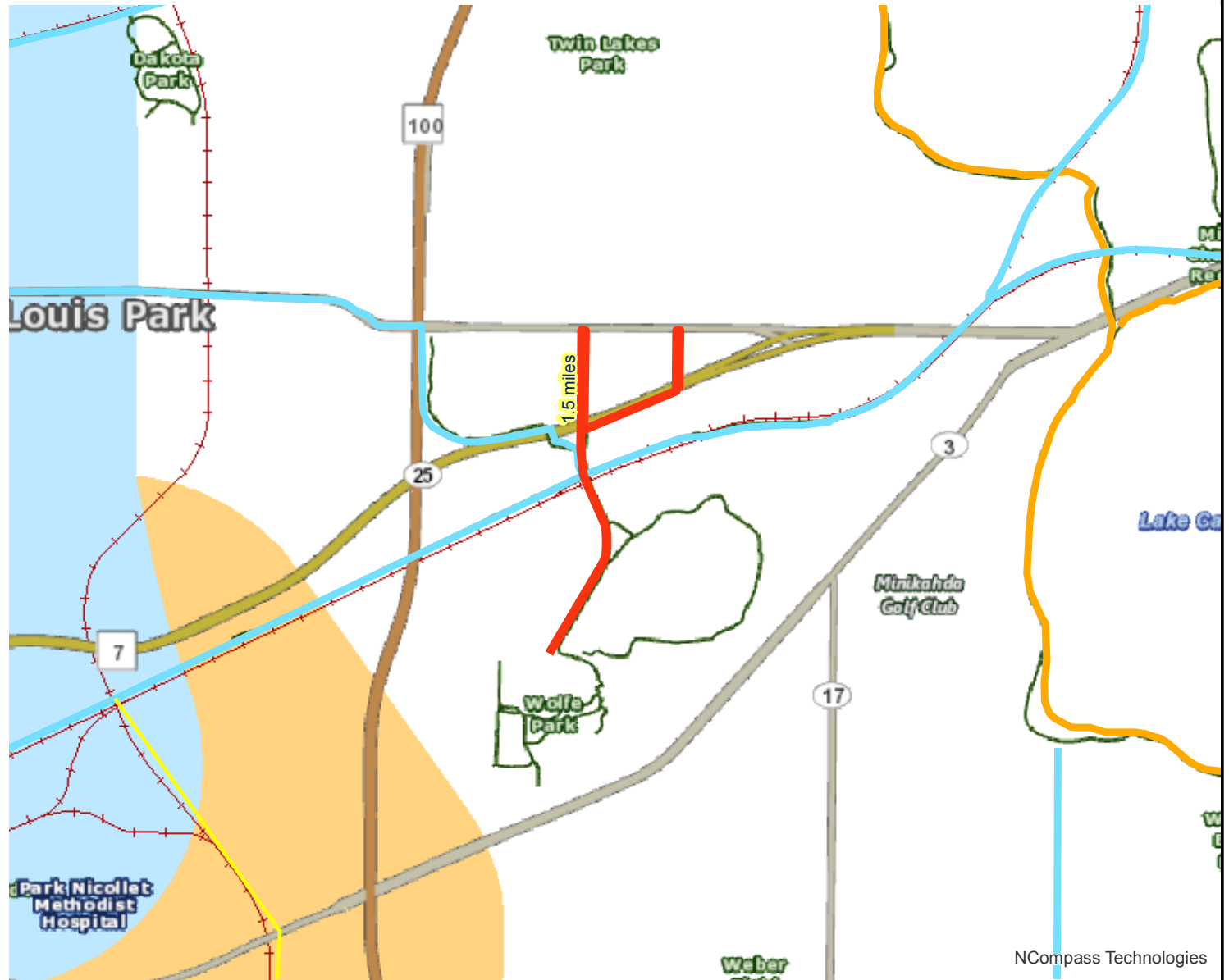
0 250 500 750 1,000

1 inch = 167 feet

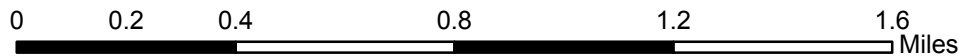
St. Louis Park
MINNESOTA

Project to RBTN Orientation

Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 6/7/2016
LandscapeRSA1



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NCompass Technologies





BELT LINE STATION

CITY OF ST. LOUIS PARK

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Koegler Group Inc.



SOUTHWEST LRT
community works
www.swlrtccommunityworks.org



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 7-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 7-4

A description of existing conditions in the station area, including:

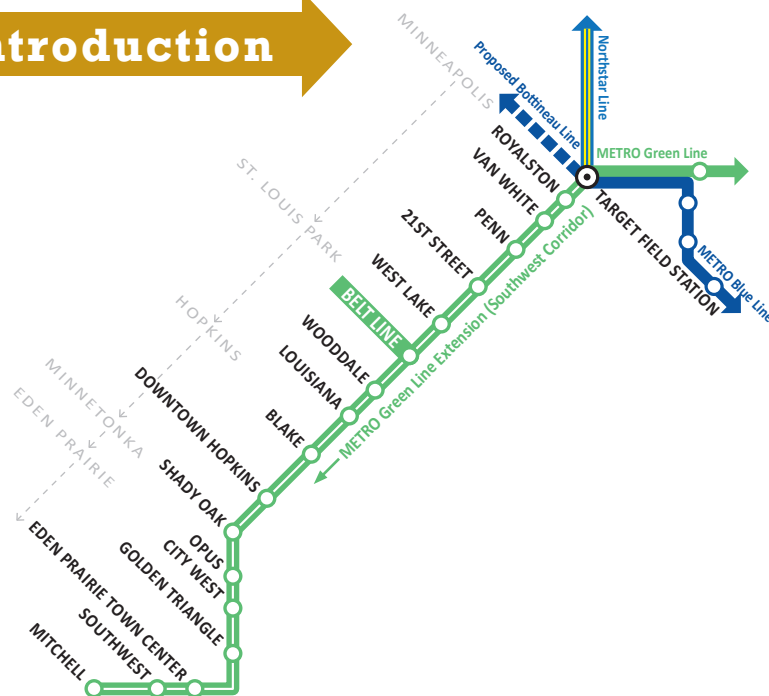
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 7-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



BELT LINE STATION WITHIN THE CORRIDOR:

A mixed employment and residential district with great access to areas north and south of the corridor

NEIGHBORHOODS While the Belt Line station area today is comprised predominantly of employment uses, its relationship to great open space amenities and proximity to the established mid-rise neighborhood at Excelsior & Grand position it to develop into a mixed-use Urban Village (see Place Types discussion beginning on p. 1-19) over time. To the north of the station, the Triangle neighborhood is a diverse area comprised of low- and mid-rise apartments as well as single-family homes. South of the station, the Wolfe Park neighborhood includes mid-rise residential uses abutting Bass Lake Preserve and a new urban neighborhood at Excelsior & Grand.

EMPLOYMENT The area contains a range of small industrial, warehouse, manufacturing, and office uses located primarily along the rail and highway corridors. While these businesses currently take advantage of the strong highway access, there is the potential that over time they will increasingly orient towards the LRT and redevelop with higher density employment and residential uses.

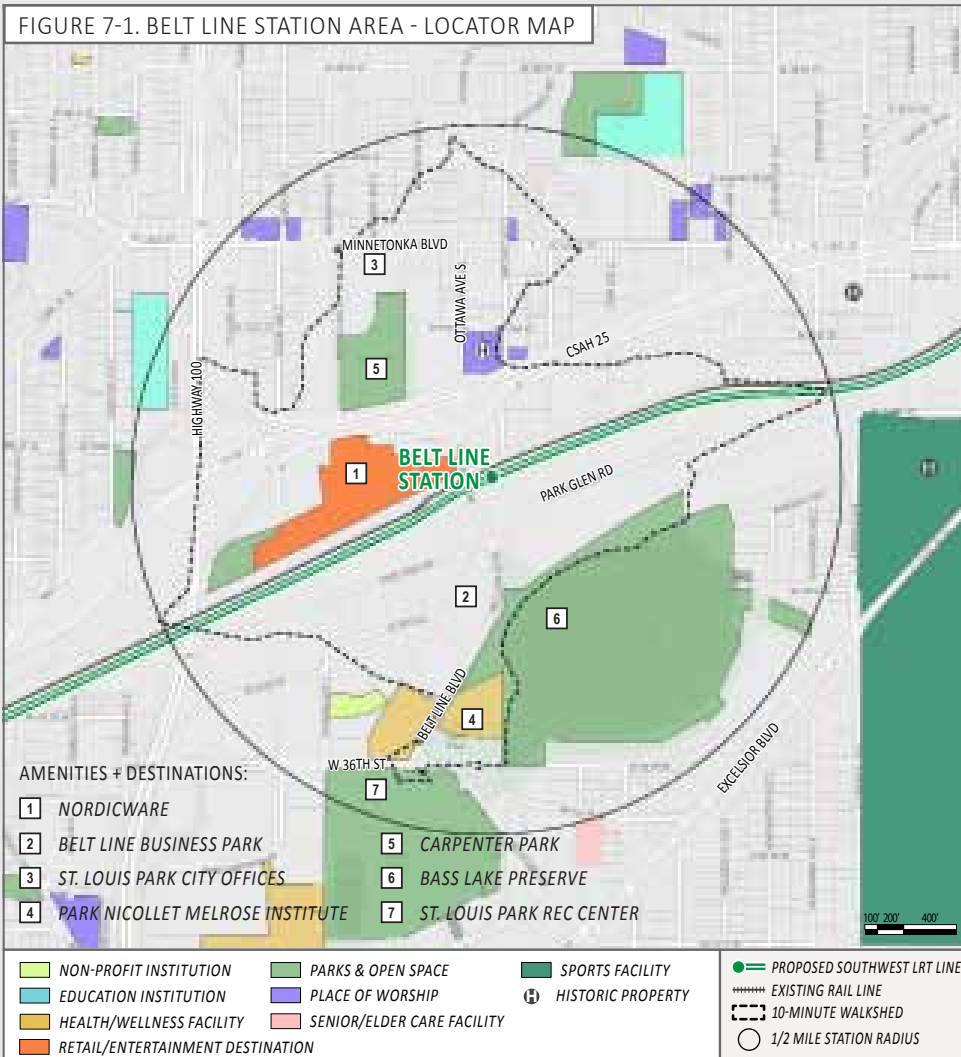
RECREATIONAL DESTINATION To the south of the station, less than a half-mile along Belt Line Boulevard is the St. Louis Park Rec Center. The center is a significant city-wide destination and contains two ice sheets, an outdoor water park, and a banquet room.

TRAIL CONNECTIONS The Cedar Lake LRT Regional Trail passes through the station area, along the LRT corridor. There are a number of locations at the edge of or just outside a comfortable walking distance from the station including the Rec Center and Excelsior & Grand development to make the station an important cycling destination.

HERITAGE, ARTS & CULTURE National Register listed/eligible historic properties in this station area include the Peavey-Haglin concrete grain elevator.

Station Location

The Belt Line station is envisioned as one of the major hubs along the SW LRT line. It is located along Belt Line Boulevard, an important employment area and north-south connection in St. Louis Park. It is also located along the Cedar Lake LRT Regional Trail, an important multi-use regional trail, connecting commuters and recreational users to Minneapolis (east) and Hopkins (west). The area is comprised of a mix of land uses, including office, light industrial, residential, commercial/retail, multi-family housing, civic, recreational, parks and open space. Nearby destinations include the St. Louis Park Rec Center, City Hall, Excelsior & Grand, Nordic Ware campus, Park Nicollet Melrose Institute, Wolfe Park, and Bass Lake Preserve. Numerous businesses are located near the transit station and these are expected to generate transit ridership. This station is also expected to serve residents of local neighborhoods, including Wolfe Park, Triangle, and Minikahda Oaks.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

BELT LINE STATION AREA TODAY:



Highway 25 access via Belt Line Blvd



Existing office south of LRT alignment



Existing housing



Cedar Lake LRT Regional Trail



Cedar Lake LRT Regional Trail / Belt Line Boulevard crossing



Existing industrial building (Nordic Ware)

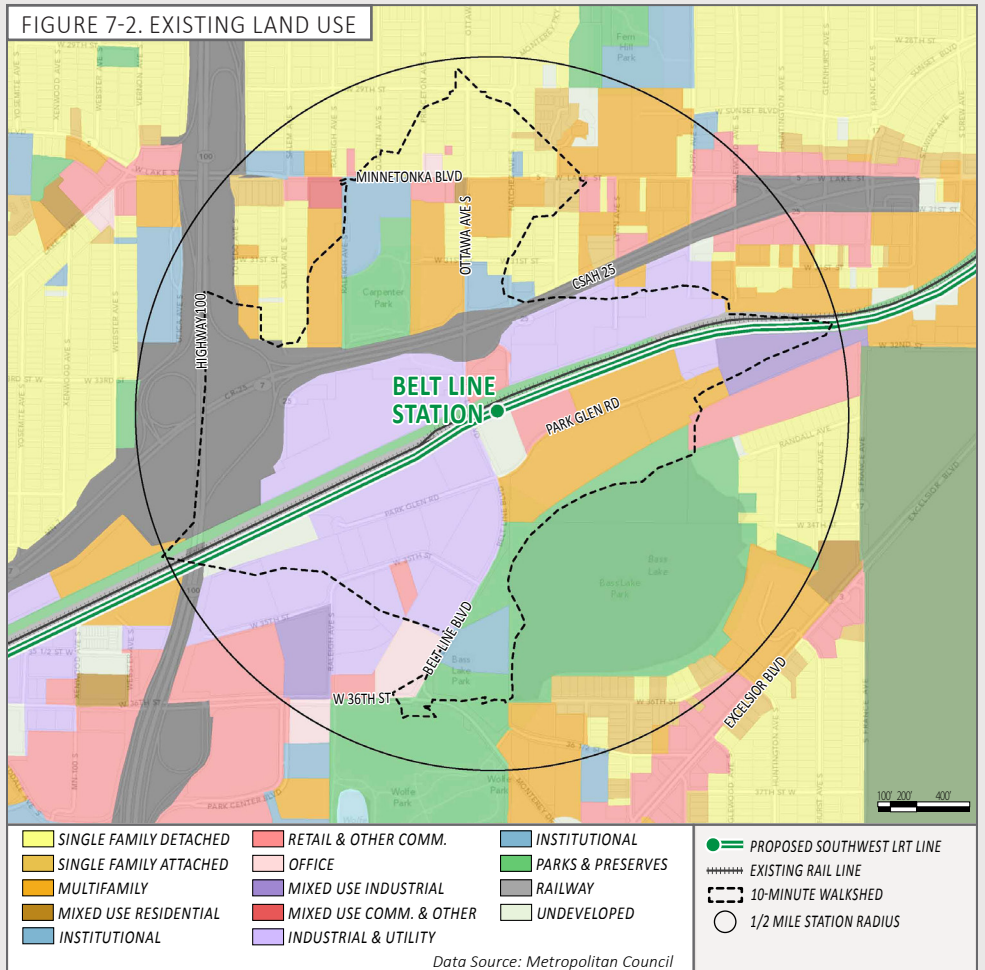
Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

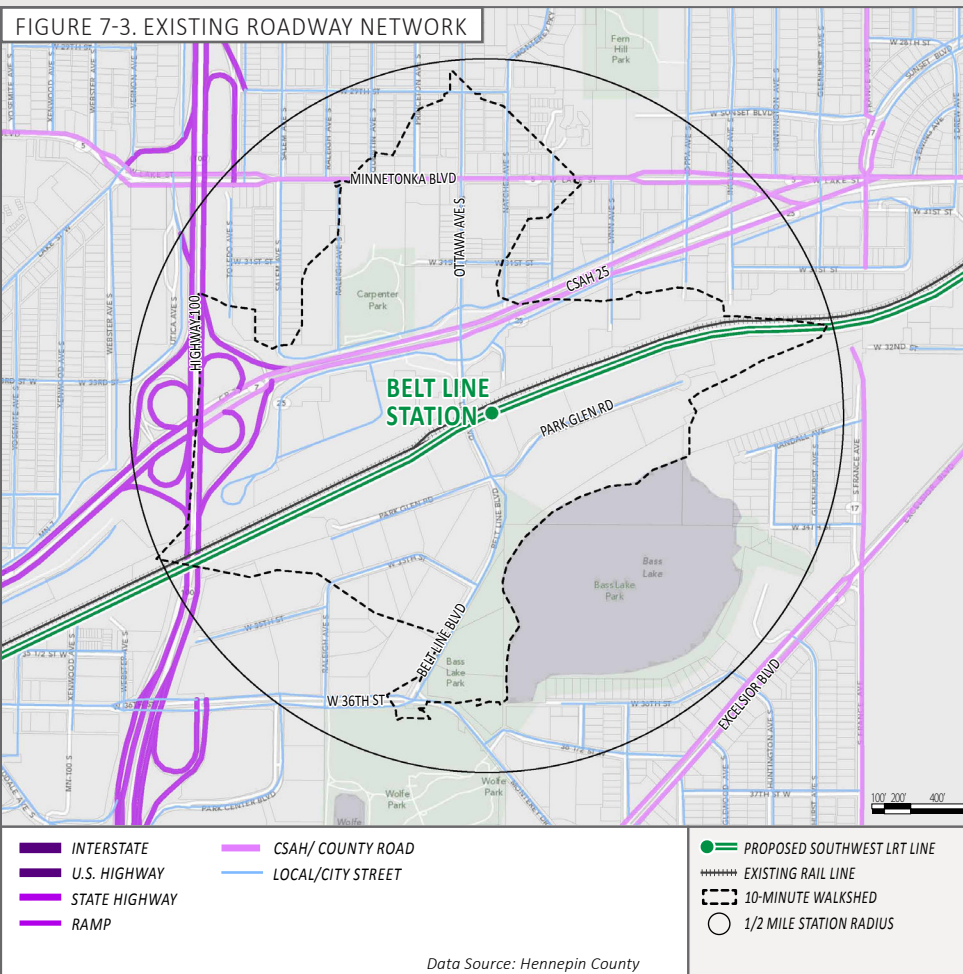
Land Use

Land uses in the Belt Line station area include a significant amount of industrial, light industrial, and office uses along the south side of County State Aid Highway (CSAH) 25 and west of Belt Line Boulevard. Commercial and residential uses also exist in the station area. Residential densities and housing types vary from single-family detached to high-density multi-family. There is also a significant amount of park and open space land in the station area, including Wolfe Park, Carpenter Park, and Bass Lake Preserve. A vacant parcel of land owned by the Hennepin County Regional Rail Authority is adjacent to the proposed station platform to the south.



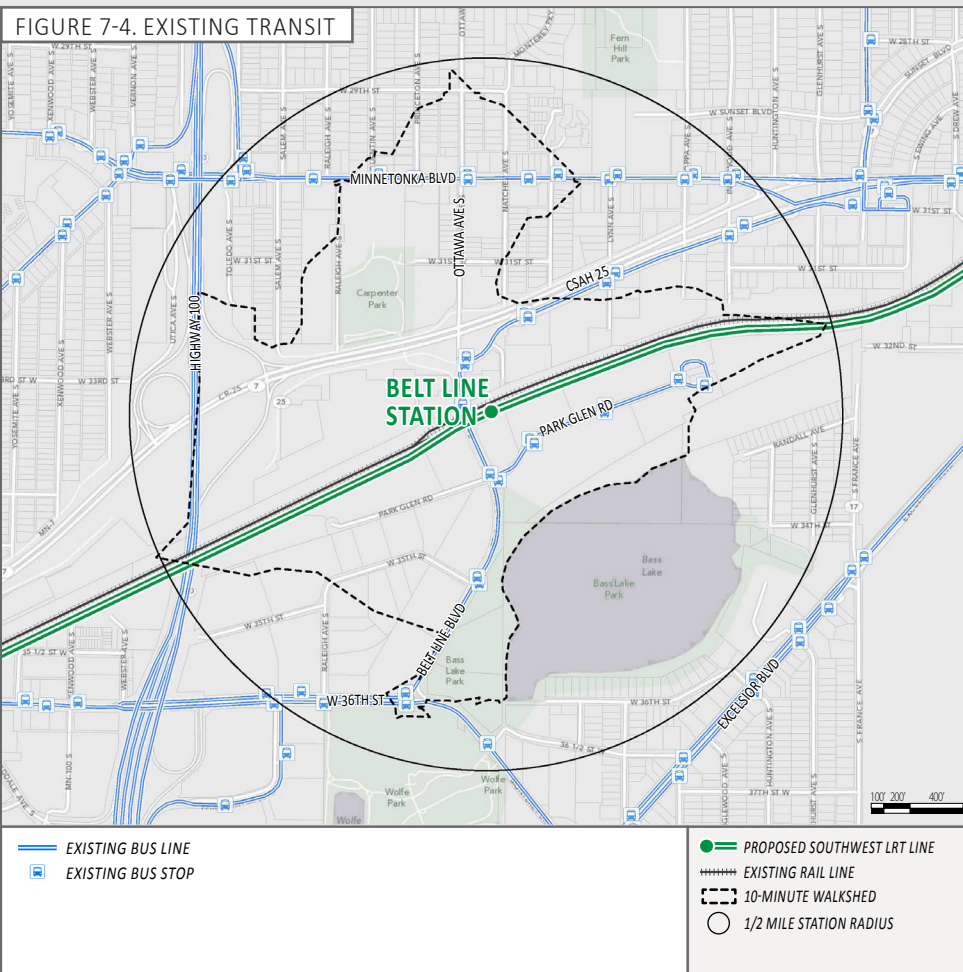
Roadway Network

The roadway network in the Belt Line station area is limited (particularly south of CSAH 25) and very auto-oriented. Large super-blocks are created by the limited roadway network, making it challenging for pedestrians to move about in the station area. Belt Line Boulevard is an important north-south connector in St. Louis Park, where few of these connections exist. Belt Line Boulevard runs adjacent to the proposed station platform, so it will be the lifeline to the station. The station is also served by CSAH 25, an east-west arterial roadway, and State Highway 100, a principal arterial running north-south, within a half-mile of the station platform. Other important roadways within the station area include W. 36th Street, Minnetonka Boulevard, and Excelsior Boulevard. Each of these roadways are important commercial corridors in the area. Park Glen Road, a local street, runs east-west, near the Belt Line station and provides important access to existing homes and businesses.



Transit

Existing bus routes run along Belt Line Boulevard, CSAH 25, Minnetonka Boulevard, and Park Glen Road. The area is served by Routes #17 and #681. Existing bus stops are located along Belt Line Boulevard (at Park Glen Road and the CSAH 25 frontage road).



Sidewalk, Trails and Bikeways

There are very few sidewalks near the Belt Line station area, due to large block sizes and industrial land uses. North of CSAH 25 the sidewalk network is complete, however, this system is cut off by CSAH 25 and few sidewalks exist south of this roadway. The trail system in the area is fairly robust, with the Cedar Lake LRT Regional Trail being the centerpiece of the trail system. Cedar Lake LRT Regional Trail is a busy commuter and recreational user trail. Today, conflicts exist between Cedar Lake LRT Regional Trail users and Belt Line Boulevard motorists, causing delays for both users and potential safety issues.

A system of multi-use trails connects nearby parks, open space preserves, and neighborhood amenities. One of these runs along the east side of Belt Line Boulevard. This trail connects to trails at Bass Lake Preserve and Wolfe Park. The trail system passes over CSAH 25 on a pedestrian/bike bridge located just south of Carpenter Park.

Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Besides capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of St. Louis Park or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

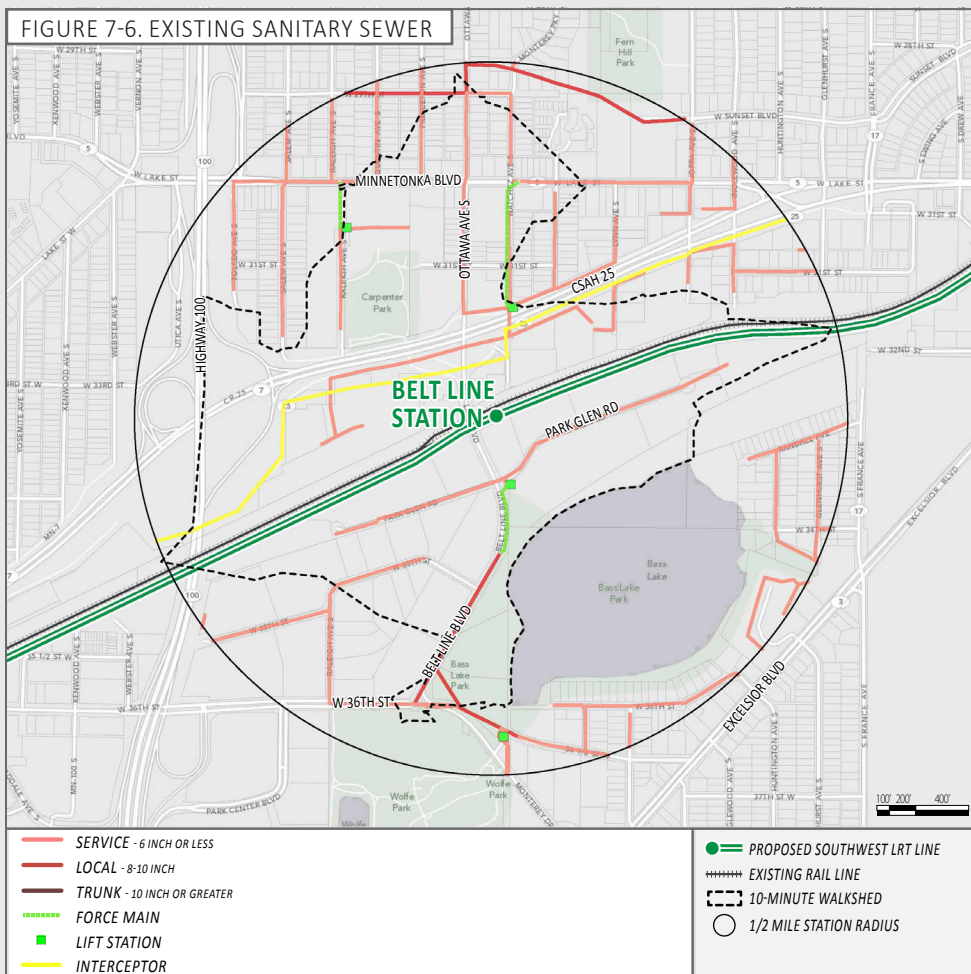
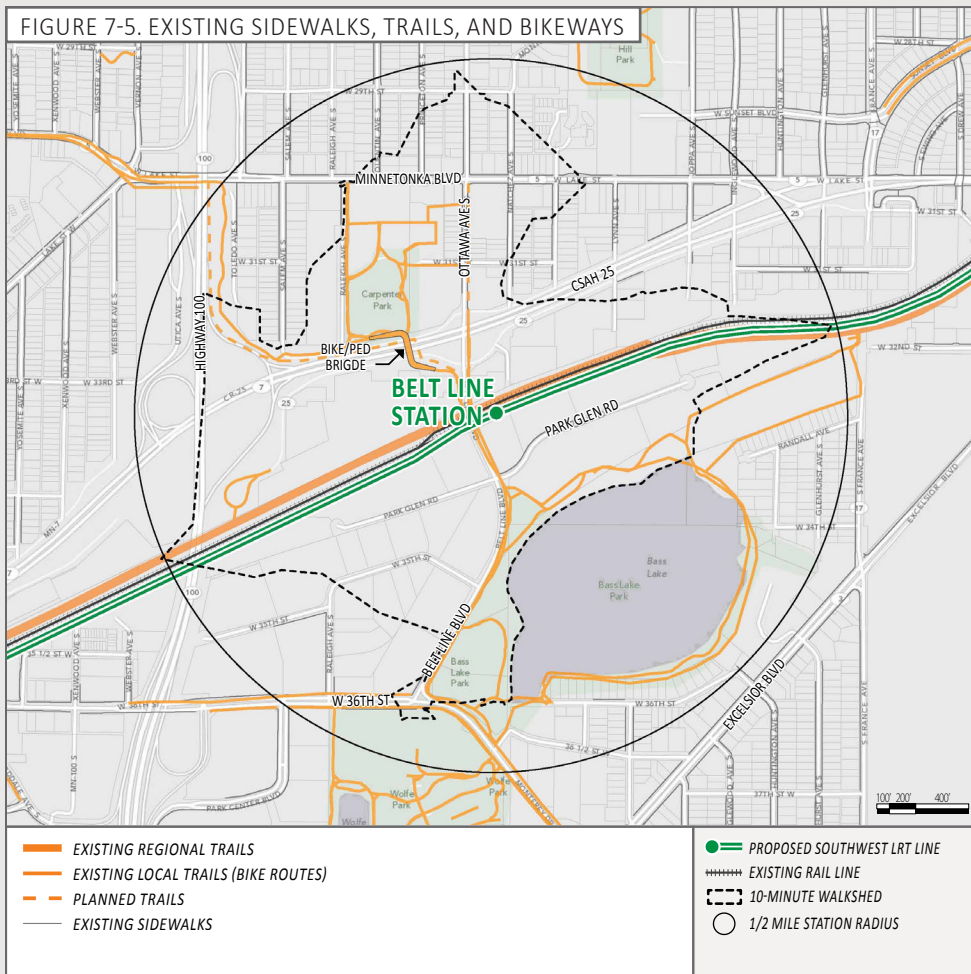


FIGURE 7-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

BELT LINE



This illustration includes both existing and proposed facilities to show the full network of future bike, pedestrian, automobile, and transit connections.

- | | | | | | | | |
|--|---------------|--|-------------------|--|---|--|--|
| | LRT PLATFORM | | FREIGHT LINE | | EXISTING PEDESTRIAN CONNECTION | | PROPOSED(DASHED) PEDESTRIAN CONNECTION |
| | LRT LINE | | NEW ROADWAY | | EXISTING BIKE CONNECTION | | PROPOSED(DASHED) BIKE CONNECTION |
| | BUS STOP | | KISS AND RIDE | | EXISTING MULTI USE CONNECTION | | PROPOSED(DASHED) MULTI USE CONNECTION |
| | PARK AND RIDE | | EXISTING WALKSHED | | FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS) | | |

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

ACTION TRANSMITTAL – 2021-06

DATE: January 27, 2021

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: 2021-2024 Streamlined TIP Amendment for St. Louis Park: CSAH 25/Beltline Blvd Pedestrian project

REQUESTED ACTION: St. Louis Park requests an amendment to the 2021-2024 TIP to reduce the scope and increase the cost of its CSAH 25 Beltline Boulevard Pedestrian project (SP# 163-291-008).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that TAB recommend adoption of an amendment to the 2021-2024 TIP to reduce the scope and increase the cost of St. Louis Park's CSAH 25 Beltline Boulevard Pedestrian project (SP# 163-291-008).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to reflect St. Louis Park's scope change request to remove project elements being constructed by other projects. The amendment request also includes a cost increase. The project was funded through the 2016 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption. The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee Review and results in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and 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 Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

This TIP amendment requests reflects the scope change request for the same project (AT 2021-06).

COMMITTEE COMMENTS AND ACTION: At its January 21, 2021, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the TIP amendment request with no reduction in federal funding.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/21/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Recommend	2/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	3/8/2021
Metropolitan Council	Review & Adopt	3/10/2021

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

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description
1685	2021	M	MSAS 291	163-291-008	St. Louis Park	*AC**: MSAS 291 (Beltline Blvd) from W 36th St to <u>Park Glen Rd</u> and <u>CSAH 25</u> to Minnetonka Blvd & <u>CSAH 25</u> from <u>Beltline Blvd</u> to <u>Lynn Ave</u> and Lynn Ave from CSAH 25 to Minnetonka Blvd in St Louis Park-Construct pedestrian facilities and streetscaping elements (AC project with payback in FY24)

Miles	Prog	Type of Work	Prop Funds	Total \$	AC \$	Other \$
0.0	EN	Sidewalks	STBGP	756,000 <u>820,457</u>	560,000	196,000 <u>260,457</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 reflect a scope change, removing elements being constructed by other sources and total project cost increase.

- 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

✓ The total project cost increased from \$756,000 to \$820,457. No additional federal funding is needed. Increased local funds provided by St. Louis Park, 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. 2021-08

DATE: January 27, 2021

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)
Steve Peterson, Manager of Highway Planning
(steven.peterson@metc.state.mn.us)

SUBJECT: Program Year Change Request: City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT

REQUESTED ACTION: The City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT request a program year change for four Highway 252 projects to align funding in 2026 as part of a larger MnDOT-led project.

RECOMMENDED ACTION: That the Technical Advisory Committee forward comments to the TAB regarding the following four TH 252-related Regional Solicitation grants potentially moving to 2026:

- TH 252/66th Ave intersection improvements
- TH 252/70th Ave pedestrian overpass
- TH 252/85th Ave intersection improvements
- TH 252/Brookdale Dr intersection improvements

BACKGROUND AND PURPOSE OF ACTION: Based on extraordinary circumstances, the City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT are requesting an exception to TAB's Program Year Policy (attached, starting on page 12). The project partners would like to move four awarded Regional Solicitation projects to 2026 to align with construction of the larger MnDOT-led Highway 252/I-94 project. In June 2020, staff brought this request to the TAB Executive Committee, who then asked staff to route the item through the technical committees for their feedback in granting the possible exception.

Over the course of three Regional Solicitation cycles, three different agencies have applied for and been awarded Regional Solicitation funding for four separate projects in the Highway 252 corridor (see Table 1, as well as the project descriptions/one-pagers submitted with their Regional Solicitation applications). In 2018, MnDOT received \$119 million in Corridors of Commerce funding to convert Highway 252 to a freeway and add a MnPASS lane to Highway 252/I-94 from Highway 610 to Dowling Avenue. All the individual projects selected through the Regional Solicitation were incorporated into the larger Corridors of Commerce project as the environmental process began.

This consolidation of projects is required because all the projects were considered connected actions by federal environmental law. Connected actions are defined as actions that trigger other actions; actions that cannot or will not proceed unless other actions are taken previously or simultaneously; actions are interdependent parts of a larger action and depend on the larger action for justification. All the individual projects are now considered connected actions in the

environmental document’s purpose and need statement. Therefore, despite regional funding policy, the local agencies could not get Federal Highway Administration (FHWA) approval to construct their projects at this time even if they wanted to do so.

In fall of 2019, due to emerging environmental issues, MnDOT, in coordination with FHWA, changed the project environmental document from an environmental assessment (EA) to an environmental impact statement (EIS), which are only used on a few select projects (e.g., Rethinking I-94, Mall of America, and other projects that may have major environmental impacts). This change was necessary to garner further public input, continue to vet alternatives like the interchange location and transit options, and further evaluate local concerns and impacts potentially arising from the development of the project. Moving to an EIS process has pushed the project letting beyond the years programmed for the Regional Solicitation projects. The project is now scheduled to be let in state fiscal year 2026 (July 2025-June 2026), making 2026 program funds the earliest the local partners could use the Regional Solicitation funds. It is for these reasons that the project applicants are requesting that their funds be shifted to 2026.

Table 1: Regional Solicitation Awards for the Highway 252 Corridor

Funding Cycle	Applicant	Project	Award Amount	Existing Year	Req Year	Summary
2016	Brooklyn Center	TH 252/66th Ave intersection improvements	\$7,000,000	2023	2026	Page 7
2016	Brooklyn Center	TH 252/70th Ave pedestrian overpass	\$1,902,640	2023	2026	Page 8
2018	Hennepin County	TH 252/85th Ave intersection improvements	\$7,000,000	2023	2026	Page 9
2020	Brooklyn Park	TH 252/Brookdale Dr intersection improvements*	\$10,000,000	2025	2026	Page 10
Totals			\$25,902,640			

*This project was awarded funds in the 2020 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) manages the \$90 million annual program of projects programmed by the Regional Solicitation. The request does not follow TAB’s Program Year Policy, which states that the maximum length of a program year extension is one year and that projects are only eligible for one program year extension (two of the projects have already received program year extensions). Due to extenuating circumstances, the applicants are requesting an exception to the policy.

STAFF ANALYSIS: While the program year policy only allows for one-year, one-time program year extensions, this is a unique circumstance. MnDOT is constructing the project and the local applicants are bound to MnDOT’s timelines and the environmental process that is federally required. The more in-depth environmental process will allow for greater levels of public involvement and project input, which are activities that TAB values. In addition, the timeline delay and longer environmental process will result in a project that provides positive improvements and eliminates, mitigates, or reduces overall negative impacts on stakeholders and the environment.

From a programming perspective, there are no known issues with the request. There are enough projects to fill the \$15,902,640 funding hole left in 2023. The \$10,000,000 funding hole in 2025 would be filled as part of the 2022 Regional Solicitation cycle.

Staff requests assistance from the technical committees in filling out a pros/cons table.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2021, meeting, the TAC Funding & Programming Committee voted unanimously to forward comments to the Technical Advisory Committee. Members also discussed the need to potentially revisit the Program Year Policy and add guidance for when exceptions to the policy can occur (e.g., when a project is delayed because the project sponsor conducts a longer Environmental Impact Statement instead of the more common Environmental Assessment).

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

Pros	Cons
<p>-The more detailed environmental process, which is causing the delay, will provide greater input opportunities for the public and stakeholders. Given the population of people of color in the area (40%), the increased public involvement is a valuable activity.</p>	<p>-There is time for local agencies to reapply next funding cycle for at least some of the funding again (rules restrict both interchanges from being awarded funds in the same cycle).</p>
<p>-Pulling the funding may result in one or more of the Regional Solicitation projects not being included in the larger project or other project elements not being included to stay within budget. Losing funding may also potentially jeopardize Corridors of Commerce funding for the project, which was scored based on the Regional Solicitation funding being secured.</p>	<p>-There is risk that the environmental process does not select the location or project elements described in the Regional Solicitation applications.</p>
<p>-Pulling the funding places financial burden on local agencies, especially Brooklyn Center and Brooklyn Park, to come up with further local match for the larger project.</p>	<p>-The approach is not consistent with how TAB deals with other program year extension requests.</p>
<p>-Due to the Corridors of Commerce funding and expanded project area, local agencies cannot get approval to deliver the project until MnDOT's environmental process is complete.</p>	
<p>-TAB has the ability to help with the success of one the largest highway mobility projects planned in the region in the next decade.</p>	
<p>-No financial impact to the overall Regional Solicitation program.</p>	

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/17/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Approve	2/17/2021

ACTION TRANSMITTAL No. 2021-09

DATE: January 27, 2021

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)
Steve Peterson, Manager of Highway Planning
(steven.peterson@metc.state.mn.us)

SUBJECT: Program Year Change Request: City of Brooklyn Park CSAH 103 Projects Near the Blue Line Extension

REQUESTED ACTION: The City of Brooklyn Park requests a program year change for two CSAH 103 projects to move funding to 2025 and 2026 to align with the Blue Line Light Rail Transit Extension.

RECOMMENDED ACTION: That the Technical Advisory Committee forward comments to the TAB regarding the following two CSAH 103-related Regional Solicitation grants potentially changing years:

- CSAH 103 from 85th Ave to 93rd Ave reconstruction/lane expansion from 2022 to 2025 (110-020-041)
- CSAH 103 from 74th Ave to 93rd Ave streetscape and transit improvements from 2023 to 2026 (110-020-042)

BACKGROUND AND PURPOSE OF ACTION: Based on issues with BNSF railroad, the City of Brooklyn Park is requesting an exception to TAB’s Program Year Policy (attached). The City would like to move two projects back three years each to align with construction of the Blue Line Extension (Bottineau LRT).

In the 2018 Regional Solicitation, Brooklyn Park was awarded two projects that tie into the Blue Line Extension: a reconstruction and lane expansion project (strategic capacity funding category) with the LRT running down the center median and a streetscaping and transit improvements project in between future LRT stations (pedestrian facilities funding category) (see Table 1 and the attached project one-pagers). The Blue Line extension was originally scheduled to begin construction in 2019. However, Hennepin County’s and Metro Transit’s negotiations with the BNSF railroad have delayed the project until 2024 or 2025, as project partners explore options to advance the project without using the railroad property.

Table 1: Regional Solicitation Awards CSAH 103

Funding Cycle	Applicant	Project	Award Amount	Existing Year	Requested Year
2018	Brooklyn Park	Reconstruct, 2-to-4-lane conversion with trails	\$7,000,000	2022	2025
2018	Brooklyn Park	Streetscaping / transit improvements	\$1,000,000	2023	2026

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) manages the \$90 million annual program of projects programmed by the Regional Solicitation. The request does not follow TAB’s Program Year Policy, which states that the maximum length of a program year extension is one year. Due to extenuating circumstances, the applicants are requesting an exception to the policy.

STAFF ANALYSIS: While the program year policy only allows for one-year, one-time program year extensions, this is a unique circumstance. The projects are dependent on Metro Transit’s construction of the Blue Line Extension.

From a programming perspective, there are no known issues with the request. There are enough projects to fill the \$7,000,000 funding hole left in 2022 and the \$1,000,000 hole left in 2023.

Staff requests assistance from the technical committees in filling out a pros/cons table.

COMMITTEE COMMENTS: At its January 21, 2021, meeting, the TAC Funding & Programming Committee voted unanimously to forward comments to the Technical Advisory Committee. Members also discussed the need to potentially revisit the Program Year Policy and add guidance for when exceptions to the policy can occur (e.g., when a project is delayed because the project sponsor conducts a longer Environmental Impact Statement instead of the more common Environmental Assessment).

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

Pros	Cons
-Pulling the funding may result in one or more of the Regional Solicitation projects not being included in the larger project or other project elements not being included to stay within budget.	-There is time for the City of Brooklyn Park to reapply next funding cycle for the streetscaping project (the roadway project request is for 2025, which was just programmed in the 2020 Regional Solicitation).
-This section of the Blue Line Extension alignment is not on the BNSF right-of-way, rendering it a low risk for change, provided the project moves forward.	-There is risk that the Blue Line Extension could be delayed further as a new alignment is not known at this time.
-No financial impact to the overall Regional Solicitation program.	-The approach is not consistent with how TAB deals with other program year extension requests.
-TAB has the ability to help with the success of one the largest transit expansion projects planned in the region in the next decade.	

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/17/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Approve	2/17/2021

ACTION TRANSMITTAL No. 2021-10

DATE: January 27, 2021

TO: Technical Advisory Committee

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

SUBJECT: 2021-2024 Streamlined TIP Amendment for MnDOT: US 212 Lighting Improvement

REQUESTED ACTION: MnDOT requests an amendment to include in the 2021-2024 TIP funding for a lighting upgrade on US 212 (SP# 2763-62).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to include funding for MnDOT's lighting upgrade on US 212 (SP# 2763-62).

BACKGROUND AND PURPOSE OF ACTION: MnDOT was awarded funding from the 2020 Highway Safety Improvement Program (HSIP) to upgrade to continuous lighting on US Highway 212 from 1,000 feet west of Valley View Road to 700 feet west of eastbound Minnesota Highway 62. This project was funded with money available for fiscal year 2022.

Projects from that solicitation are scheduled to be included in the 2022-2025 TIP. However, MnDOT anticipates this project beginning before the approval of the 2022-2025TIP, which will be completed in the fall. Therefore, in order for the project to begin on time, it needs to be added to the 2021-2024 TIP, which will be active for roughly the first four months of fiscal year 2022. No deviation from the application's original cost or scope is proposed.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the local and federal 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.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Recommend	2/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	3/8/2021
Metropolitan Council	Review & Adopt	3/24/2021

Please amend the 2021-2024 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 include location, description of all work, & city (if applicable)	Miles
2022	M	US 212	2763-62	MnDOT	TH 212 from 1000' West of Valley View Rd to 700' West of EB TH 62 - Remove existing partial interchange lighting and upgrade to continuous lighting	1.79

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$	Other \$
SH	Lighting	HSIP	500,000	450,000	50,000	-

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 formal amendment is needed to add a new HSIP-funded safety project into the 2021-2024 TIP/ STIP for fiscal year 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

This project was recently awarded Regional Highway Safety Improvement Program (HSIP) funding for SFY 2022.

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 X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-18. Lighting improvements per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL No. 2021-11

DATE: January 27, 2021

TO: Technical Advisory Committee

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

SUBJECT: 2021-2024 Streamlined TIP Amendment for Richfield: Railroad Gate Installation

REQUESTED ACTION: Richfield requests an amendment to the 2021-2024 TIP to add an additional location and additional cost to its West 77th railroad gates installation (SP# 27-00327).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to add an additional location and additional cost to Richfield's West 77th railroad gates installation (SP# 27-00327).

BACKGROUND AND PURPOSE OF ACTION: This amendment request is necessary to reflect a change in project scope adding a second location (upgrading detection circuitry adjacent to W 76th Street) to Richfield's West 77th Street installation of gates and flashing lights. This additional also includes a cost increase.

The project is funded through the Highway Rail Grade Crossings & Rail Safety program (Part of Section 130, funded by MnDOT's Office of Freight). This program is not funded through the Regional Solicitation.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the local and federal 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.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Recommend	2/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	3/8/2021
Metropolitan Council	Review & Adopt	3/10/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this 2021 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 include location, description of all work, & city (if applicable)	Miles
2021	M	MSAS 77	27-00327	Richfield	PGR RR, install gates and flashing lights at MSAS 108, W 77th St, and upgrade detection circuitry adjacent W 76th St, Richfield, Hennepin County	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
RS	Railroad Crossing	RRS-C	225,000 <u>350,142</u>	202,500 <u>315,128</u>	22,500 <u>35,014</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 formal amendment is needed reflect a change in scope by adding a second location and a total project cost increase.

- 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

The total project cost increased from \$225,000 to \$350,142. Additional federal funding is provided from RRS-C (MnDOT Rail Office) and local funds from Richfield. 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 X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-8. Railroad/highway crossing warning devices per Section 93.126 of the Conformity Rules.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: January 27, 2021
TO: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2022-2025 TIP Development Schedule

Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with MnDOT’s State Transportation Improvement Program (STIP). The below schedule is a minor departure from the schedule used in recent years. Traditionally, the public comment period ends in early August, providing roughly a week for staff to assemble a public comment report. During development of the 2021-2024 TIP, 210 public comments were provided. These proved difficult to assemble prior to the August TAB meeting. Therefore, the TIP will now be released for public comment in May, rather than June, enabling the public comment period to end in July. The below schedule captures the schedule and any changes to past practice.

2022-2025 TIP/STIP ADOPTION SCHEDULE (All dates are in 2021)

DATE	ACTION	ORGANIZATION	NOTES
Mar-Apr	MnDOT provides draft project data to Council. Council develops draft TIP.	MC /MnDOT Staff	No change from past practice
May 19	Release draft TIP for public comment. Public comment period starts May 23.	TAB	Release for public comment moved up one month to make time for development of the public comment report.
May 20	Recommend approval of draft TIP	TAC – F&PC	Recommendation, potentially along with technical recommendations
June 2	Recommend approval of draft TIP	TAC	Recommendation, potentially along with technical recommendations
June 16	Consider technical comments on draft TIP.	TAB	TAB used to release for public comment at this meeting via action. Now an info item.
July 6	45-day public comment period ends	Council Staff	Early ending enables staff to assemble the comment report and consider comments
Aug 11	Prepare Public Comment Report. Draft TIP revised to address public comment	Council Staff	Include in TAB meeting packet
Aug 18	Accept Public Comment Report and recommend final TIP to Council	TAB	No change from past practice
Sept 13	Review final TIP – recommend to Council	Transportation Committee	No change from past practice
Sept 22	Adopt final TIP	Met Council	No change from past practice
Sept-Oct	TIP is incorporated into State TIPs	MnDOT/WisDOT	No change from past practice
Oct-Nov	Federal conformity determination	FHWA / FTA / EPA	No change from past practice
Nov	STIP Approved	FHWA and FTA	No change from past practice